

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | November 25, 2013

The Solo Events Board met by conference call November 25th. Attending were SEB members Steve Hudson, Dave Feighner, Dave Hardy, Mark Andy, Mike Simanyi, and Brian Conners; Dick Patullo and Bruce Lindstrand of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2015.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

## **Member Advisories**

### **Street/Street-R (Stock)**

#### **Committee Applicant Request**

The SEB is anticipating vacancies on the SAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### **#12898 Wheel Size Clarification**

Per the SAC, this is meant to clarify the +/- 1" wheel allowance in Street:

Start with a vehicle that is legal in the 2013 Stock category, with any allowed optional (per Solo rules Section 12.4) wheel packages that were available from the factory (not dealer installed). You can then go up or down 1" on any wheel. If your car came with 17's on all four corners you can run 16, 17 or 18's up front and then 16, 17 or 18's in the rear. So a 16" front/18" rear combo is legal as is a 18" fronts/16" rear combo.

If the car was available with an optional 18" package that was also 1" wider you may run any combination of 17, 18 or 19's at this wider width. You may not mix and match standard and optional wheel packages. So in this last case you may not run 16's. Also, if your car came with wider wheels in the rear you may not run them on the front.

#### **#13098 Street/Street-R Classification Changes Under 12-month Rule (3.2)**

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

### **Street Modified**

#### **Committee Applicant Request**

The SEB is anticipating vacancies on the SMAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Modified**

#### **#10436 Twin Chassis Design Clarification**

Per the MAC, the following is meant to clarify the meaning of 18.0, 2nd paragraph, starting at the 4th sentence:

All aerodynamic devices must be securely mounted to the chassis, and not to suspension arms, dampers, springs, uprights or other unsprung or partially-sprung parts of the car. No movable wing flaps, suction fans, or other movable aerodynamic devices allowed, except for side skirts where noted in the rulebook. The historical Lotus "Twin Chassis" design, in the opinion of the MAC, creates a movable aerodynamic device (the so-called second chassis) mounted to the suspension uprights and would be illegal for A Modified.

### **Kart**

#### **#12395 Engine Clarification**

Per the KAC, 250cc 4 stroke motocross type engines are not legal in KM under 19.1.D.3 as they use a multiple gear transmission.

## **Tire Rack Solo Nationals**

Course Designers who are interested in providing a course for the Solo Nationals are invited to submit their qualifications and experience in writing to the SEB.

## **Recommended to the BOD for 2015**

The following subjects are planned to be referred to the Board of Directors for approval. Members should address all comments, both for and against, to the Solo Events Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

## **Prepared**

### **#11625 Subarus on the Same Line Proposal**

The PAC recommends the following listing change for 2015:

Change Appendix A, F-Prepared, to read:

Impreza/WRX (AWD) - ALL

The PAC appreciates the feedback received in letters 12737, 12738, 12795, 12801

## **Change Proposals**

## **Stock**

### **#12693 Wheel Offset Allowance Proposal**

The SAC would like member feedback on changing the first sentence in rule 13.4 as follows.

Any type wheel may be used provided it complies with the following: it is the same width and diameter as Standard and as installed (including wheel spacers if applicable) it does not have an offset more than  ~~$\pm\frac{1}{4}"$  ( $\pm 6.35\text{mm}$ )~~ **7mm** from a standard wheel for the car.

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets.

## **Street Touring**

### **#12680 240SX Move to STX Proposal**

Per the STAC, the following listing change proposal is submitted for member review and comment:

***Change Appendix A classification from STC to STX: Nissan 240SX***

## **Modified**

### **#12389 Solo Vee Allowance Proposal**

Per the MAC, the following rule change proposal is recommended for member review and comment:

Modify C.6.a under Modified Class C in Appendix A, to say:

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts. ***Bolt pattern may be changed.***

## **Other Member Items Reviewed**

## **Stock**

### **#12669 Street Comments**

Thank you for your input.

### **#12767, 12880 Wheel and Offset Allowance Proposals**

Thank you for your suggestion. Please see item #12693 regarding the same subject.

## **Street Prepared**

#11722, 11866, 12411, 12427 FRS/BRZ Classing Proposal

Please see item #10365 elsewhere in these minutes.

## **Street Touring**

#12475 STC and STS Combining Proposal

Please see item #12465 in the December Fastrack.

#12505 ECU Clarification

Please see item #12251 elsewhere in these minutes.

#12682, 12683, 12695 240SX Move to STX Proposal

Please see item #12680 elsewhere in these minutes.

## **Prepared**

#12985, 12986, 12987 Wheel Width Allowance Comments

Thank you for your input. This feedback is accounted for in the 2015 rule change proposal #12423 in the November Fastrack.

#12738, 12801 Impreza Classing Comments

Thank you for your input. This feedback is accounted for in the 2015 rule change proposal #11625 as shown in the November Fastrack and elsewhere in these minutes.

## **Not Recommended**

## **Stock**

#12635 Street Comments

Thank you for your input.

#12642 Street Comments

SCCA Technical Services can be a resource for accessing the Tire Guide information.

#12676 Engine Dress Up Clarification

Per the SAC, only engine "dress up" items adhering to section 13.2 are permitted in Street/Street-R.

#12688 BMW E39 Move to GS Proposal

Please see items #12859 and 13098 elsewhere in these minutes for related information.

#12692 Miata Club Sport Classing Proposal

Please see items #12859 and 13098 for related information.

#12742 Audi TT Move to GS Proposal

Please see items #12859 and 13098 for related information.

#12771 Lexus IS300 Move to FS Comments

Please see items #12859 and 13098 for related information.

#12859 Saturn Sky Classing Clarification

Please note that the SAC/SEB can no longer reclassify existing Street-R (formerly known as Stock) class cars (with the exception of SSR) due to the need to follow the rules process. Any changes would have to go out for member comment and be approved towards the end of 2014, for the 2015 season when most of the Street-R classes will no longer exist. New cars may be classed up until the July 2014 Fastrack (see Solo Rules 3.1). The Street Appendix A classifications

were just recently approved, as published in the November Fastrack. The SAC prefers to take some time to gather and evaluate more data before making any further changes under the 12 month rule (3.2).

Please see item #13098 for additional information.

### **Street Modified**

#### **#12735 Rear Hatch Allowance Proposal**

The SMAC does not recommend this proposal. The committee prefers to stand by 16.1.I, which specifically prohibits replacement panels containing glass.

### **Prepared**

#### **#12633 Exomotive Exocet Classing Proposal**

The PAC believes exoskeletal cars (e.g. Ariel Atom, MEV Exocet) are inappropriate for the Prepared category.

#### **#12737 Prepared Changes Comments**

The PAC believes that 17.2.S provides a competitor with adequate means of heat extraction. The PAC thanks the member for the feedback.

#### **#12795 Impreza Comments**

The PAC believes the weight formulas in F-Prepared are appropriate and will continue to monitor the class for future competitive adjustments, if necessary. The PAC thanks the member for the feedback

### **Tech Bulletins**

### **Stock**

#### **#12900 Classify 2014 Audi A6 - V6 supercharged**

The SAC wishes to class the new Audi A6 - V6 supercharged in F-Street along with moving the V8 G-Street A6's to F-Street under the 12 month rule. The committee believes the following listings accomplish that.

*Add the following to F Street...*

*Audi*

*A6 V8 (1997 - 2014)*

*A6 V6 Supercharged (2008-2014)*

*Change the G Street listing to...*

*Audi*

*A6 (I4, V6 NOC)*

#### **#12576 Lexus SC400 and LS400 Classing Clarification**

Errors and Omissions: Per the SAC, there was an oversight in the content of a proposal concerning the classification of various Lexus models. The change proposal (associated with item #8966) should have read as follows:

*Move from FS to DS: Lexus SC400 ('92-2000)*

*Move from FS to GS: Lexus SC300 ('92-2000)*

The GS300 remains in GS. The GS400 remains in FS.

### **Street Touring**

#### **#12251 ECU Clarification**

Add the following to Appendix F under the Street Touring category

***PIGGYBACK ECU INSTALLATION***

***1. The piggyback ECU must be used alongside the standard (see 12.4) ECU. If a piggyback has been installed it is not allowed to additionally modify the standard ECU in any way.***

*2. The piggyback ECU must be “supplemental” to the standard ECU and as such the standard ECU must retain some functionality.*

*3. The piggyback ECU must be “plug in compatible” with the standard ECU. So it must be possible to unplug the piggyback ECU and associated harness, and the car must be able to run on the standard ECU.*

From the STAC: There have been numerous member questions about piggyback ECU installations. Solo Rules Section 14.10.F.2 lists the restrictions when installing a piggyback ECU.

## **Street Prepared**

### **#10365 FRS/BRZ Classing Proposal**

Per the SPAC, add the following listings in class C Street Prepared:

*Subaru & Scion*

*BRZ & FR-S (2013-2014)*

Note: this is initial classing for these cars in this category, and thus is subject to the provisions of 3.2.

## **Modified**

### **#11151 S2000 Move to BM Proposal**

Errors and Omissions: Per the MAC, in Appendix A, under C Modified, update the weight listings in subsection A.2 to read as follows:

*Iron cylinder head and standard camshaft: 1310 lbs.*

*Aluminum cylinder head and standard camshaft: 1335 lbs.*

*Iron cylinder head and alternate camshaft: 1335 lbs.*

*Mazda MZR engine: 1335 lbs.*

Note: the need to update these values for consistency with the current GCR was inadvertently overlooked.

### **#11916 Stohr FF Allowance Proposal**

Per the MAC, effective immediately upon publication, add the following to the list of approved manufacturers in Appendix A under Modified Class C: *Piper, Stohr.*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | December 18, 2013

The Solo Events Board met by conference call December 18th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo of the BOD; 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 1/1/2015

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### MEMBER ADVISORIES

#### Tire Rack Solo Nationals

Course Designers who are interested in providing a course for the Solo Nationals are invited to submit their qualifications and experience in writing to the SEB.

#### Street Touring

##### #12752 O2 Sensor Clarification

The STAC has reviewed this letter requesting clarification on the O2 sensor. In the committee's opinion, the O2 sensor is not part of the exhaust system and is not free to be omitted from a replacement system.

##### #13186 Bodywork Clarification

A car sold by dealers in U.S. Territories is only eligible for Stock, Street Touring, and Street Prepared if it is identical to the U.S. market counterpart.

#### Street Prepared

##### #12081 Intercooler Clarification

The answers to the member's requests for clarification are as follows:

1. Is removing the valve's exposure to boost a change to the valve?

Yes, removing the valve's exposure to boost is a change to the valve.

2. If the competitor replaces the intercooler, the BOV must be mounted on the new intercooler such that it functions as it does on the stock intercooler.

#### Street Modified

##### Committee Applicant Request

The SEB is anticipating vacancies on the SMAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

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## **CHANGE PROPOSALS**

### **General**

#### **#9028 Independent Rear Suspension in XP Clarification**

The PAC recommends adding the following definitions to Section 12:

**Chassis** – A chassis is the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.

**Drivetrain** – The combination of components that provide the force that allows the car to move itself including the engine, clutch, transmission, driveshafts, differentials, axles, etc. Does not include wheels or spindles.

**Frame Rails** – An integral part of the chassis; frame rails are boxed, channeled, or tubular structural members of the car which may provide attachment points for one or more of the following: subframe/cross member, body, suspension, and drivetrain of the vehicle. Frame rails are present in Unibody, Tub-based, and Tube Frame Cars.

**Roll Bar / Roll Cage** – A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar / cage structures may be used to provide additional chassis rigidity and attachment for suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.

**Shock/Strut Towers** – Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.

**Subframe/Cross Member** – A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension or drive train components.

**Suspension** – Suspension is the combination of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, half shafts, etc.

**Suspension mount** – Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/bearings, they do not move as the suspension travels in its range of motion. Subframe/cross members are not suspension mounts.

**Trunk Area** – An area intended for the storage luggage or other items during normal street going usage.

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle. For 2 seat vehicles, this is defined by the vertical plane of the front seats of the vehicle. If a transverse bulkhead / panel is located in this area, the bulkhead / panel defines the start of the trunk area. Vehicles equipped with a fold-down rear seat, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead / panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead / panel.

**Tub** – The assembly of panels which form the basic structure of the vehicle's passenger compartment.

**Tub-based (non-tube-frame) Car** – A non-tube-frame car has a standard tub or standard unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub or unibody by bolts or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.

**Tube Frame Car** – A car whose chassis is fabricated from a non-Standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steering, etc.) loads.

**Unibody (Unit-Body)** – A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.

## Street Prepared

#9947 Morgan Plus 4 Move to FSP Proposal

Per the SPAC, move from SSP to FSP:

*Morgan  
+4 (2138cc, all)*

#12392 Brake Allowance Proposal

Per the SPAC, change 15.6.A from:

“A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.”

to

“A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. *One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.* This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.”

## Prepared

In addition to the above new Section 12 definitions, the PAC recommends the following changes to various items in Section 17, provided here for member review and comment.

### 17. PREPARED CATEGORY

#### 17.0.A. Intent

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed, subject to the requirements of 17.11.*

The SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.
3. The SCCA® may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. ~~Within the scope of these rules, the terms “chassis” refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of “frameless” construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car.~~ *Within the scope of these rules, the definitions provided in Section 12 apply.*

...

#### 17.1 AUTHORIZED MODIFICATIONS

The modifications defined here in the Prepared Category are the only allowed modifications. The rules in this section stand on their own; they do not build upon the Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.



B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule. (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation *which will invoke Section 17.11 weight penalties*).

Refer to Appendix F for past clarifications of these rules.

...

## 17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening.

It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, *steering*, or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, *steering*, and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6mm)*. Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.*

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and weight penalties and/or competitive adjustments may apply.

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights*, and for ~~driveshaft~~ *drivetrain* clearance. When modified, the driver/passenger compartment must remain separate from any exhaust and driveshaft components.

The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and ~~driveshaft~~ *drivetrain* components.

Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling 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 (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical

devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (203.2 mm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

...

#### 17.11 OTHER

A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. *Tube frame production cars and kit-cars specifically listed in Appendix A (i.e. Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e. a Tube frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section.* Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars.

### **OTHER MEMBER ITEMS REVIEWED**

#### **General**

##### #13103 Number of Classes Comment

Thank you for your input. This general subject comes up frequently and is often revisited by the SEB. Topics of this nature are discussed within the guidance of the Core Values; see I.2.3 in the Solo Rules.

#### **Street Touring**

##### #12441 G35 and 350Z in STU Comments

Thank you for your input.

##### #12442, 12467, 12472 New Cars in STU Comments

Thank you for your input.

##### #12756 Steering Wheel Allowance Clarification

Thank you for your input. The relevant item has been withdrawn (November Fastrack, item #11316).

#### **Kart**

##### #13169 Tire Comments

The SEB and KAC thanks you for your input.

##### #13184, 13226 Tire Comments

The SEB and KAC thank you for your input. The KAC is still accepting and considering member feedback and has not yet reached a decision.

### **NOT RECOMMENDED**

#### **Street Touring**

##### #12477 STF Wheel/Tire Allowance Proposal

The STAC believes that the class is healthy and shows balance. Introducing additional tire widths/wheel widths could upset the balance.

##### #12689 New Cars in STU Comments

Not recommended. Thank you for your input. Members are reminded that local Regions may modify classing as they see fit.

#### #12757 Z4 M Move to STU Proposal

The STAC does not feel that the Z4M is appropriate for STU at this time.

#### #12934 Mini Cooper Hartop JCW GP2 Classing Proposal

Per the STAC, the Mini Cooper JCW GP2 does not fit the class philosophy due to rarity and model specific upgrades.

#### #12976 New Cars in STU Comments

The STAC feels the STU classing is appropriate.

#### #13009 New Cars in STU Comments

The STAC feels that STU classification is appropriate at this time.

#### #13163 944S Move to STS Proposal

The STAC feels the 944 is more competitive in its current class (STR) versus STS, due to wheel/tire allowances.

#### #13168 Mini JCW GP in STX Clarification

Per the STAC, the Mini Cooper JCW GP does not fit the class philosophy due to rarity and model specific upgrades.  
See also item #12934 elsewhere herein.

#### #13191 New Cars in STU Comments

The STAC feels that STU classing is appropriate.

#### #13197 2014 Mini Cooper Classing Proposal

Classing of this car is not recommended due to limited data on a car not yet available.

#### #13198 2014 Mini Cooper S Classing Proposal

Per the STAC, classing of this car is not recommended due to limited data on a car not yet available. Please also see item #12934 elsewhere herein.

### **Street Prepared**

#### #11102 Boxster/Cayman Classing Proposal

Based on member feedback this proposal is not recommended.

#### #11396 240SX Move to FSP Proposal

Based on significant negative member feedback, this proposal is not recommended by the SPAC.

#### #11822 Toyota MR2 Classing Proposal

The SPAC does not recommend this change at this time. The MR2 owners currently competing could be hurt by this change, and adding the non-turbo back to CSP does not make it an attractive option for competitors.

#### #11896 MR2 Turbo Classing Proposal

The SPAC feels that the turbo MR2 would not be a good fit for CSP. See also item #11822 elsewhere herein.

### **COVERED ELSEWHERE**

### **Stock**

#### #13155, 13157 Street Wheel Clarification

Please see item #12898 in the January Fastrack regarding the same +/- 1" wheel clarification.

### **Street Touring**

#### #12074 STF Wheel/tire Allowance Proposal

Please see Street Touring item #12477 elsewhere herein.

#### #12376 STS/STC Merge Proposal

Please see Street Touring item #12465 as published in the December Fastrack.

#### #12399 ECU Clarification

Please see Street Touring item #12251 as published in the January Fastrack.

#### #12748 New Cars in STU Comments

Please see Street Touring item #12689 elsewhere herein.

#### #12769 Z4M Move to STU Proposal

Please see Street Touring item #12757 elsewhere herein.

### Street Prepared

#### #12999 BRZ/FRS Classing Proposal

Please see item #10365 as published in the January Fastrack.

### Prepared

#### #9198 Frame Rail Clarification

Please see item #9028 elsewhere herein.

## TECH BULLETINS

### Street Touring

#### #12855 Insight Classing Proposal

Effective immediately upon publication, add the following new listing in *STF*:

*Honda Insight*

Comment: Please see proposal #11982 as published in the December Fastrack for relevant information.

#### #12893 2007 Passat VR6 Classing Proposal

Effective immediately upon publication, add VR6 model to Passats classified in *STX* by changing the listing to read as follows:

Passat (2.0T, *VR6 W8*)

#### #12938 Porsche 914 Classing Proposal

Effective immediately upon publication, add the following new listing in *STS*:

*Porsche 914 (4 cylinder)*

#### #13093 Volvo 240 Turbo Classing Proposal

Effective upon publication, add new listing in *STX*:

*Volvo 240 Turbo (1981-1985)*

### Street Prepared

#### #10476 Nissan Sentra 1.8L Classing Proposal

Add the following line under Nissan in *FSP*:

*Sentra 1.8L (2000-06)*

### Kart

#### #12431 Rotax DD2 Engine Allowance Proposal

Change numbering of 19.1.D.3 to 19.1.D.4 (Other Engines).

Change 19.1.A.4 as follows to reflect the renumbering.

Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender ~~or class entered~~. Weights for entrants with karts having other engines are as listed in Section ~~19.1.D.3-19.1.D.4~~.

*Ladies class may run with a 20lb weight reduction except engines listed in Section ~~19.1.D.3-19.1.D.4~~.*

Add a new 19.1.D.3 which describes the Rotax DD2 engine :

*19.1.D.3 Rotax DD2: 125cc 2 speed shifter kart with centrifugal clutch. Engine and clutch must be stock and complete with passport matching serial number of engine and seal. Rotax passport is an engine identification card unique to each individual engine with serial numbers, service history is recorded on passport. The seal is provided by authorized Rotax service centers and includes a black anodized aluminum seal with Rotax stamp, serial number matching passport Id. There is a steel cable running through the seal, and 1. intake flange screw 2. stud of cylinder 3. cylinder head cover screw. Only authorized Rotax dealers may repair and re "seal" the engine, updating the passport. The stock no-lift system is legal. All KM legal tires are legal for DD2 engine. Minimum weight is 385lbs.*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | January 22, 2014

The Solo Events Board met by conference call January 22nd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Bruce Lindstrand and Terry Hanushek of the BOD; 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 1/1/2015

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### MEMBER ADVISORIES

#### Tire Rack Solo Nationals

Course Designers who are interested in providing a course for the Solo Nationals are invited to submit their qualifications and experience in writing to the SEB.

#### Street

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

The SEB has approved the addition of Vivek Goel and Andrew Pallotta to the SAC. The SEB thanks all of the members who expressed interest in serving the Club on this committee, and will keep the other resumes on file for future consideration.

#### Street Modified

The SEB has approved the addition of PJ Corrales to the SMAC. Vacancies remain on this committee and the SEB invites interested members to submit their qualifications in writing.

#### Modified

##### C Modified

Due to the recent moves of FV, SV and FST into CM, the MAC and SEB would like to further evaluate the competitiveness of these platforms in CM and therefore we do not expect to be recommending additional allowances for them at this time.

##### #11737 Body Work Clarification

The MAC believes that reduced-size bodywork is permitted in DM and EM in Modified Tub cars, per 18.1.C.2.d to the extent that one can be built which meets all of the floor pan length and width criteria (and all other applicable requirements) and remains recognizable as the original make and model per 18.1.B.1.

Note: a pertinent rule change proposal appears elsewhere herein.

##### #13146 Solo Vee Engine Clarification

Per the MAC, Appendix A, C Modified, paragraph C.2.c) establishes that replacement parts must have the same form, fit and function as the original. Specifically, an H rod compared to an original I rod has a different form and is therefore not dimensionally identical.

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## Kart

The KAC has a vacancy at this time, and the SEB invites members who are interested in serving on this committee to submit their qualifications in writing.

## CHANGE PROPOSALS

### Street

#### #12993 Shift Knob Clarification

The SAC is requesting member comment on adding paddle shifters to the Street shift knob allowance, by changing 13.2.E as follows:

13.2.E. Alternate shift knobs *or paddles* are allowed.

Note: Please see the pertinent item in the Tech Bulletins section elsewhere herein.

### Street Touring

#### #12465 STS & STC Combining Proposal

The STAC continues to request member review and feedback regarding the following classing change proposal:

Effective 2015, all cars currently classed in STC will be re-classed to STS.

### Modified

#### #11737 Body Work Clarification

Per the MAC, the following rule change proposal is submitted for member review and comment: Effective 1/1/2015, change the first paragraph of Section 18 to read as follows:

"Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), *except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used.* Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR section(s)."

## OTHER MEMBER ITEMS REVIEWED

### General

#### #13312, 13391 CAM Comments

Thank you for your input.

#### #13394 CAM Comments

Regions are free to use any PAX index numbers they wish. They are not assigned by the SEB.

### Street

#### #13038 Street Allowance Proposal

Thank you for your input.

#### #13247, 13263, 13279, 13316, 13321 Wheel Offset Comments

Thank your for your input on the proposal to change the Street category wheel offset rule from +/- 1/4" to +/- 7MM.

### Prepared

#### #9839 Aero Clarification

The PAC thanks the member for the input.

## #13123, 13334 Wheel Width Allowance Comments

Thank you for your input.

### **NOT RECOMMENDED**

#### **Street**

##### #12804 Sunset Rule Clarification

While recognizing section 13's 30 year rule for National events, the SAC prefers to leave older cars in Appendix A. Considerations include the extra work it would take to maintain the class listings, and the fact that we still see older cars at regional events.

##### #12362, 12524 Mazdaspeed 3 Move to GS Proposal

The requested change is not recommended, Please see the first item in Member Advisories under the Street category heading.

##### #13054 Scion iQ Classing Proposal

The Scion iQ remains excluded from the Street category for reasons of stability per Solo Rules section 3.1.

##### #13229 370Z Move to BS Proposal

The requested change is not recommended, Please see the first item in Member Advisories under the Street category heading.

##### #13308 Wheel/Tire Allowance Proposal

The +/- 1" diameter allowance only applies to Street. You may not mix and match the Street and Street R category rules.

#### **Prepared**

##### #13340 Aero Allowance Proposal

The PAC believes that extending the XP aerodynamic allowances to all of the Prepared category is inconsistent with the intent of those classes. The PAC thanks the member for their input.

#### **Modified**

##### #12932 Solo Vee Wheel Base Proposal

A wheelbase exception for the Formula First (FST) as requested is not recommended at this time. Per Appendix A, under C Modified subsection C, by definition the Solo Vee rules are based on GCR Formula Vee, not on Formula First. Hence even with such an exception an FST car could not run CM under the Solo Vee allowances without significant rule changes to expand the definition of the latter. The competitor is reminded that a GCR-compliant FST is permitted in CM under subsection B.2 in Appendix A.

##### #13147 Solo Vee Allowance Proposal

The requested changes to Solo Vee engine allowances are not recommended at this time, due primarily to the desire to further observe and evaluate the effects of the recent move of these cars into CM.

### **COVERED ELSEWHERE**

#### **Prepared**

##### #13271 Subaru's FP Lines Comments

#11625 has been recommended to the BOD as a 2015 rule change, as shown in the January 2014 Fastrack. The PAC thanks the member for the feedback.



## **TECH BULLETINS**

### **Street**

#### **#12802 Camaro Classing Proposal**

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Camaro 1LE in **A Street**.

*Chevrolet*

*Camaro Z28 (2014)*

#### **#12993 Shift Knob Clarification**

Per the SAC, the shift knob allowance in 13.2.E does not include paddle shifters.

#### **#13051 Porsche Macan Classing Proposal**

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Porsche Macan in **B Street**.

*Porsche*

*Macan (Turbo and S) (2015)*

### **Prepared**

#### **#13320 CP Engine Clarification**

The PAC recommends the following Tech Bulletin:

Change Appendix A, Prepared Category, Section C-Prepared (CP) by replacing the fifth paragraph with the following:

*"Naturally aspirated cars using US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation's brands as listed below.*

*Ford Motor Company: Ford, Mercury, Lincoln*

*General Motors Company: Chevrolet, Pontiac, Oldsmobile, GMC, Buick*

*Chrysler Group: Chrysler, Dodge, Plymouth*

Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is  $\pm\frac{1}{2}$ " ( $\pm 12.7\text{mm}$ ). Alternate material (e.g., aluminum) engine blocks may be used on US-produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17."

Note: This change clarifies the allowed corporate-related, naturally-aspirated, engine-swaps incorporating engines that have been produced in facilities outside the United States.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | February 26, 2014

The Solo Events Board met by conference call February 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, and Brian Conners; 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 1/1/2015.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Recommended to the BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Safety

#### #12872 Formula Junior Grid Rules and Helmets

The following rule change proposal has been recommended by the SSC and SEB:

Change 2.2.O to read: "At any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car *in the vicinity of the FJ grid or the course* may be in motion when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver in the class leaves the grid for the start line until the last driver has returned his kart to the FJ grid, this rule shall apply."

### Street

#### #12693 Wheel Offset Allowance Proposal

The following rule change proposal is recommended by the SAC and SEB:

Change the first sentence of 13.4 to read as follows:

"Any type wheel may be used provided it complies with the following: it is the same width and diameter as Standard and as installed (including wheel spacers if applicable) it does not have an offset more than  $\pm\frac{1}{4}"$  ( ~~$\pm 6.35\text{mm}$~~ ) *7mm* from a standard wheel for the car."

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets.

### Street Touring

#### #11982 Lexus CT200H Classing Proposal

The following rule change proposal is recommended to the BOD:

Change the first sentence of 14.10.F to read: "The engine management system parameters and operation *of internal combustion engines* may be modified only via the methods listed below."

Note: in conjunction with this change, the STAC has recommended a Tech Bulletin to class the Lexus CT200H (see elsewhere herein).

### Prepared

#### #12423 CP Wheel Width Allowance Proposal

The PAC and SEB recommend the following rule change for 2015:

Change Section 17.4.F to read:

F. For class CP, *any diameter and width wheel may be used.*

## **Member Advisories**

### **Street Touring**

#### **#13236 Toe Link Clarification**

There is no allowance in Street Touring for aftermarket toe links. In regards to aftermarket control arms, you can replace your upper or lower arm. However the mounting points must be in precisely the stock locations, excluding the sway bar endlink mount, and excluding incidental changes in length due to camber adjustment. Additionally the bushings must meet all the requirements of 15.8.C.

### **Street Modified**

The SEB has approved the appointment of Jinx Jordan to the SMAC.

### **Kart**

Members interested in serving on the KAC are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

The SEB thanks Shawn Hill for his service as a member of the KAC.

## **Change Proposals**

### **Street**

#### **#13367 Fix the Shock adjustment allowance**

The SEB/SAC are publishing the following for member review and comment.

Change the first two sentences of 13.5.F to read as follows:

*"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior bodywork."*

### **Street Touring**

#### **#12449 Oil Cooler Allowance Proposal**

Add the following to 14.10.A :

*"Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."*

Note: Based on member feedback the STAC is proposing adding an allowance for oil coolers. Many street touring cars are also driven at track events. The intent of this allowance is to allow common reliability modifications that offer no performance advantage. In addition to feedback on oil coolers the STAC would like specific feedback on transmission fluid coolers. Many new performance vehicles are being sold with two pedals, and as such transmission fluid coolers may become more commonplace.

#### **#12680 240SX Move to STX Proposal**

Class change proposal:

Change Appendix A classification *from STC to STX: Nissan 240SX*

## **Other Member Items Reviewed**

### **Street**

#### **#13450 Wheel Offset Comments**

Thank you for your feedback. Please see item 12693 elsewhere herein.

### **Kart**

#### **#13259, 13309 Tire Comments**

Thank you for your input.

## #13311 Engine Comments

Thank you for your input.

### **Not Recommended**

#### **Street**

##### #13505 MR2 Classing Clarification

The SAC feels the MKI MR2 is classed appropriately.

#### **Street Touring**

##### #9999, 13019 E85 and Octane Comments

After review of member feedback, the SEB and STAC are withdrawing the previously-published proposal to add an octane limit to 3.6.A (see December Fastrack).

##### #13265 Clutch Allowance Proposal

The STAC is not in favor of allowing update/backdate clutch swaps at this time. This is due to the fact that this allowance would give advantage to only certain models, and it is not in the spirit of rules stability.

##### #13337 370Z Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering adding other high power RWD cars to the class.

##### #13464 Steering Wheel Allowance Proposal

The STAC is not recommending any additional steering wheel allowances at this time. It should be noted that in late 2013 an alternate steering wheel proposal was put out for member comment. This proposal was ultimately withdrawn due to lack of member support.

##### #13277 MR2 Turbo Classing Proposal

The STAC believes the 1991-1995 MR2 Turbo exceeds the performance parameters of all current ST classes.

##### #13300 Differential Cover Clarification

Allowing alternate differential covers for all cars would exceed current Street Prepared allowances and thus is not recommended by the STAC.

##### #13462 C4 Classing Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering adding any other high power RWD cars to the class.

#### **Street Prepared**

##### #13455 Water Injection Allowance Proposal

The SPAC does not feel that this allowance is in the spirit of the category.

#### **Street Modified**

##### #12794 AWD Weight Proposal

The SMAC believes the current weight formula is appropriate.

##### #12514 Water Injection Clarification

The fuel allowances of 3.6.B and the water injection allowances in 15.10.G are sufficient as written. The SMAC does not believe increasing 15.10.G's allowance to include window washer fluid is appropriate.

#### **Kart**

##### #12430 KM Tire Proposal

Due to lack of member support the KAC withdraws the proposal to change the rear tire width limitation (see December Fastrack).

## Handled Elsewhere

### Street

#13338 Shock Adjustment Allowance Proposal

Please note that Letter #13367 references the same subject and has a request for member comment.

#13029, 13041, 13057, 13072, 13091, 13096, 13108, 13124, 13133, 13134, 13139, 13152, 13173, 13216, 13256, 13314  
95 Octane Comments

Please see item #'s 9999/13019 elsewhere herein.

#13260 240SX to STX Comments

Please see item #12680 in the January Fastrack.

#13250, 13317 240SX to STX Comments

Please see item #12680 in the January Fastrack.

## Tech Bulletins

### General

Errors and Omissions: The following previously-published definition was inadvertently omitted from Section 12 of the Solo Rules, and should be added:

#### **19. ANTI-LOCK BRAKING SYSTEM (ABS)**

*An electronically controlled system that can reduce braking force to one or more wheels during deceleration with the goal of preventing wheel lockup when the brakes are applied.*

The definition of Traction/Stability Control in Section 12 is clarified to read as follows:

#### **12. TRACTION/STABILITY CONTROL (TC/ESC)**

A system that adjusts engine power, braking force, or torque distribution when wheelspin *due to attempted acceleration*, understeer, or oversteer is detected. Conventional limited slip differentials (e.g., viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but "active" differentials and their controllers are included.

### Street

#13498 2015 Subaru WRX STI Classing Proposal

The SAC wishes to class the 2015 WRX STI in BS and the WRX in DS. Please change the final years in the current listings to...

BS

Subaru

Impreza WRX STI (incl. Special Edition) (2004-**15**)

DS

Subaru

Impreza WRX (non-STI) (2001-**15**)

#13379 964 Porsche Classing Clarification

Add to the exclusion listings (both Street and Street R):

*Porsche 911 Turbo S and 3.6S (964) (1992-94)*

Add to **SS**:

*Porsche 911 Turbo (964, non S or 3.6S) (1989-94)*

#13507 BMW E30 Classing Clarification

Per the SAC, please change the current listing in DSR from

3 Series (6-cyl, E30, E46, E9x except M3) (1984-1993, 1999-2014)

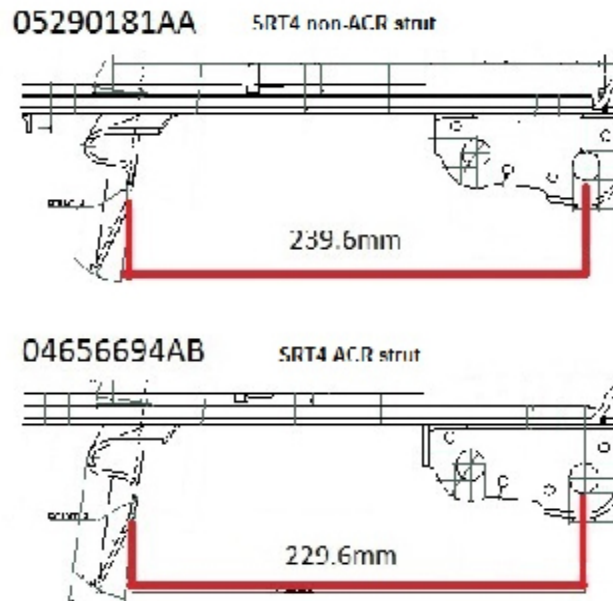
to be

3 Series (6-cyl; E46, E9x except M3) (1999-2013)

#### #13252 Part Allowance Clarification

The SAC wishes to add the following clarification to the Street section of Appendix G regarding the 2005 SRT4 ACR...

"Per documentation received from SRT, the correct front struts for a 2005 SRT4 ACR have a lower knuckle hole to spring seat height of 229.6 mm. The 2003-2005 non-ACR strut is 10 mm longer at 239.6mm. "



#### #13562 2014 Base Mini Classing Needs to Be Changed from HS(R) to GS(R)

The SAC wishes to separately class the new 2014 base Mini in GS, however at this time it is covered by the recently-updated listing in HS. Effective upon publication, change the year as shown in the existing HS and HSR listings:

MINI

Cooper (non-S, non-JCW) (2002-13)

and then add the following to GS.

MINI

*Cooper (non-S, non-JCW) (2014)*

#### #13447 Dodge Charger V6 RWD Classing Proposal

The SAC would like to add the following Street classifications...

*FS: Dodge Charger (V8)(2006-2014)*

*GS: Dodge Charger (V6)(2006-2014)*

#### #13493 BMW 328 Classing Proposal

Per the SAC, the following new listings, effective immediately upon publication, are added for F Street and G Street.

FS

BMW

*228i, M235i, 328i (2014)*

*428i, 435i (2014)*

GS

BMW

*320i (2014)*

### **Street Touring**

#11982 Lexus CT200H Classing Proposal

Per the STAC, The following Tech Bulletin new listing is provided, to be effective immediately upon publication.

Add new listing in STF as follows:

STF

Lexus

*CT200H (2011-2013)*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | March 26, 2014

The Solo Events Board met by conference call March 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Dick Patullo, Terry Hanushek, and Bruce Lindstrand of the BOD. 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 1/1/2015.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Recommended to the BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Street Touring

#12680 240SX Move to STX Proposal

Class change proposal:

Move the following Appendix A listing *from STC to STX: Nissan 240SX*

### Member Advisories

### Tire Rack Solo Nationals

The SEB has selected Vivek Goel and Lee Piccone as course designers for the 2014 Solo Nationals in Lincoln. The board thanks all of the members who submitted their resumes for these positions.

### Safety

Per the SEB, red flags used for course safety purposes should be some shade of red.

### General

#13781 Rerun Clarification

The SEB is providing the following clarification of Section 6.8.D:

Change the first sentence of the second paragraph to read: "Drivers of cars with mechanical difficulty shall have ten (10) minutes after the car is scheduled to start to *leave their grid position and head for the start line.*"

Comment: This clarification is intended to prevent situations in which a driver feels compelled to rush up to the start line in order to meet the requirement.

In addition, the SEB feels that the specifics of time monitoring (i.e., when does the timed interval begin) for rerun management are best left to the individual event Supplemental Regulations, Event Chairs, Chief Stewards, and/or Operating Stewards, in order to meet the needs of particular event logistical parameters.

#13782 Cone Penalty Clarification

Per the SEB if a cone has been damaged by contact from a car such that it no longer stands on its base (for example, when its conical section has been torn off), it is considered a penalty regardless of whether any part of the base remains

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within the line. It should be noted that the cone penalty section is not among the mandatory sections of the Solo Rules, so Regions are free to administer such items as needed at their local events.

## Street

### #12809 Electronic Shocks Clarification

Per the SAC, add to Appendix F under Street, as follows:

*"The following is provided to clarify rule 13.5.A.5 which permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Option package conversions must be complete including ECU programming and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes or otherwise fool the ECU into thinking the original shocks are still attached are not authorized."*

## Street Modified

The SEB thanks Andy McKee for his service on the SMAC.

### #13500 Solid Roof Conversion Clarification

The SMAC believes the rules in sections 15.2.O and 16.1.N are sufficient, and replacing of the roof skin with a non-OEM material is in excess of the allowances.

### #13596 Injection Clarification

The SMAC believes 3.6.B already allows E85, and 16.1.D.1 covers fuel injector allowances.

## Kart

### #12667 Combustion Chamber Clarification

Per the KAC, add the following to the Kart section of Appendix F: *"The intent of the rule 19.1.D.2.b is to confirm that ICC/KZ motors have 11cc of actual combustion chamber volume as required by the CIK rules. In order to measure the volume fairly and accurately in the field without motor tear down, the LAD Specialties CCV Measuring Tool is screwed into the spark plug hole prior to measurement. The tool (part # CCMP) is available directly from LAD Specialties and many Karting Retailers. Actual CCV is 11 cc (Matching the CIK spec) when the LAD tool measures at 13.4cc. "*

## Change Proposals

### General

#### Conflict of Interest

Change the first sentence of 4.9 as follows:

"No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid ~~(which does not include a bicycle)~~ traveling at normal walking speed to accomplish the requirements of section 6.3."

Comment: The Chief Steward should be allowed to determine the best aid for a physically disabled person to become familiar with the course. Note that the requirement that this be done at normal walking pace is in still required.

### #12046 Cone Clarification

The following rule change proposal is provided for member review and input.

Change 7.9.1 as follows:

"A clearly visible line around the base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible, ~~and this inner edge will be the penalty limit.~~ If the pylon is upset or totally displaced outside the *line*, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed."

Comment: This returns the cone penalty rule to the commonly understood method of 'no penalty if it is upright and touching any part of the box.'

## Street

### Repair Methods

Change the third paragraph of 13.1 to read:

*"All repairs must comply with factory-authorized methods and procedures, **or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.**"*

## Street Modified

### #12753 Eliminate 16.0.B & 16.0.C

The SMAC recommends the following change to 16.0.C:

*"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, ~~not sports car based~~)."*

Comment: This removes subjective words from the eligibility requirements from SM and makes it clear that Appendix A controls vehicle eligibility in classes for the category.

### #13585 Engine Allowance Clarification

The SMAC recommends the following change to 16.1.D.1:

*"1. Engine block (**or housings on rotary engines**) must be a production unit manufactured and badged the same as the original standard or optional engine for that model."*

## Modified

### #13862 Proposed B Modified Changes

The following package of proposed changes to Appendix A, covering class B Modified, is intended to respond to member concerns regarding the impact of recent significant changes to Sports Racer classes in the GCR. Proposed content changes are shown in **red**. Deleted text is shown crossed out in **purple**. Rationale information is provided in bold italicized **blue**.

#### **B MODIFIED (BM)**

All Formula Cars or Sports Racers meeting requirements of the **current** 2013 Club Racing GCR **sections 9.1.1.A.1 a-h<sup>1</sup> or 9.1.8.C.1 A-H<sup>2</sup>** ~~unless specifically classed elsewhere~~ with the following exceptions:

*(The two referenced GCR sections define the general requirements, bodywork dimensions, overhangs, and aerodynamics for Formula cars and Sports Racers for BMod (except for transmissions and engines which are in a Solo over-ride weight vs. engine size table for all BMod Solo cars located in Appendix A). This Solo table continues unaltered from the current version of Appendix A.*

*BMod aero for Formula cars has always used the Formula Atlantic GCR aero rules and thus it has now been included in this proposed rule set. The reason for inclusion rather than reference is based on the levels of confusion that exist in the membership reading these rules.*

*BMod aero for Sports Racers has always been mostly based on the GCR Sports Racer aero. Thus, the P2 rules are also referenced here.*

*These GCR rules, subsections a through h, are therefore used as the lowest common denominator to list all the characteristics that define the two types of cars in both GCR sections. It reduces the opportunity to build or buy a ringer and maintains parity within the class.*

*[Footnotes: 1 - FA section 9.1.1.A.1 a-h pg. 267 of Jan 2014 GCR; 2 - SR P2 section 9.1.8.C.1 A-H pg. 738 of Jan 2014 GCR]*

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.

C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.

1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.

Minimum weight with driver: 1020 lbs.

2. May use any 2v/cyl automobile-based production engines up to 1615 cc.

Minimum Weight with driver: 1110 lbs.

3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.

Minimum weight with driver: 1180 lbs.

4. May use any naturally-aspirated engine up to 3000 cc.

Minimum weight with driver: 1285 lbs.

5. GCR table weight penalties and other restrictions on engine preparation are not applicable.

*(This has not been clearly stated in the past in BM, it has simply been assumed as well as misunderstood by some. Now it must be mentioned since there is a section on restrictors in P2 which is separate from its motor tables, and which must be overridden.)*

6. Minimum rim width: none.

7. Maximum allowed rim width: 15 in.

**8. Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), or number of gears in any vehicle. CVT are allowed only with 2-stroke snowmobile engines.**

*(Those who started with FF2000 or Atlantic chassis in some cases cannot call the chassis FS or F1000 because of the sole technicality that they do not meet the FS/F1000 cockpit dimensions. This therefore limits motors and transmission choices for some. That isn't believed to be logical or fair. FF2000 and FA are limited by the GCR to 5 forward speeds. Motors and transmissions are not open for all cars, no CVT, no transverse gears like a motorcycle. A S2000 Sports Racer, by comparison, has almost no limit on drivetrain since it can be called an ASR or P2 car without any dimensional problems.*

*Older DSRs would also have a problem without a rules change in BMod. CVTs are not listed yet in the P1/P2 transmission rules (no members requested them due to lack of interest). None of the 25 or 30 so older 2-stroke DSRs with CVTs can run now in P1/P2 if rescued from barns by Solo BMod competitors.*

*Opening up this rule for BMod cars simply allows more chassis than before to have a wide choice of good drivetrains. Otherwise it is an expensive and time-consuming modification to remake the tub.*

*Another part of the clarification of drivetrains is that the defining sections of the GCR for sports and formula cars stop at "H" before the transmission and engine GCR sections which follow.)*

9. Minimum width for all cars shall be no less than 57" as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.

***BMod Solo rules must override the 63" minimum width limit of P2 in 9.1.8.C.1.D.3 because at least 6 existing solo BMod cars are less than 63" wide. A lower limit must still be specified to prevent tiny Solo-only ringers from being built in the future. Example: Ultra low CG composite chassis at perhaps only 52" overall width. For BMod class parity, this rule is a general rule which also applies to Formula cars.)***

10. All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula cars as well as Sports Racers with the following Solo changes to the list:

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96" wheelbase or 64" rear sidewall-to-sidewall outside width (at least 14 psi), in which case add 50 lbs.

***(This has a change from the exact P2 wording. The P2 rule in the latest GCR states: "1. Chassis fully composed of composite structural materials." [GCR 9.1.8.C.1.A, P2 Rules Restrictions] That has a loophole since one could potentially make a 99% composite chassis which would not be "fully" composed of composite material and thus not be prohibited or incur a penalty.***

***Also, this would result in larger cars not being penalized. The wheelbase and width dimensions that negate the composite tub weight penalty are in tune with the MAC's growth concept of helping larger cars***

in BM.)

- b. Direct injection ..... Allowed only in automotive engines.

*(Direct injection is considered by many to be the next real game changer for achieving more HP with drivability in motorcycle engines and 2-strokes. However for automotive engines it may be hard to NOT have DI already present if one uses larger current generation, easy to source engines from junkyards. If DI were not allowed on those engines, it would be necessary to remove it from the motor. If DI becomes mainstream in the BMod motorcycle class motors, this restriction can be removed.)*

- D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

- E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of **front and rear** wings shall not exceed 8 square feet.

**Area calculation is of the airfoil element plan view and does not include side plates. Side plate size and element profile are unrestricted.**

*(The intent of this rule is unchanged, but needed to be clarified to assure the current meaning that front and rear wings are both allowed and both contribute to the 8 sq ft total. P2 rules do not explicitly say front wings are allowed.)*

2. **Rear diffuser starting point permitted no further forward than 23" ahead of rear tire.**

*(The fairest and least disruptive GCR solution to accommodate all SR cars current and future in BMod is to use the P2 underbody aero rules with an over-ride to the P2 diffuser starting point to allow diffusers that are already in use.)*

*Possible gaming of the rule:* *If the bottom of the main roll hoop was the reference point for diffuser location, this could be "gamed". On a new chassis build, one could attach the main hoop further forward and then angle it back at a steep angle. For example, the main hoop can be attached perhaps 12" further forward and then the hoop itself laid back as is done on many F500 cars. Instead, it is recommended to use a point 23" ahead of the OD of the rear tire. Using the leading edge of the rear tire as a reference is also used by the P2 GCR. The 23" dimension is based on the location (roll hoop to rear of tire) of a typical diffuser on the longest WB SRs currently in BMod. Then 1 additional inch was provided to cover additional variation.*

#### Formula Car diffuser/tunnel exit comparison :

*It is necessary to discuss how this might impact the status quo between BMod Sports Racers and Formula cars. On a typical BM FA the starting point for the diffuser section of the tunnel is roughly in the same location as most DSR's. Some FA's in BMod have the starting point slightly further forward than that. We would actually expect the diffuser section to start farther forward on a FA vs. SR. The extra width with its attendant additional underbody area of the SR is assumed to be the equalizer for a Formula car's more cambered tunnel.*

*The main difference in tunnels is that FA is limited to 51.18" wide tunnels overall, no matter how wide the rest of the car is. Sports Racer tunnels can grow with the width of the car.)*

3. The current GCR ~~CSR/DSR 45% flat bottom rule and all other~~ **P2 underbody** aero specifications shall ~~also~~ apply to **all Sports Racers** ~~ASR and~~ production cars as recognized in DM/EM running in BM as Sports Racers.

4. **Production cars** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a Sports Racer classification.

- F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the 2013 Club Racing **FA** GCR with the following Solo® allowances:

*(FA qualifier must be added to the GCR reference here or one may think that the aero associated with a particular subclass of Formula car has to be used.)*

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed Sports Racer **P2 GCR** maximum height (45.25" per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).

*("P2" qualifier must be added to the GCR reference here because "DSR" aero no longer exists in the GCR. The proper section is now 9.1.8.C.1.D.2 Bodywork height.)*

2. Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the Club Racing FA specs with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75" additional width per side and shall not deviate more than 10° from vertical. **Wing elements shall not be permitted between the front wheel centerline and a line 9.5" behind the rear wheel centerline. The rear wing element assembly maximum plan view fore-aft dimension shall not exceed 27.5".**

*(This forward dimension closes an actual loophole in the GCR which failed to prevent wings from being placed without an area limit anywhere on the car. The reason this loophole exists is because it would not be a noticeable advantage for road racing at higher Reynolds numbers. This number is in line with all Formula cars currently in BMod as well as with existing road race FAs. The reason for writing the rear limit using 2 dimensions instead of one is to allow some fore-aft adjustability while still controlling size and potential extra element abuse at about 8.27 sq. ft.)*

3. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

4. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

~~G. — Formula S — Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.~~

*(Explanation of removal of current G: This section referring to Formula S cars is redundant and unnecessary. A FS is just like any other Formula car in BMod -- it has to meet FA general specs and aero and it has to weigh enough to meet the minimum weight for whatever engine someone decides to install. The FS GCR itself has no requirement of its own for engine type, size, transmission type, or bodywork. Thus elimination of reference to FS in the Solo rules does not eliminate FS-type cars from BMod.)*

## **Other Member Items Reviewed**

### **Street**

#13550 Wheel Clarification

Please refer to item #12898 in the January Fastrack for the Street +/- 1" wheel clarification.

#13590, 13602 Paddle Shifter Comments

Thank you for your feedback.

#13631 BMW 2 Series Classing Proposal

The BMW 2 series was classed in the April Fastrack.

### **Street Touring**

#12492 Street Touring P Proposal

Thank you for your input.

## **Not Recommended**

### **Safety**

#13283 Helmet Allowance Proposal

Thank you for your comments. The SSC believes the rule is adequate as written.

### **Modified**

#13414 Aero Allowance Proposal

The MAC is not in favor of the member's proposals regarding underbody aero in BM. The subject of BM aero and P1/

P2 compatibility is addressed by a proposal elsewhere herein. Please see the relevant item under "Change Proposals"

#### #13468 Motorcycle Engines in DM Allowance Proposal

The MAC is not in favor of allowing non-automotive engines in classes which are philosophically based on production automobiles and thus are viewed as appropriately constrained to automotive-type powerplants. In addition, the committee is reluctant to make such a major change to DM, which is presently considered at a healthy level of participation and whose competitors have repeatedly emphasized a concern for rules stability.

#### #13605 Comments on Stock Tub D/E Mod Traction Control/ABS--#11737

The MAC is not in favor of the member's request to permit unlimited ABS and TC in DM and EM. The committee feels that maintaining rules stability, and in particular refraining from expanding high-cost allowances which become must-haves, is a priority for these classes.

### **Street**

#### #13535 2014 Volvo S60R Classing Proposal

Please see the response to item #13685

#### #13541 Tire Clarification

The SAC and SEB have no control over how a tire is marketed.

#### #13542 Tread Depth Clarification

Per the SAC, the tire exclusion list would be used for tires having grossly non-uniform tread depths.

#### #13587 Porsche 968 w/ Club Sport Classing Proposal

Please see the response to item #13685

#### #13642 HS/GS Classing Proposal

Please see the response to item #13685

#### #13650 Mazdaspeed 3 Move to GS Proposal

Please see the response to item #13685

#### #13653 Oil Cooler Allowance Proposal

This change is not considered consistent with category philosophy.

#### #13684 E46 Non M Classing Proposal

Please see the response to item #13685

#### #13685 Porsche Carrera 996 & 997.1 (Non GT3's) Classing Proposal

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

#### #13687 Scion IQ Classing Proposal

The use of motorsports catalog parts in Street is not in keeping with the category philosophy.

### **Street Modified**

#### #13506 Porsche Allowance Proposal

The SMAC believes that Porsches are correctly classed in SSM.

### **Street Touring**

#### #12510 ST Class Proposal

Regions are free to create their own classes to meet demand. Some regional programs have been successful with catch-all street tire classes, such as the CST class in southern California.



## #12631 Tire Proposal

Thank you for your input.

### Handled Elsewhere

#### Prepared

##### #13820 CP Wheel Comments

The PAC thanks the member for the feedback. This proposal (#12423) has been recommended for submittal to the BOD for the 2015 rules, as noted in the April 2014 Fastrack.

#### Street

##### #9920 Shock Controllers

Please see the response to letter #12809 elsewhere herein, which clarifies the electronic shock rule.

### Tech Bulletins

#### Prepared

##### #11948 Porsche 914/6 Classing Clarification

The PAC recommends the following clarification in Appendix A, F-Prepared:

Under Porsche, clarify

914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl)

to read:

914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl *air-cooled*)

The PAC notes that at the time the engine allowances were grandfathered into F-Prepared from the Club Racing GCR, the available alternate engines were only air-cooled. This clarification accommodates these air-cooled engines, while excluding modern engines (i.e. water-cooled, direct-injection, variable valve timing, etc) that were not originally envisioned by the alternate engine allowance.

#### Street

##### #13616 Camaro Clarification

The response to item #12802 in the March Fastrack should have read as follows:

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Camaro **Z28** in A Street:

Chevrolet

*Camaro Z28 (2014)*

##### #13646 Focus Classing Clarification

In Appendix A class HS change

Focus (non-ST) (2013-14)

to

Focus (*except ST 2013-2014*)

Comment: The current form of the HS listing of "**Ford Focus (non-ST) (2013-14)**" excludes the 1999-2012 years, in which there was a 2007 ST.

#13670 Altima 4 Cylinder Move to HS Proposal

Errors and omissions: Effective immediately the Nissan Altima GS listing should be changed to read...

Altima *(V6)* (2002-14)

In conjunction, add the following HS listing:

*Altima (4 cyl) (2002-14)*



# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | April 23, 2014

The Solo Events Board met by conference call April 23rd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Connors; Doug Gill of the National Staff; Brian McCarthy, Terry Hanushek, and Bruce Lindstrand of the BOD. 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 1/1/2015.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Recommended Items for 2015

The following subjects will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **Street Touring**

##### #12449 Oil Cooler Allowance Proposal

Add the following to 14.10.A:

*"Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."*

### Member Advisories

#### **General**

The SEB is recommending that the BOD approve Chris Robbins as the Southwest Division Solo Development Coordinator.

The SEB thanks Todd Farris for his service as SWDiv Solo Development Coordinator.

Per the SEB, the Hoosier A7 has met the availability requirements of Solo Rules Section 13.3.B and is thus eligible for applicable classes.

#### **Safety**

##### #13811 Throttle Checking Clarification

Tech Inspection workers are reminded that the preferred method of actuating the throttle (to check throttle return) is to use the accelerator pedal.

#### **Formula Jr Workers**

Regions are reminded that FJ entrants have many options for work assignments even though they aren't allowed to work staging, grid, start, finish, and course areas until they're 16 years old. These may include helping with: tech, site setup, mentoring other FJ entrants, safety, and registration & waivers. They can even help with timing & scoring as long as they are at least 12 years old or the timing vehicle is separated from the grid / course areas. Helping to run the event is a core component of SCCA Solo and FJ entrants shouldn't be excluded from that.

#### **Street Modified**

The SEB thanks Brian Karwan for his service on the SMAC.

#### **Kart**

Members interested in serving on the KAC are invited to submit their qualifications in writing to the SEB.

### Change Proposals

#### **General**

##### #14007 Sound Policy Proposal

The following separate rule change proposal is provided for member feedback: Change the third paragraph of Appendix I to read as follows:

"If a *driver in a* vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the

vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed *to take his/her* next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the *driver in the* vehicle exceeds 100 dBA again on *any subsequent run, that run will be scored a DNF.*"

Also add the following: "*Modifications to the exhaust after the first run of the event is completed must be approved by the Chief Steward or representative.*"

## Street Prepared

### #13113 AWD Cars Move to ASP Comments

The SPAC has provided the following revised version of a previously-published proposal (#12415), for member review and comment:

Delete the following lines in **ESP**:

Eagle

Talon Turbo (all) (1989-99)

Mitsubishi

Eclipse Turbo (1989-99)

Subaru

Impreza WRX (non-STI) (2002-07)

Delete the following line in **ASP**:

Impreza GT, WRX, WRX STI (2008-13)

Add the following item in **ASP**:

Eagle and Mitubishi

*Eclipse Turbo and Talon Turbo (1989-99)*

And change the following line in **ASP**:

Subaru

Impreza WRX STI (2004-07)

to:

Subaru

Impreza WRX *all incl. STI (2002-14), Legacy turbocharged (2004-2014), Forester XT (2004-2014)*

Note: The SPAC has corrected year issues in the initial proposal as well as expanding the line to allow for greater update/backdate capability for Subarus.

## Other Items Reviewed

### Safety

#### #13821 Junior Kart Grid Comments

Thank you for your input in support of the FJ grid proposal

### Kart

#### #13568 Tire Comments

Thank you for your input. Please see item #12430 April 14 Fastrack; the proposal has been withdrawn.

#### #13627 Wheel Comments

Thank you for your input. Please see item #12430 April 14 Fastrack; the proposal has been withdrawn.

## **Street**

### **#13823 Wheel Offset Comments**

Thank you for your comments regarding the wheel offset change proposal. This change has been recommended to the BOD (see #12693 in the April Fastrack).

### **#13873, 13837 Shock Allowance Comments**

Thank you for your comments regarding the proposed change to 13.5.F.

### **#13974 128i Move to GS Proposal**

Please see the response to letter 13850.

## **Street Touring**

### **#13636 Treadwear Tire Comments**

Thank you for your comments. In the interest of rules stability, the SEB does not wish to change the 200 TW requirement for Street and ST tires which will be effective 1/1/2015.

### **#13810, 13817, 13826, 13827, 13830, 13832, 13833, 13837, 13840, 13842, 13846, 13847, 13849, 13856, 13857, 13868, 13874, 13878, 13891, 13897, 13914, 13918 Oil Cooler Comments**

Thank you for your comments.

## **Street Prepared**

### **#12390, 12393, 12408, 12421, 12499, 12636, 13012, 13015, 13021, 13022, 13023, 13026, 13028, 13034, 13042, 13046, 13047, 13048, 13049, 13055, 13058, 13061, 13064, 13070, 13071, 13082, 13086, 13087, 13111, 13150, 13163, 13166, 13176, 13310, 13365, 13397, 13435 WRX Move to ASP Comments**

Thank you for your comments. See item #13113 elsewhere herein for a related committee proposal.

## **Not Recommended**

## **Street**

### **#13829 Street R Classing Clarification**

Per the SAC and SEB, no new cars will be classed in ASR thru HSR.

### **#13831 Steering Wheel Proposal**

The SAC does not believe it is necessary to change the 13.2.D steering wheel allowances.

### **#13835 Wheel Proposal**

Thank you for your input.

### **#13850 Focus ST Classing Clarification**

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

### **#13953 BMW E92 M3 ZCP Competition package**

Please see the response to letter 13850 above.

### **#13984 BMW E46 Classing Proposal**

Please see the response to letter 13850 above.

## **Handled Elsewhere**

## **Street**

### **#13793 Street Wheel Clarification**

Please see the response to #13745 elsewhere herein.

## Street Touring

#12502, 12656 Oil Cooler Allowance Proposal

Please see item #12449 in the April Fastrack.

#13623 Fiesta ST Classing Proposal

Please see item #13244 elsewhere herein.

#13626 Fiesta ST Move to STC Proposal

Please see item #13244 elsewhere herein.

## Street Prepared

#13520 Water Injection Allowance Proposal

Please see the response to item #13455 in the April Fastrack.

## Tech Bulletins

### General

Per the SEB, the following clarification is issued for Appendix I:

Change the second and third paragraphs to read as follows:

"If a **driver in a** vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.

If a **driver in a** vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF."

### Street

#13745 Wheel Clarification

Rule 13.4 does not allow you to mix and match wheel offsets. Please refer to the January Fastrack for a previous clarification to the rule.

#13851 Clarify letter #12693 - 6mm to 7mm proposal

Errors and Omissions: The previously-published form of a change proposal for item #12693 inadvertently did not incorporate a different change which had been made to the affected rule for 2014. It should have read:

Change 13.4.A to read as follows:

"A. It is the same width as standard and as installed it does not have an offset more than  ~~$\pm\frac{1}{4}$ "~~ ( ~~$\pm 6.35\text{mm}$~~ ) 7mm from a standard wheel for the car. The resultant change in track dimensions is allowed."

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets. Note that 13.4.B is not being changed.

## Street Touring

### #13244 Fiesta ST Classing Proposal

Per the STAC, add the following new listing to Appendix A:

STX

Ford

*Fiesta ST*

### #13903 Ford Fiesta non ST Classing Proposal

Per the STAC, in Appendix A, Class STF, update the Fiesta non-ST listing to read as follows:

Ford

Fiesta (non-ST) (2011-~~14~~)

## Street Prepared

### #13608 Incorrect reference in Appendix A

In early 2014 electronic versions and all printed copies of the 2014 SCCA Solo Rules, the line at the end of SSP in Appendix A should be changed from:

See Section 51.1.C for update/backdate limitations.

to:

See Section **15.1.C** for update/backdate limitations.

### #13609 Reference at end of Appendix C

In early 2014 electronic versions and all printed copies of the 2014 SCCA Solo Rules, the line at the end of CSP in Appendix A should be changed from:

See Section 14.1.C for update/backdate limitations.

to:

See Section **15.1.C** for update/backdate limitations.

## Prepared

### #13981 Sentra Classing Clarification

The PAC has provided a Tech bulletin to correct the Sentra item in Appendix A, E-Prepared: change this item

Sentra (1.6L, B13 chassis) (1991-94)

Alt cyl head: P/N 11041-H5704

to read:

Sentra (**2.0L**, B13 chassis) (1991-94)

Alt cyl head: P/N 11041-H5704

Comment: This corrects a typographical error in the Appendix A, E-Prepared listing for this vehicle.

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | May 28, 2014

The Solo Events Board met by conference call May 28th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand of the BOD. 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 1/1/2015.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Member Advisories

#### Awards

The SEB is requesting member nominations for the Solo Cup and Driver of Eminence awards. Descriptions of these awards, and lists of past winners, may be found the Solo Rules in Appendix L, Section V.

### Change Proposals

#### Street Touring

##### #12063 Solid Drive Axle Allowances

Replace 14.8.G.5 with the following:

*"The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."*

#### Street Prepared

##### #14101 Solid Drive Axle Allowances

Replace 15.8.I.5 with the following:

*"The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."*

#### Prepared

##### #12486 Rear Seat Panel Removal Proposal

The PAC and SEB are publishing the following rule change for member comment:

Revise Section 17.2.E, first paragraph, as follows:

"E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights,* and for *driveshaft drivetrain* clearance. *For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced.* When modified *or replaced* the driver/passenger compartment must remain separated from any exhaust and *driveshaft drivetrain* components *by a metal panel.* *The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components.*

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## Factory Five GTM Classing

The PAC recommends *removal* of the following listing from Appendix A, section X-Prepared:

### *Factory Five GTM Supercar*

#### DP / EP / GP

The SEB and PAC have received many member letters in regards to the previous proposals regarding the competitive balance in GP and EP. The letters lay out 3 issues that are important to members:

1. In GP, Prepared Level 2 (Limited Preparation; LP) cars appear to have outclassed the Prepared Level 1 (Full-Prep) GP counterparts.
2. In EP the dynamics of drivetrain layout appear to favor rear wheel drive (RWD) cars over front wheel drive (FWD) cars.
3. In EP small displacement (<1700 cc) cars appear to be favored over the large displacement (>1700 cc) cars by the weight formula.

Additionally, some letters point out, and the SEB and PAC have observed:

4. EP participation has been negatively impacted by the implementation of the GP Prepared Level 2 (Limited Preparation; LP) rules.
5. GP Prepared Level 2 (Limited Preparation; LP) cars have appeared to be competitive with full-prep FWD EP cars at National Events.
6. The RWD EP vehicles appear to be competitive with full-prep DP vehicles.
7. GP attendance has been very poor.
8. The possible merger of STS/STC may cause an increased interest in a Limited Prep classing for some of the affected cars.

Based on this member input, the SEB and PAC believe that the current organization of G-Prepared and E-Prepared are no longer serving the goals of the Core Values (see Introductory Section I.2.3). Therefore the SEB & PAC propose the changes to Appendix A, as shown below, effective January 1, 2015. In summary these changes will:

1. Revise the EP weight formula and make minor adjustments to the DP and FP weight formulas.
2. Add a limited prep listing in E-Prepared for the '88-'91 Honda Civic/CRX (EF Chassis) w/Si Engine.
3. Consolidate GP into other Prepared classes by:
  - A. Merging front wheel drive vehicles into E-Prepared, keeping a limited prep option.
  - B. Merging rear wheel drive vehicles into D-Prepared.
4. Remove RWD vehicles from EP by:
  - A. Moving piston-engine vehicles to D-Prepared.
  - B. Moving rotary-engine vehicles to F-Prepared.

The SEB and PAC believe that these changes will help improve the long term health of the Prepared Category. The specific proposals are as follows:

#### **1. Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas**

Effective January 1, 2015:

Delete section 17.4.G, and change Section 17.4.H to read:

"For classes DP, *EP*, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase."

Change section D-Prepared Appendix A weight formula to read:

Engines with *3 or 4 valves per cylinder and* displacement less than or equal to 1667cc:1.06 x displacement (cc)

Engines with *3 or 4 valves per cylinder and* displacement greater than 1667cc:  $0.91 \times \text{displacement (cc)} + 250$  lbs

*Engines with 2-valves per cylinder:  $1.00 \times \text{displacement (cc)}$*

*Weight Adjustments (lbs):*

*Solid Axle: -50lbs*

Change section E-Prepared Appendix A weight formula to read:

*Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc:  $1.06 \times \text{displacement (cc)}$*

*Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc:  $0.91 \times \text{displacement (cc)} + 250$  lbs*

*Engines with 2-valves per cylinder:  $1.00 \times \text{displacement (cc)}$*

*Vehicles competing under Level 2 (Limited Prep) allowances:  $1.00 \times \text{displacement (cc)}$*

Change section F-Prepared Appendix A weight formula to add:

*Solid Drive Axle:  $-0.05 \times \text{displacement}$*

The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

## **2. Reorganization of E-Prepared**

The PAC has provided a revised version of the proposal associated with item #12419, which reads:

Effective Jan 1, 2015:

Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula above.

Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared, These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

*Alternate engines - (displacement):*

*12A - (2292 cc)*

*13B, Renesis - (2616 cc)*

The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

## **3. Consolidation of G-Prepared**

Effective January 1, 2015:

Eliminate class GP:

1. Move RWD vehicles to D-Prepared using existing DP allowances and weight formula as above.
2. Move Level 1 preparation FWD vehicles to E-Prepared, using existing EP allowances and the weight formula as above.
3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preparation EP rules as modified above.
4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

*Honda*

*Civic, Civic Si, CRX, & CRX Si (1988-91)*

*1493cc*

*1.14/.098*

*Fuel Inj*



*Comp ratio to 11.0:1, valve lift to 0.390"*  
*1590cc                      29mm/25mm*  
*Comp ratio to 11.0:1, valve lift to 0.390"*

The PAC & SEB believe that the extremely low participation levels in GP have shown that the class does not meet the needs or interests of sufficient numbers of members, and that a consolidation is appropriate. Additionally, the PAC & SEB expect that there may be some existing STC or STS Honda EF chassis owners that would support a limited preparation option in class EP.

### **Other Items Reviewed**

#### **General**

#14070 Camaro 1LE Classing Clarification

Please see Letter #13616 in the June Fastrack.

#14161, 14162 Sound Comments

Thank you for your input.

#### **Street**

#13963 Ford Focus Classing Clarification

Please refer to letter #13646 clarification in the May 2014 Fastrack.

### **Not Recommended**

#### **General**

#14182 Tow Hook/Strap on every Car Proposal

The SEB does not believe this change is necessary, as there are a variety of options for pulling/pushing disabled cars off course.

#### **Street**

#13959 GTR Move to SS Proposal

Thank you for your input. Please see the response to letter #14082.

#14069 Seat Allowance Proposal

Per the SAC, allowing non-OE seats would be outside the philosophy of the Street category.

#14082 370Z Move to BS Proposal

The SEB and SAC do not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

#### **Prepared**

#13669 Factory Five 818 Classing Proposal

The PAC believes that non-production based, tube-framed, de novo (new) vehicles or "kit"-cars are more appropriately classed in the Modified category. Clones of full-fendered production cars (e.g. Ford Cobra, Ford Cobra Coupe) remain classed in X-Prepared.

A related Modified category listing item appears in Tech Bulletin #14186.

### **Handled Elsewhere**

#### **Prepared**

#12418, 12420, 12728, 12749, 12761, 12800, 12873, 12891, 12902, 12913, 13092, 13097, 13102 DP/EP Re-Org Comments

These members' comments are addressed in the revisions to the #12419 proposal found elsewhere herein. The PAC thanks the members for their feedback.

## #12988 Rear Floor Allowance Comments

This member's comments have been addressed in the Proposal #12486. The PAC thanks the member for the comments.

## **Tech Bulletins**

### **Street**

#### #14013 Shock Adjustment Comments

The SAC has provided this correction to a previously-published proposal:

***Replace subsection 13.5.F with the following:***

***"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body panels."***

#### #14024 2013 Hyundai Elantra Classing Proposal

Per the SAC, the following new listing, effective immediately upon publication, is added to H-Street.

***Hyundai***

***Elantra (1990-2014)***

### **Prepared**

#### #14060 Sentra SER Classing Proposal

The PAC recommends effective immediately the following vehicle classifications in Appendix A, Section E-Prepared:

***Nissan***

***Sentra (B14 Chassis; including 200SX) (1995-1999)***

The PAC notes that the 200SX nameplate was used to denote the 2-door coupe versions of B14 chassis Sentra in the US.

### **Street Touring**

#### #13698 2014 Toyota Corolla Classing

In Appendix A, class STF, update the Toyota Corolla listing to read as follows:

**Toyota**

**Corolla (2003-**14**)**

### **Modified**

#### #13414 Aero Allowance Proposal

After further review of the member's letter, the MAC recommends the following Errors and Omissions Tech Bulletin:

In Appendix A under BM, Section E (sports racer aero restrictions), the wording "current year GCR for CSR/DSR 45% flat bottom rule" should say "**2013** GCR for CSR/DSR 45% flat bottom rule."

#### #13870 Weight Clarification

The following changes, approved last year in conjunction with items #9616 and #9981, were inadvertently omitted from the 2014 Solo Rules and should be added at this time:

In Appendix A, under Modified Class F, change A.4 to read as follows:

4. Minimum weights with driver

***Kawasaki 440 725 lbs***

***AMW engine 800 lbs***

***Rotax 493 and 494 engines 800 lbs***

***Rotax 593 engine 850 lbs***

*600 cc motorcycle engines 875 lbs*

*Wheelbase of 73" or less with 440 engine: Subtract 25 lbs*

Also change A.7 as follows:

7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM ~~with minimum weight with driver of 850 lbs~~. Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

In addition, in Appendix A under "Modified Class F (FM)", add the following new subsection B.2:

*2. Formula 600 (weight 875 lbs.)*

#14186 Factory Five 818 Classing

The MAC has recommended the following Tech Bulletin to add a new listing:

Add to 18.1.A.1 under "This list of currently approved models is as follows:"

*Factory Five 818*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | June 25, 2014

The Solo Events Board met by conference call June 25th. Attending were SEB members Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, and Tere Pulliam of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Recommended Items for 2015

Per committee recommendation and with SEB concurrence, the following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board, via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Street Touring

#12465 STS and STC Combining proposal

Effective 2015, all cars currently classed in STC will be re-classed to STS.

#### Street Prepared

#12392 Brake Allowance Proposal

Effective 1/1/2015 change 15.6.A to read as follows:

"A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. *One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.* This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose."

NOTE: This proposal was published in the February Fastrack. The SPAC believes there to be no downside to this change.

### Member Advisories

#### Awards

The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix L.V of the Solo Rules.

#### Safety

#14097 Photo/video drones at Solo events

Per the SEB, the following safety rule change is effective immediately upon publication:

Add new section 1.3.2.V as follows:

*V. The use of unmanned aircraft systems (UAS's, i.e. drones) is not permitted at any event, unless (1) approved*

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*by event officials, and (2) the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of UAS's, and must provide at a minimum \$10M of primary coverage.*

## Street

### #14112 Clarification on shock top hats

Earlier-year Miata shock absorber "top hats" are not permitted to be used on later model year cars in Street classes. There is no update/backdate allowance in the Street category.

## Street Touring

### #14084 Breather Tube Clarification

There are no provisions in the the ST rules for removing coolant hard lines or removing/substituting hood props.

## Kart

The KAC is seeking additional members, particularly those with an active interest in Formula Junior. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com).

### #13540 Electric Fuel Pump allowance Proposal

Engine manufacturer supplied electric fuel pumps are compliant per section 19.1.D.4, Other Engines.

## Change Proposals

### Street Prepared

#### #12542 Differential Bushing Proposal

Per the SEB, change Rule 15.8.D as follows:

Differential mount bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. ~~*The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.*~~

Also remove last two sentences of 15.2.D and the third and fourth sentences of 15.8.E.

Comment: This proposal brings these bushing requirements in line with the engine and transmission mount bushing requirements.

## Kart

### #12679 FJ Engine Allowance Proposal

The KAC proposes language for adding Briggs & Stratton Animal LO 206 motor for Junior classes, as follows:

#### Junior A

Add to section 19.2.A.1. b. Engines, effective 1/1/2015:

#### *5. Briggs & Stratton Animal LO 206*

*A. Fuel: Gasoline only*

*B. Weight (LBS) .....275*

*C. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.*

*D. Motor must remain sealed as from manufacturer.*

#### Junior B

Add to section 19.2.A.2. b. Engines, effective 1/1/2015:

#### *7. Briggs & Stratton Animal LO 206*

*A. Fuel: Gasoline only*

*B. Restrictor: A specific throttle slide restrictor must be installed in the carburetor (0.520", 13.2 mm): Briggs & Stratton "Blue" slide, available from manufacturer.*

*C. Weight (LBS) .....250*

*D. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.*

*E. Motor must remain sealed as from manufacturer.*

#### #13962 JB Engine Allowance Proposal

Effective 1/1/2015, change 19.2.A.2.b.6 to :

##### 6. Clone Motors (~~Regional Only~~)

A. Fuel: Gasoline

B. Weight (IBS): .....250

C. Motor must remain completely standard with the exception that the "governor" may be removed (*no modifications or changing of the flywheel, exhaust, carburetor, etc.*)

#### #14049 Junior Kart Classing Proposal

The KAC is seeking member feedback for allowing junior karts to compete in a higher level kart class, effective 1/1/2015. An example would be a JB compliant kart running in JA. The age restriction of the higher class would apply.

#### #14085 JA Minimum Weight Proposal

The KAC is seeking member feedback regarding raising minimum weights in JA and JB by 15lbs across all engine packages, effective 1/1/2015.

### **Not Recommended**

#### **Street**

##### #14124 Case for +/- 1/2

Per the SAC: while increasing Street category wheel widths by 1/2" would help AP1 S2000's owners find a less expensive wheel, it would also effectively increase competition costs by making other car owners buy expensive custom wheels.

##### #14189, 14249 Focus ST move to DS

Please see the response to letter #14228.

##### #14214 Fiesta ST Move to HS Proposal

Please see the response to letter #14228.

##### #14228 Focus ST Move to DS Proposal

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

#### **Street Touring**

##### #13502, 13511, 13767, 13942, 13948 New Cars in STU Comments

NR: The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

##### #13727 Boxster Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

##### #13927 RSX Move to STC Proposal

The STAC is not recommending moving the RSX at this time; the committee believes the car is appropriately classed

in STF.

**#13936 Muscle Cars Move to STX Proposal**

The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

**#13944 Pony Cars Move to STX Proposal**

The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

**#13986 370Z Move to STU Proposal**

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

**#14010 350Z Move to STR Proposal**

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

**#14046 C5 Z06 in STU Proposal**

Per the STAC, the C5 Corvette Z06 exceeds the performance parameters of STU.

**#14047 New Cars in STU Comments**

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

**#14056, 14059, 14064 RSX Type S Move to STX Proposal**

The STAC is not recommending moving the RSX at this time, the committee believes the car is appropriately classed in STF.

**#14215 RX7 Classing Proposal**

The STAC feels the FC RX7 is already competitively classed in STS.

**Street Prepared**

**#12361 S2000 Classing Proposal**

The SPAC does not feel that we have sufficient event results to justify a move at this point.

**#12935 High HP FWD Cars Move to FSP Proposal**

Thank you for your input. The SPAC is acutely aware of the common complaint regarding class proliferation in Solo. We do not recommend any additional classes at this time.

**Kart**

**#13615 ICC Engine Allowance Proposal**

The KAC feels at this time opening up KM to a seldom used engine configuration goes against the philosophy of the class.

**#14025 Clone Kart Allowance Proposal**

The KAC and SEB feel no new kart classes are necessary at this time.

**Other Items Reviewed**

**Street Touring**

**#12064, 12065, 12066 Lower Control Arm Allowance Comments**

Thank you for your input.

**#12315 Control Arm Clarification**

Thank you for your input.

**#13497 2015 Subaru WRX STI Classing Proposal**

The 2015 Subaru WRX STI is already classed in STU.

**#13643, 13645 Treadwear Rating Comments**

Thank you for your input.

**#14073 Treadwear Rating Proposal**

Thank you for your input.

**#14157, 14159, 14166, 14170, 14172, 14175, 14220 Oil Cooler Comments**

Thank you for your input. The oil cooler proposal was recommended to the BOD for approval (June Fastrack #12449).

**Kart**

**#13637 Weight Comments**

Thank you for your input. Please see the response to #13615

**#13664 ICC Engine Comments**

Thank you for your input. Please see the response to #13615

**Handled Elsewhere**

**Street Touring**

**#11937 STU Allowance Proposal**

Thank you for your input. The tire width change is not recommended. The lower control arm attachment change is addressed by item #12063 in the July Fastrack.

**Street Prepared**

**#12034 S2000 Move to CSP Proposal**

Thank you for your input, please see the response to item #12361.

**#12464 S2000 Move out of BSP Proposal**

Thank you for your input, please see the response to item #12361.

**#12540 Bushing Allowance Clarification**

Please see the response to item #12542.

**#12857 BRZ/FRS Classing Proposal**

See the January Fastrack, item #10365, for initial classing information.

**Kart**

**#14241, 14244 JA Minimum Weight Proposal**

Please see item #14085; the KAC thanks you for your input.

**#14243 JB Minimum Weight Proposal**

Please see item #14085. The KAC thanks you for your input.

**Tech Bulletins**

**Street**

**#14146 BMW E9X Classing Clarification**

The following F-Street listing correction addresses the issue that the current listing leaves out the V8 versions of the later M3's. The SAC believes removing the 6-cyl reference will effectively include them.

BMW



3 Series (~~6-cyl~~, including M3; E46, E90, E91, E92, E93) (2000-13)

#### #14193 2006 Lotus Exige (NA) Clarification

The listings for the Lotus Exige variants in SS and SSR are corrected to read as follows:

SS

Lotus

Exige (non-supercharged) (~~2006~~)

SSR

Lotus

Exige (normally-aspirated) (~~2006~~)

#### #14208 370Z Classing Clarification

The C Street listing for the Nissan 370Z is corrected to read as follows:

CS

Nissan

370Z (non-NISMO) (2009-~~14~~)

### Street Touring

#### #13710 Nissan 300ZX Classing Proposal

This Tech Bulletin is provided to update the STX 300ZX listing, which should read:

Nissan

300ZX (non-turbo) (~~1983~~-96)

#### #13904 Chevy Spark Classing Proposal

Per the STAC, add the following new listing to class **STF** in Appendix A:

*Chevrolet*

*Spark*

Note: The Chevrolet Spark may run in STF if it meets the height/track requirements of 3.1. It may need to be lowered and/or widened in order to accomplish this.

Also note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

#### #13988 Eclipse GT Classing Proposal

Per the STAC, add the following new listing to class **STX** in Appendix A:

*Mitsubishi*

*Eclipse (2006-2012) (V6)*

Note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

#### #14130 Mazda2 B-Spec sway bar

Add the following clarification to the Street Touring section of Appendix F:

*Mazda 2 Anti-Roll Bar*

*The Mazda 2 B-Spec "sway bar" by Tri-Point Engineering is not a sway (anti-roll) bar as it does not meet the conventional definition.*

#### #14206 Audi S5 Classing Proposal

Per the STAC, add the following new listing to class **STU** in Appendix A:

*Audi*

## S5

Note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

### Street Prepared

#### #13561 Lotus Evora S Classification Proposal

Change line in ASP from:

Lotus

Evora (non-supercharged) (2010-14)

to:

Lotus

Evora, *Evora S* (2010-14)

Note: this is an initial classing of the Evora S and is subject to the provisions of SR 3.2. Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

### Kart

#### #14242 Youth Steward's discretion for Rain Events

Clarify 2nd paragraph in 19.2.C with:

"Kart specific molded 'rain tread' tires of any durometer reading may be used at a rain event. *The tread pattern may not be modified.* Declaration of a rain event is at the discretion of the Youth Steward. *Once an event has been declared a rain event, it remains a rain event and rain tires or the class specified dry tires are permitted.*"

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | July 23, 2014

The Solo Events Board met by conference call July 23rd. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, Todd Butler, and Dan Helman of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Recommended Items for 2015**

Per committee recommendation and with SEB concurrence, the following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board, via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **Street Modified**

#9677 Trucks in SM/SSM Proposal

Add to 16.0.C.1 as follows:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based). *Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*"

In conjunction the following change will be made to the corresponding line in Appendix A, Street Modified section:

"Street Modified Class (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts). *Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*"

#### **Prepared**

#12486 Rear Seat Panel Removal Proposal

Reword Section 17.2.E, first paragraph as follows:

"E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights,* and for *driveshaft drivetrain* clearance. *For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced.* When modified *or replaced* the driver/passenger compartment must remain separated from any exhaust and *driveshaft drivetrain* components *by a metal panel. The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components.*

The PAC thanks the members for their input found in letters 14299, 14304, 14308, 14312, 14313, 14,316, 14324, 14340, 14346, 14351, 14352, 14353, and 14355.

#12419 E-Prepared/D-Prepared Reorganizing Proposal

In view of member comments to the published proposal, the PAC amends and recommends proposal #12419, Prepared Reorganization, as a set of rule changes for 2015, and a set of rule changes for 2016. The SEB and PAC believe that these changes will help improve the long term health of the Prepared Category.

#### **Overbore Allowance, Effective 1/1/2015**

- Change 17.10.H as follows:

"1. The block may be rebored no more than 0.0472" (1.2 mm) over standard, *unless otherwise specified in Appendix A.*"

## **Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas, Effective 1/1/2015**

- Delete section 17.4.G, and change Section 17.4.H to read:

"For classes DP, **EP**, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase."

- Change section D-Prepared Appendix A weight formula to read:

"Engines with displacement less than or equal to 1667cc:  $1.06 \times \text{displacement (cc)}$

Engines with displacement greater than 1667cc:  $0.91 \times \text{displacement (cc)} + 250 \text{ lbs}$

*Engines with 3-valves per cylinder:  $1.03 \times \text{listed displacement (cc)}$*

*Engines with 2-valves per cylinder:  $1.00 \times \text{listed displacement (cc)}$*

*Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.*

*Weight Adjustments (lbs):*

*Solid Axle: -50lbs "*

- Change section E-Prepared Appendix A weight formula to read:

*"Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc:  $1.06 \times \text{displacement (cc)}$*

*Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc:  $0.91 \times \text{displacement (cc)} + 250 \text{ lbs}$*

*Engines with 2-valves per cylinder:  $1.00 \times \text{displacement (cc)}$*

*Vehicles competing under Level 2 (Limited Prep) allowances:  $1.00 \times \text{displacement (cc)}$ "*

- Change section F-Prepared Appendix A weight formula to add:

*"Solid Drive Axle:  $-0.05 \times \text{displacement}$  "*

Comment: The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

## **Consolidation of G-Prepared, Effective 1/1/2015:**

- Eliminate class GP and distribute its contents as follows:

1. Move RWD vehicles to D-Prepared using DP allowances and weight formula as above.
2. Move Level 1 preparation FWD vehicles to E-Prepared, using EP allowances and the weight formulas as above.
3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preparation EP rules as modified above.
4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

*"Honda*

*Civic, Civic Si, CRX, & CRX Si (1988-91)*

*1493cc                      1.14/.098*

*Fuel Inj*

*Comp ratio to 11.0:1, valve lift to 0.390"*

*1590cc                      29mm/25mm*

*Comp ratio to 11.0:1, valve lift to 0.390" "*

## **Reorganization of E-Prepared, Effective 1/1/2016**

- Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula as above.
- Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared, These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

*“Alternate engines - (displacement):*

*12A - (2292 cc)*

*13B, Renesis - (2616 cc)*

Weight formulas (lbs):

Rotary Engines:  $0.70 \times \text{listed displacement (cc)}$

Weight Adjustments (lbs):

Peripheral Port Rotary:  $+0.050 \times \text{displacement (cc)}$

*Solid Axle:  $-0.05 \times \text{displacement}$  “*

Comment: The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes, and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

The PAC thanks the members for the feedback in letters 14209, 14291, 14292, 14295, 14305, 14314, 14317, 14325, 14327, 14356, 14365, 14430.

## **Member Advisories**

### **General**

The SEB will have one vacancy for 2015. Members interested in this position are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Street**

#### **#14134 Bump Stop Clarification**

Regarding rule 13.5.D, the increased travel in the bump direction provided by compliant shorter bump stops is permitted.

#### **#14477 Tire Eligibility Proposal**

Per the SEB, the Kumho W710 has been determined to meet the requirements of 13.3.B for 2014 and is considered eligible for use at this time.

Note: see a related change proposal elsewhere herein.

### **Street Modified**

#### **#14014 Classing Clarification**

The SMAC believes that the Boss 302 Laguna Seca is SM eligible as it is based on a 4-seat model. Conversely, 4-seat models based on 2-seat variants are specifically excluded from SM.

### **Street Touring**

#### **#13527 Brace Clarification**

Per the STAC, there is no allowance for removal of factory installed underbody braces.

#### **#13859 Toe Link Clarification**

In regards to the 2008 Impreza WRX rear suspension the STAC considers the rear lower arm to be a control arm and the front lower arm to be a toe link.

#### **#13895 Treadwear Rating Clarification**

Per the SEB and STAC: As of 2015, 200+TW rating will be the minimum requirement for tires in Street Touring.

#### **#14037 Catalytic Converter Clarification**

In regards to the location of non-OE catalytic converters the STAC considers the inlet to be the location where the expansion chamber begins. Additionally, there are currently no restrictions as to where the catalyst medium may be

located within the assembly.

#### #14135 Alternate O2 sensors in ST

Regarding alternate O2 sensors in Street Touring, the alternate O2 sensor allowance that is "missing" from the 2014 rules was intentional. The original allowance was intended to allow heated O2 sensors to be used in place of non-heated. However many competitors used this allowance to replace their stock narrow band O2 sensors with wide band units. This was inconsistent with the restriction in 14.10.F which reads "Only OE sensors may be used for engine management". To clear things up and prevent future confusion the alternate O2 allowance was removed.

### **Change Proposals**

#### **Street**

##### #14477 Tire Eligibility Proposal

Per the SEB: The following rule change proposal is in response to member input and is planned to be effective 1/1/2015:

Change 13.3.B.5 to read as follows:

*"5. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed."*

Note: this change reverts the rule regarding discontinued tires to its 2013 form, with minor wording cleanup.

In conjunction with the above, effective 1/1/2015 the Kumho W710 will be added to the exclusion lists for the SSR class (in Appendix A) and the SP category (in 15.3). This is due to the general lack of availability of this discontinued tire coupled with its superior performance over currently-available wet tires.

#### **Street Modified**

##### #13898 2-seater FWD in SM Proposal

Change 16.0.C Vehicle Eligibility:

"1. Street Modified (SM):

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based), *and all front-wheel-drive cars.*"

Change Appendix A for Street Modified to read:

"Street Modified Class (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts) *and all front-wheel-drive cars.*"

#### **Street Prepared**

##### #12572 E9X M3 move to BSP

Remove the following listing from ASP and add to ESP:

BMW

M3 (2007-13)

Note: The proposal to move these cars to BSP was met with little response, and what we received was negative. The SPAC would like to hear from membership how they feel about ESP. The SPAC feels that this car would not be an overdog in ESP.

#### **Modified**

##### #14068 BM Aero Comments

The MAC has made changes to the previously-published proposal, which are intended to address concerns expressed by members in their feedback. Members who continue to believe their cars have issues under this proposal are requested to submit specific, detailed dimensional data for the MAC's consideration.

The specific changes from the prior version concern limitations on wing extent. The first change is to now only limit how far back the front wing can go, and not how far forward the rear one can extend. The second change is to include and slightly reword the GCR-based limit on how far back the rear wing can extend.

(Changes from 2014 shown in **red**. Deleted text crossed out in **purple**.)

#### **"B MODIFIED (BM)**

All Formula Cars or Sports Racers meeting requirements of the **current** 2013 Club Racing GCR **sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H** ~~unless specifically classed elsewhere~~ with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
  - 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/ cyl or more engine up to 1005 cc.  
Minimum weight with driver: 1020 lbs.
  - 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.  
Minimum Weight with driver: 1110 lbs.
  - 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2- stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.  
Minimum weight with driver: 1180 lbs.
  - 4. May use any naturally-aspirated engine up to 3000 cc.  
Minimum weight with driver: 1285 lbs.
  - 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
  - 6. Minimum rim width: none.
  - 7. Maximum allowed rim width: 15 inches
  - 8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), or number of gears in any vehicle. CVT are allowed only with 2-stroke snowmobile engines.***
  - 9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.***
  - 10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to formula cars as well as sports racers with the following Solo changes to the list:***
    - a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 64 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case add 50 lbs.
    - b. Direct injection ..... Allowed only in automotive engines.
- D. Formula 2000, classed in Formula Continental per GCR/FCS:
  - 1. Minimum weight with driver: 1090 lbs.
  - 2. Rim width: unrestricted.
  - 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:
  - 1. The total area when viewed from the top of **front and rear** wings shall not exceed 8 square feet. **Area calculation is of the airfoil element plan view and does not include side plates. Side plate size and element profile are unrestricted.**
  - 2. *Rear diffuser starting point permitted no further forward than 23" ahead of rear tire.***
  - 3. The current GCR ~~CSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall also apply to **all Sports Racers ASR and** production cars as recognized in DM/EM running in BM as sports racers.
  - 4. **Production cars** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing **FA** GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer **P2 GCR** maximum height (45.25 inches per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).
2. Front wing width may match but shall not exceed overall front width as measured at the tires. **Front wing elements may not extend behind the front wheel centerline.**
3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed **7 cm (2.756 inches)** additional width per side and shall not deviate more than 10° from vertical. **The rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches). No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.**
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F."

Items considered pertaining to this topic included this one and 14028, 14029, 14076, 14177.

### **Other Items Reviewed**

#### **Street Touring**

#13018, 13024, 13043, 13050, 13053, 13136, 13141, 13158, 13234, 13235, 12578, 13579, 13580, 13582, 13583, 13584, 13586, 13588, 13597, 13611, 13641, 13644, 13656, 13659, 13673, 13674, 13677, 13796, 13797, 13819, 13899, 13128, 13380, 13589 STC with STS Comments

Thank you for your input.

#14110 Member Input: #12449 Oil Cooler Allowance Proposal

Thank you for your input. The oil cooler proposal was recommended to the BOD for approval (June Fastrack #12449).

#### **Street Modified**

#14219 CRX in SM Allowance Proposal

See Item #13898.

#14296, 14336 2 Seater FWD in SM Proposal

See Item #13898.

### **Not Recommended**

#### **Street**

#14384 370Z Move to BS Proposal

The SEB will not be making classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals.

#### **Street Touring**

#14052 Air Intake Clarification

The STAC feels the rule is sufficient as written.

#14072 Porsche 924 and 924S Classing Proposal

The STAC feels that STR, with its additional tire allowance, is a better fit for these cars.



#### #14178 Porsche Boxster in ST Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#### #14337 AWD Turbo Cars move to SSM Proposal

Thank you for your input. Results across national events through the last 3 years have shown that RWD cars are extremely competitive in SM. As such, there are currently no plans to separate RWD and AWD within the SM category.

### **Prepared**

#### #14391 Roll Bar Allowance Proposal

The PAC notes that the definition of an Open Car does not take into account the tires, other equipment, or preparation level of a vehicle under Section 17, Section 3.3, or Appendix C. The PAC thanks the member for the letter.

#### #14408 Limited Prep Classing Proposal

The PAC cannot speculate on the future of the SP and P categories. The proposed Limited Preparation vehicle classifications (see Item #12419) offer one path from Street Prepared to Prepared, via Limited Preparation and permit a competitor to develop a vehicle over a period of their choosing. Windshield frame removal and body sheet metal modification are optional within the scope of the Section 17 rules for Prepared, including the Limited Prep (Prep Level 2) vehicles. The PAC notes a la carte weight or points penalties for modifications promote rules complexity and instability. The committee does not believe the requested change is appropriate. The PAC thanks the member for the input.

### **Modified**

#### #14139 Disagree 13146

Per the MAC, Solo Vee is based on Formula Vee, not FST. The Formula Vee rules specifically indicate that only stated modifications are permitted (GCR 9.1.1.C.1.B), and that no component of the engine may be substituted unless specifically authorized. There is no FV allowance for the use of H rods instead of the OE type. A rule change would be required to permit H rods, and the MAC does not believe this would be consistent with class philosophy.

#### #14195 Exocet Classing Proposal

Per the MAC, the Exocet does not meet the expectation that approved kit cars are (a) characterized by bodywork and equipment which are clearly designed for street use, and (b) do not have features which could upset the competitive balance in these classes. Vehicles such as this are eligible to run in AM provided they meet all applicable safety requirements.

#### #14401 Refueling During Competition Proposal

The MAC does not recommend prohibiting refueling between competition runs. This could prove an undue hardship for some competitors, especially for two-driver cars, and would not accommodate the possible need for additional fuel in the case of one or more reruns. Competitors are reminded that weights may be checked at any point during the competition, and that their responsibility is to ensure that their car complies with requirements during all runs.

### **Handled Elsewhere**

#### **Street**

##### #14280 S2000 Move to CS Proposal

Please refer to the response to letter #14384.

##### #14286 Super Street Classing Proposal

Please refer to the response to letter #14384.

##### #14300 Focus ST Move to DS Proposal

Please refer to the response to letter #14384.

## #14322 Corvette and Viper Classing Proposal

Please refer to the response to letter #14384.

### Street Prepared

#### #12503 Reclassify BMW E9X M3 in Street Prepared

See letter 12572 for an alternative proposal.

### Prepared

#### #12118 B-Spec Cars in GP Proposal

This topic was addressed as part of item #12419.

#### #14137 Balance Shaft Delete

This member's letter is addressed in the response to letter #14138. The PAC thanks the member for the input

#### #14142 Balance Shaft Removal Allowance Proposal

This topic is addressed in item #14138. The PAC thanks the member for the input.

#### #14291, 14292, 14295, 14305, 14314, 14317, 14327, 14356, 14365 EP/GP/FP ReOrg Comments

Please see item #12419.

#### #14299, 14304, 14308, 14312, 14313, 14316, 14340, 14346, 14351, 14352, 14353, 14355 Rear Seat Panel Comments

The PAC thanks these members for their feedback to proposal #12486.

### Modified

#### #14028, 14029, 14076, 14177 BM Aero Comments

See the revised proposal in item #14068.

### Tech Bulletins

#### General

##### #14369, 14405 Loose Item Clarification

Add new subsection 3.3.3.B.2, and renumber subsequent sections accordingly, as follows:

*"2) Pedal operation must not be impeded. Driver's side floor mat must be removed."*

#### Solo Trials

##### Vehicle Safety Equipment

**Errors and Omissions:** In Appendix D.X.3.a – Solo® Trials Rules, Vehicle Safety Equipment Requirements of the 2014 SCCA National Solo® Rules (page 256): remove the 3<sup>rd</sup> and 4<sup>th</sup> sentences, as follows:

~~"In addition, Street, Street Touring®, and Street Prepared category vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar."~~

**Comment:** The diagonal (transverse) brace is a suggestion in Appendix C – Solo® Roll Bar Standards. In 2003, the wording in the Solo® Rules changed for Prepared and Modified category vehicles requiring an Appendix C roll bar, but also added the sentences above. This has inadvertently created a stricter roll bar standard for Solo Trials for vehicles competing in Street, Street Touring®, and Street Prepared categories than for vehicles in Street Modified, Prepared, and Modified categories.

#### Street

##### #14011 BMW M235i Clarification

The limited slip differential for the BMW M235i is currently a dealer installed option and thus it is not legal for

F-Street.

## Street Touring

### #14188 Compact Pickup Trucks Classing Proposal

Per the STAC, add the following new listings to Appendix A:

STX

Ford Ranger (4 & 6 cyl, N/A)

Chevrolet S10 (4 & 6 cyl, N/A)

GMC Sonoma (4 & 6 cyl, N/A)

Dodge Dakota (4 & 6 cyl, N/A)

Note: These vehicles may run in STX if they meet the height/track requirements of 3.1. They may need to be lowered and/or widened in order to accomplish this.

## Prepared

### #14138 Balance Shaft Removal Clarification

Per the PAC, balance shafts on piston engines may be deleted per the alternate block allowance in Section 17.10.H.1, which does not list balance shafts as a critical dimension for piston engines. To properly reflect this tech bulletin in the rule book the SEB has elected to add the following subsection as a clarification:

***"17.10.H.6 Balance shafts may be removed."***

The PAC thanks the members for letters 14137, 14138, 14142 in regards to this inquiry.

### #14324 Seat Panel Removal

Per the PAC, clarify Appendix A, X-Prepared, Section 7.C to read:

"c. The engine orientation ~~must not be changed~~ (i.e., transverse stays transverse, longitudinal stays longitudinal) *and the engine bay location must not be changed (i.e., front-engined stays front-engined, mid-engined stays mid-engined, and rear-engine stays rear-engined).*"

This change clarifies that a competitor may not relocate an engine bay within the chassis, and is believed prudent in view of the rule change contained in #12486, which has been recommended to the BOD.

## Modified

### #14407 Followup to 14186, regarding Porsche 550 replicar(s)

Modify 18.1.A.3 as follows to add a new classification:

"3. Other Models

The Panoz Roadster *and Porsche 550 Spyder are* eligible for competition in DM and EM as modified production-based cars using the Modified Tub minimum weights."

Note: this will permit appropriate clones/replicas of the 550 (e.g. Beck) as long as the requirements of 18.1.A.2 are met.

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | September 10, 2014

The Solo Events Board met by conference call September 10th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, and Steve Harris of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Recommended Items for 2015

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### General

##### #12046 Cone Clarification

Change 7.9.1 as follows:

"A clearly visible line around the base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible, ~~and this inner edge will be the penalty limit.~~ If the pylon is upset or totally displaced outside the **line**, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed."

##### #14007 Sound Policy Proposal

Change the third paragraph of Appendix I to read as follows:

"If a **driver in a** vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the **driver in the** vehicle exceeds 100 dBA again on **any subsequent run, that run will be scored a DNF.**"

#### Street Touring

##### #12063 Live Axle rear lower control arms

Replace 14.8.G.5 with the following:

***"The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."***

#### Street Prepared

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## #12063 Live Axle rear lower control arms

Replace 15.8.I.5 with the following:

*"The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."*

## Prepared

### #12419 E-Prepared/D-Prepared/G-Prepared Reorganizing Proposal (corrections)

The following corrected final version of the associated proposal contains fixes to errors which were inadvertently introduced in the prior published version during formatting. The corrected areas are shown in blue.

The SEB and PAC believe these changes will help improve the long term health of the Prepared Category.

The SEB and PAC do not anticipate re-evaluating EP participation until the 2018 season, in order to provide time for new EP competitors to join the class

The final version of these changes is as follows:

#### **Overbore Allowance, Effective 1/1/2015**

- Change 17.10.H as follows:

*"1. The block may be rebored no more than 0.0472" (1.2 mm) over standard, unless otherwise specified in Appendix A."*

#### **Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas, Effective 1/1/2015**

- Delete section 17.4.G, and change Section 17.4.H to read:

*"For classes DP, EP, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase."*

- Change section D-Prepared Appendix A weight formula to read:

*"Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: 1.06 x displacement (cc)*

*Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs*

*Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)*

*Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.*

*Weight Adjustments (lbs):*

*Solid Axle: -50lbs "*

- Change section E-Prepared Appendix A weight formula to read:

*"Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: 1.06 x displacement (cc)*

*Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs*

*Engines with 2-valves per cylinder: 1.00 x displacement (cc)*

*Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)"*

- Change section F-Prepared Appendix A weight formula to add:

*"Solid Drive Axle: -0.05 x displacement "*

Comment: The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

### **Consolidation of G-Prepared, Effective 1/1/2015:**

- Eliminate class GP and distribute its contents as follows:

1. Move RWD vehicles to D-Prepared using DP allowances and weight formula as above.
2. Move Level 1 preparation FWD vehicles to E-Prepared, using EP allowances and the weight formulas as above.
3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preparation EP rules as modified above.
4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

*"Honda*

*Civic, Civic Si, CRX, & CRX Si (1988-91)*

*1493cc*

*1.14/.098*

*Fuel Inj*

*Comp ratio to 11.0:1, valve lift to 0.390"*

*1590cc*

*29mm/25mm*

*Comp ratio to 11.0:1, valve lift to 0.390"*

### **Reorganization of E-Prepared, Effective 1/1/2015**

- Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula as above.

- Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared. These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

*"Alternate engines - (displacement):*

*12A - (2292 cc)*

*13B, Renesis - (2616 cc)"*

Comment: The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes, and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

### **Modified**

#### **#12389 Solo Vee Allowance Proposal**

Modify C.6.a under Modified Class C in Appendix A, to read as follows:

"a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts. *Bolt pattern may be changed.*"

#### **#11737 ABS and Traction Control in DM/EM**

Effective 1/1/2015, change the first paragraph of Section 18 to read as follows:

"Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), *except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used.* Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR section(s)."

### **Member Advisories**

#### **General**

The SEB will have a vacancy at the end of this year. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Awards**

The SEB is seeking nominations for Driver of the Year and Rookie of the Year. Descriptions of these awards, and lists of past winners, can be found in Appendix V of the Solo Rules. Nominations should be sent to [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street**

#### **#14519 Sway Bar Clarification**

Per the SAC, the allowance in 13.7.A to add a sway bar (anti-roll bar) does not require that an existing OE sway bar be removed. It is legal to add a sway bar in addition to the OE part.

### **Street Touring**

The SEB is anticipating vacancies on the STAC. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street Modified**

The SEB is anticipating vacancies on the SMAC. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Change Proposals**

#### **Street Touring**

##### **#14332 94-01 Acura Integra in STX Proposal**

Per the STAC, the following listing change proposal is submitted for member review and comment:

Change Appendix A classification from STC to STX: 1994-2001 Acura Integra (Non-Type R)

#### **Street Prepared**

##### **#13934 Jensen-Healey Move to FSP Proposal**

The SPAC requests member feedback on the following changes to Appendix A:

Remove the following line from CSP:

Jensen-Healey

Add the following line to FSP:

Jensen-Healey

### **Modified**

#### **#13862 Proposed B Modified Changes**

The MAC is modifying its recommended implementation date for the pending B Modified rules change proposal to *1/1/2016*, in order to have time to review and evaluate the implications of recent competitor input including that received at the Solo Nationals. It is anticipated that an updated version of the proposal will be published in the coming months, and that it will be recommended to the SEB for referral to the BOD for 2016 once it has been finalized.

Additional issues which are in work:

- possible prohibition of CVT's
- wing constraints for Formula cars
- underbody aero constraints

#### **#14819 B Mod Request for Input re: Direct Injection**

In light of the changes to 2-stroke motors as a result of fuel injection in general and direct injection in particular, the MAC and SEB would like the opinion of members on possible revisions to the BM rules to maintain future equity between 2-stroke and 4-stroke engine options, or to exclude 2-stroke engine options from the class.

## **Other Items Reviewed**

### **General**

#### #13569 Section 12 Definition Comments

Thank you for your input.

#### #14192, 14489 CAM Comments

Thank you for your input.

#### #14245 Sound Policy Change Proposal Comments

Thank you for your input. Item #14007 has been revised and is being recommended to the BOD.

#### #14362 High Pressure Cylinder Clarification

Section 1.3.2.M of the Solo rules requires a guard which protects the gauge and regulator assembly in addition to the valve.

### **Street**

#### #14480 Morgan Roadster 3.0 V6 Classing Proposal

Please see the response to letter #14550.

#### #14549 Cayman S Move to AS Proposal

Please see the response to letter #14550.

#### #14550 Mini Cooper S Classing Proposal

Thank you for your input. The SAC and SEB will be publishing a final set of 12-month reclassifications for certain models in next month's Fastrack.

#### #14564 Discontinued Tire Allowance Proposal

The discontinued tire allowance was previously addressed in the September Fastrack.

#### #14610 Cayman/Boxster Classing Proposal

Please see the response to letter #14550.

### **Street Touring**

#### #14167, 14255, 14437, 14532, 14540 STC move to STS Comments

Thank you for your input. Please see item #12465 in the August Fastrack.

## **Not Recommended**

### **General**

#### #14576 Umbrella Usage During Course Walks Proposal

The SEB does not view this change as necessary.

### **Street**

#### #14436 Wheel Allowance Proposal

Option package conversions must be complete (see 13.0); partial conversions are not allowed. The SAC does not believe a change in this rule is necessary.

#### #14522 Wheel Width Proposal

The SAC and SEB do not wish to modify the wheel width allowance at this time.

#### #14548 Wheel Width Proposal

Per the SAC, allowing competitors to increase wheel width would cause that modification to become a "must have" for all competitors. This is not in line with the current philosophy of the category.



## **Street Touring**

### **#13996 STX Wheel Width Allowance Proposal**

The STAC feels that additional wheel width allowances for AWD cars in STX are not needed at this time.

### **#14262 ST Radiator Allowance Proposal**

The STAC feels additional radiator allowances are not in line with current category philosophy.

### **#14307 370Z Allowance Proposal**

The STAC feels that the additional aero features on the Nismo version of the 370Z are significant enough to warrant exclusion at this time.

### **#14320 ECU Proposal**

The STAC is not in favor of any ECU rule changes at this time.

### **#14345 ECU Comments**

The STAC is not in favor of any ECU rule changes at this time.

### **#14431 SST Class Proposal**

Thank you for your input. The SEB and STAC are not in favor of adding a class.

### **#14574 Engine Cover Allowance Proposal**

The STAC is not in favor of metal engine cover removal.

## **Street Prepared**

### **#14057 Nissan 1984-1989 300ZX Classing Proposal**

The SPAC does not feel that there is a more appropriate place for this car to be classed, and does not recommend a change.

### **#14297 Metal Bushing Allowance Proposal**

The SPAC feels that the current bushing allowances are sufficient.

### **#14323 Sunroof Removal Proposal**

The SPAC feels that this change does not fit the class philosophy.

### **#14348 Alternate Material Clarification**

The SPAC feels that this proposal falls well outside the Street Prepared category philosophy.

### **#14500 Parking Brake Allowance Proposal**

The SPAC feels that this proposal does not fit within the category philosophy.

### **#14539 Move pre-2011 V6 mustang from ESP to FSP**

Per the SPAC, moving the S197 V6 Mustangs has the potential to impact update/backdate options for current ESP competitors, and the SPAC feels that FSP is not a significantly better classification for them.

## **Prepared**

### **#14276 G Prepared Allowance Proposal**

Thank you for your input. Please see item #12419.

### **#14354 Inner Roof Panel Removal Proposal**

The PAC believes that 17.1.B provides a competitor adequate means (specifically, notching) for installing a roll cage close to the outer roof skin. The PAC thanks the member for their letter.

## **Handled Elsewhere**

## **Street Touring**

#14306 Live Axle comments

Thank you for your input. Please see item #12063.

#14302, 14309, 14372, 14527 Live axle Comments

Thank you for your input. Please see item #12063.

#14366 Nismo 370Z Classing Proposal

Please see item #14307.

### **Street Prepared**

#13137 BMW E9X M3 Move to BSP Proposal

This subject was covered by proposal #12572 as published in the September Fastrack.

### **Tech Bulletins**

#### **Street**

#14438 Battery Box Clarification

Add to Appendix F under STREET CATEGORY CLARIFICATIONS: "*The plastic Lotus Elise battery cover may be considered to be a "loose item" in reference to rule 3.3.3.B.1 and may be removed during competition.*"

#### **Street Prepared**

#13610 Audi A4 Classing Proposal

Per the SPAC, add new listing to Appendix A as follows:

ASP

Audi

*A4 (2008-14)*

#14002 2014 Camaro Z28 Classing Proposal

Per the SPAC, update the line in the Appendix A, class ESP, which currently reads:

Camaro (2010-13)

to read

Camaro (2010-*2014*) (*non-ZL1*)

#14118 2014 Mazda 2 and F Street Prepared classification

Per the SPAC, add new listing to Appendix A as follows:

FSP

Mazda

*Mazda2*

#14368 Colt, Mirage, Summit Classing Proposal

Errors and Omissions: Per the SPAC, remove the following redundant listings from ESP (the cars are correctly classed in FSP):

Dodge, Mitsubishi, & Eagle

Colt & Mirage (1984-88)

Colt, Mirage, & Summit (1989-92)

Colt, Mirage, & Summit (1993-96)

Mirage (1997-2002)

#### #14508 911 Classing Clarification

Per the SPAC, change the following line in Appendix A, SSP, as follows:

From:

Porsche

911 Turbo (AWD) (2001-13)

To:

Porsche

911 Turbo, *Turbo S* (AWD) (2001-13)

Note: this is an initial classing of the Turbo S model.

#### Street Touring

##### #14107 Classing 2014 Ford Fiesta 1.0 ecoboost

Per the STAC, add and update the following new listings in Appendix A:

Add in STC:

Ford

*Fiesta (1.0T)*

In conjunction, in STF change the Fiesta listing to read as follows:

Ford

Fiesta (non-ST, *NA*) (2011-*14*)

##### #14523 MR2 SuperCharged Classing Proposal

Per the STAC, add the following new listing to Appendix A:

STR

*Toyota MR2 Supercharged (1988-1989)*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | September 24, 2014

The Solo Events Board met by conference call September 24th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Recommended Items for 2015

The following subjects will be referred to the Board of Directors for approval.

Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Street

##### #13367 Fix the Shock adjustment allowance

Change the first two sentences of 13.5.F to read as follows:

"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior bodywork."

##### #14477 Tire Eligibility Proposal

Change 13.3.B.5 to read as follows:

***5. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.***

Note: this change is reverting the discontinued tire rule to its 2013 form.

In conjunction with the above, effective 1/1/2015 the Kumho W710 will be added to the exclusions lists for the SSR class (in Appendix A) and the SP category (in 15.3).

##### #14912 Repair Methods

Change the third paragraph of 13.1 to read:

"All repairs must comply with factory-authorized methods and procedures, ***or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.***"

#### Street Prepared

##### #9947 Morgan Plus 4 Move to FSP Proposal

Remove from SSP and add to FSP:

## CONTENTS

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Morgan

+4 (2138cc, all)

#### #12542 Differential Bushing Proposal

Per the SEB, change Rule 15.8.D as follows:

"Differential mount bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.~~"

Also remove last two sentences of 15.2.D and the third and fourth sentences of 15.8.E.

Comment: This proposal brings these bushing requirements in line with the engine and transmission mount bushing requirements.

#### #13113 AWD Cars Move to ASP Comments

Delete the following listings in *ESP*:

Eagle

Talon Turbo (all) (1989-99)

Mitsubishi

Eclipse Turbo (1989-99)

Subaru

Impreza WRX (non-STI) (2002-07)

Delete the following listing in ASP under Subaru:

Impreza GT, WRX, WRX STI (2008-13)

Add the following listing in ASP:

Eagle and Mitubishi

*Eclipse Turbo and Talon Turbo (1989-99)*

And change the following line in ASP from:

Subaru

Impreza WRX STI (2004-07)

to:

Subaru

Impreza WRX *all incl. STI (2002-14), Legacy turbocharged (2004-2014), Forester XT (2004-2014)*

#### Street Modified

##### #12753 Eliminate 16.0.B & 16.0.C

The SMAC recommends the following change to 16.0.C:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, ~~not sports car based~~)."

##### #13585 Engine Allowance Clarification

The SMAC recommends the following change to 16.1.D.1:

"1. Engine block (*or housings on rotary engines*) must be a production unit manufactured and badged the same as the original standard or optional engine for that model."

## #13898 2-seater FWD in SM Proposal

### Change 16.0.C Vehicle Eligibility:

#### "1. Street Modified (SM):

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based) *and all front-wheel-drive cars.*"

### Change Appendix A for Street Modified to read:

#### "Street Modified Class (SM)

##### Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts) *and all front-wheel-drive cars.*"

## Prepared

### #9028 Independent Rear Suspension in XP Clarification

The following definitions are recommended for addition to Section 12:

**Chassis** – A chassis is the minimal structure of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.

**Drivetrain** – The components that provide and transmit the forces of propulsion including the engine, clutch, transmission, driveshafts, differentials, axles, etc. Does not include wheels or spindles.

**Frame Rails** – An integral part of the chassis; frame rails are boxed, channeled, or tubular structural members of the car which may provide attachment points for one or more of the following: subframe/cross-member, body, suspension, and drivetrain. Frame rails are present in Unibody, Tub-based, and Tube Frame Cars.

**Roll Bar / Roll Cage** – A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar / cage structures may be used to provide additional chassis rigidity and attachment for suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.

**Shock/Strut Towers** – Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts, and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.

**Subframe/Cross-Member** – A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension and/or drivetrain components.

**Suspension** – Suspension is the system of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, half-shafts, etc.

**Suspension Mount** – Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/bearings, they do not move as the suspension travels in its range of motion. Subframes/Cross-Members are not suspension mounts.

**Trunk Area** – An area intended for the storage luggage or other items during normal street going usage.

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle as originally equipped. If a transverse bulkhead / panel is located in this area, the bulkhead / panel defines the start of the trunk area. Vehicles equipped with a fold-down rear seat, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead / panel separating the passenger compartment from the front of the car.

*For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead / panel.*

**Tub** – *The assembly of panels which form the basic structure of the vehicle's passenger compartment.*

**Tub-based (non-tube-frame) Car** – *A non-tube-frame car has a standard tub or standard unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub or unibody by bolts and/or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.*

**Tube Frame Car** – *A car whose chassis is fabricated from a non-Standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steering, etc.) loads.*

**Unibody (Unit-Body)** – *A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.*

Note: related recommended changes to Section 17 are found in item #15048.

#### #15048 Prepared Recommended Section 17 Changes

The PAC has provided an updated version of their previously-published Section 17 changes, which are intended to accompany the additional definitions for Section 12 which are found elsewhere herein. The sections containing these changes are as follows:

### **“17. PREPARED CATEGORY**

#### **17.0.A. Intent**

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based nonstreet-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed to compete, subject to the requirements of 17.11.* The SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.
3. The SCCA® may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. *Within the scope of these rules, the terms “chassis” refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of “frameless” construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car. Within the scope of these rules, the definitions provided in Section 12 apply.*

### **17.1 AUTHORIZED MODIFICATIONS**

The modifications defined here in the Prepared Category are the only allowed modifications. The rules in this section stand on their own; they do not build upon the Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.

B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order

to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule. (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation *which will invoke Section 17.11 weight penalties*).

Refer to Appendix F for past clarifications of these rules.

## 17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening.

It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, *steering*, or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, *steering*, and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6mm)*. Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Installation of "tubs" which replace sheetmetal inner fenders or wheel wells to enable wider wheels and tires are allowed.*

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and interpretation *will invoke Section 17.11 weight penalties*.

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights*, and for *driveshaft drivetrain* clearance.

*For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced. The driver/passenger compartment must remain separated from any exhaust and driveshaft components by a metal panel.*

~~The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft drivetrain components.~~

Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling 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 (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (203.2 mm) clearance is allowed between modified firewall areas and above listed



components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

...<no changes to sections 17.3 through 17.10>

## **17.11 OTHER**

A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. *Tube frame production cars and kit-cars specifically listed in Appendix A (i.e. Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e. a Tube frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section.* Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars.

## **Member Advisories**

### **General**

#### **SEB**

The SEB will have an opening at the end of 2014. Members interested in the position are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### **#15062 Helmets**

Per 4.3.1, Snell 2000 helmets are considered compliant for 2015. Snell 2015 helmets will be considered compliant when they become available.

#### **#15063 Awards**

The SEB is seeking nominations for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards, and lists of past winners, may be found in Appendix V of the Solo Rules.

### **Street**

#### **#14979 SAC Proposed 2015 Moves**

The SAC anticipates that the 2015 Corvette C7 Z06 and the 2015 Alfa Romeo 4C will be initially classed in Super Street sometime in early 2015 depending on availability. Going forward the SAC will continue to class cars of the highest performance in SS. The SAC does not anticipate adding cars to SSR in the 2015 and 2016 seasons. The SAC and SEB are committed to serving the membership's interest in SSR. Creating a stable environment for 2015 and 2016 should give members confidence they can compete without changes for at least two years.

### **Street Modified**

#### **SMAC**

The SEB is requesting members interested in serving on the SMAC to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### **#11951 Engine Allowance Clarification**

Replacement engines allowed by Section 16.1.D.1 are not required to be standard or optional engines for that model.

### **Kart**

#### **KAC**

The SEB has approved the addition of Steve Ekstrand to the KAC.

## **Change Proposals**

## **Street**

### **#14615 997 GT3 Classing Proposal**

The SAC is seeking member feedback on moving the Porsche 997 GT3 from SSR to the Street-R exclusion list effective 1/1/2016. The committee believes the car is not appropriate for the balance of competition in SSR at this time.

### **#14979 SAC Proposed 2016 Moves**

The SEB and SAC are seeking member feedback on moving the non-Z06 C5 Corvette from BS to AS, effective 1/1/2016.

## **Other Items Reviewed**

### **#12894, 14465, 14487, 14488, 14499, 14503, 14505, 14510, 14536, 14537, 14538, 14544 997 GT3 Move Proposals**

Please see the response to letter #14615.

### **#14506 SSR Future Proposal**

Please see the response to letter #14615.

### **#14685 370Z Move to BS Proposal**

Please see item #13560 under Tech Bulletins.

### **#14691 Focus ST Move to DS Proposal**

Please see item #13560 under Tech Bulletins.

### **#14741 Twins Move to DS Proposal**

Please see item #13560 under Tech Bulletins.

### **#14755 Focus ST in GS Comments**

Please see item #13560 under Tech Bulletins.

### **#14758 Heavy FWD Move to HS Proposal**

Please see item #13560 under Tech Bulletins.

### **#14763 Corvette Classing Proposal**

Please see item #13560 under Tech Bulletins, and items #14615 and #14979.

### **#14764 HS/GS Comments**

Please see item #13560 under Tech Bulletins.

### **#14766 Corvette/Viper Classing Proposal**

Please see item #13560 under Tech Bulletins, and items #14615 and #14979.

### **#14779 FWD Class Changes Proposal**

Please see item #13560 under Tech Bulletins.

### **#14785 Class Changes for 2015 Proposal**

Please see item #13560 under Tech Bulletins.

### **#14792 Cobalt SS Classing Proposal**

Please see item #13560 under Tech Bulletins.

### **#14813 Car Classing Proposal**

Please see item #13560 under Tech Bulletins.

### **#14826 BS Classing Proposal**

Please see item #13560 under Tech Bulletins.

**#14828 Fiesta and Focus ST Classing Proposal**

Please see item #13560 under Tech Bulletins.

**#14829 Street Classing Proposal**

Please see item #13560 under Tech Bulletins.

**#14833 370Z Classing Comments**

Please see item #13560 under Tech Bulletins.

**#14838 SS/AS Classing Proposal**

Please see item #13560 under Tech Bulletins.

**#14840 Corvette Classing Proposal**

Please see item #13560 under Tech Bulletins.

**Street Prepared**

**#14154, 14274, 14281, 14396, 14427, 14683 AWD Move to ASP Comments**

Thank you for your comments. Please see item #13113.

**#14155, 14179, 14197, 14229, 14231, 14232, 14233 WRX Move to ASP Comments**

Thank you for your comments. Please see item #13113.

**#14289, 14360, 14426 Live Axle Comments**

Thank you for your comments. Per the October Fastrack the relevant changes have been recommended to the BOD.

**Street Touring**

**#14823 Solid Drive Axle Allowance Comments**

Thank you for your comments.

**#14919 Vote against class combination with STS**

Thank you for your comments.

**Not Recommended**

**Street**

**#14786 Street Allowance Proposal**

Thank you for your input. Further changes in the allowances of the Street category rules are not anticipated.

**Prepared**

**#14851, 14857 GP Comments**

These comments are addressed in the October Fastrack: GP is consolidated into EP and DP by drivetrain effective January 1, 2015. The PAC thanks the member for the feedback.

**Modified**

**#14842 Rotary Engine Weight Proposal**

Thank you for your input. Different engine options come with various advantages and disadvantages. The MAC and the SEB do not feel that a turbocharged rotary is at a disadvantage in EM.

**Handled Elsewhere**

**Prepared**

**#14209, 14430, 14581, 14585, 14682, 14687 DP/EP/GP Comments**

These comments are addressed in the October FastTrack. The PAC thanks the members for their contribution and feedback.

#14903, 14905, 14909, 14911, 14915, 14921, 14931, 14933, 14935, 14942, 14944, 14960, 14964 GP Comments

The PAC notes the SEB has recommended proposal #12419 as a rule change for 2015 to the Board of Directors.  
The PAC thanks the members for their comments.

## **Tech Bulletins**

### **Street**

#### **#13560 Street category 12-month reclassifications**

The SAC recommends moving the following cars under the 12 month rule (3.2) for the long term betterment of the Street classes going forward.

Nissan GTR (2009-11) *from exclusion list to SS*. Change exclusion list years for the GTR to *(2012-15)*.

Mustang Boss 302 Laguna Seca (2012-13) *from SS to AS*

Boss 302 non-Laguna Seca *from AS to FS*

Morgan Plus 8 *from CS to AS*

Morgan Roadster V6 *new listing to AS*

Nissan 350Z and 370Z Nismo *from BS to AS*

Nissan 370Z *from CS to BS*

Porsche 968 *from CS to BS*

TVR V6 & 8 cyl *from CS to BS*

TVR V8 & V12 *from ES to BS*

Audi TT Quattro (AWD) (2008-14) *from DS to BS*

Audi TT (1.8T, non-Quattro FWD) (2000-06) *from GS to DS*

Audi TT (2.0T, non-Quattro FWD) (2008-12) *from GS to DS*

Mazda Mazdaspeed3 *from DS to GS*

The following listing clarification is provided in conjunction with the above reclassifications:

In class *DS*:

Audi TT Quattro (AWD) *(2000-06)*

The following is a list of *GS cars* that per SAC recommendation are *moving to HS* under the 12-month rule:

#### Acura

CL (V6)

Integra GS-R (1992-2001)

Legend

TL

Vigor

#### Alfa Romeo

164 (non-S) (1991-93)

1750 & 1750 GTV

GTV V6

Milano

#### Audi

200 Turbo quattro

5000 Turbo

A3 (FWD) (2006-13)

S4 (100 CS chassis) (1992-94)

#### BMW

2002

318i & 318is (1991)

318ti (1995-99)

Buick  
Reatta  
Cadillac  
Catera  
Chevrolet  
Camaro (V6) (1980-2002)  
Corvair (4-carb & Turbo)  
Chrysler  
Cirrus (V6)  
Laser Turbo  
Sebring (V6)  
Daewoo  
6-cyl  
Dodge  
Avenger (V6)  
Daytona IROC R/T  
Daytona Turbo (NOC)  
Lancer Turbo  
Shadow (Turbo & V6, NOC)  
Spirit (4-cyl Turbo & V6)  
Stealth (non-turbo)  
Stratus (V6)  
Eagle  
Talon Turbo (FWD)  
Ford  
Contour (V6)  
Fiesta ST (2014)  
Five Hundred  
Fusion (6-cyl)  
Mustang (4-cyl Turbo & V6)(1979-93)  
Probe (all) (1993-97)  
Probe (4-cyl Turbo & V6) (1989-92)  
Tempo (V6)  
Thunderbird Turbo  
Honda  
Accord (V6)  
Civic Si (1986-87, 2006-14)  
CRX Si  
Prelude VTEC (1993-96)  
Prelude (2.3L DOHC) (1992-96)  
Prelude (1997-2001)  
Infiniti  
M30  
Jaguar  
X-Type (2.5L) (2002-05)  
Lexus  
ES 250  
ES 300  
GS 300

Lincoln  
LS (V6)

Mazda  
Mazda6 (V6) (2003-13)  
Millenia S (Supercharged)  
MX-6 (4-cyl) (1993-97)  
MX-6 (V6 & 4-cyl Turbo)

Mercedes  
280 (1995-2000)

Mercury  
Capri (4-cyl Turbo & V6, US)  
Cougar (V6)  
Milan (6-cyl)  
Montego  
Mystique (V6)  
Topaz (V6)

Mitsubishi  
3000 GT (non-turbo)  
Eclipse (2000-12)  
Eclipse Turbo (FWD) (1989-99)

Nissan  
200SX (4-cyl Turbo & V6)  
240SX  
300ZX (non-turbo) (1984-89)  
Altima (2002-14)  
Maxima (1992-2014)  
NX2000 (1991-93)  
Sentra (2.0L) (2000-01)  
Sentra SE-R (1991-94, 2002-12)  
Sentra SE-R Spec-V (2002-12)

Oldsmobile  
Calais W41

Peugeot  
405 Mi16 (1989-92)  
505 (1979-91)

Plymouth  
Acclaim (V6 & 4-cyl Turbo)  
Sundance (V6 & 4-cyl Turbo)

Pontiac  
Firebird (V6)  
G5 GT (2.4L) (2007-08)  
G8 (V6) (2008-09)

Saab  
900 (V6) (1994-97)

Saturn  
L series (6-cyl)

Subaru  
SVX

Toyota

Camry (V6) (1992-2014)

Celica GT (1994-1999) Note: please change the GS listing to Celica GT (2000-2005)

Celica GT-S (1986-93)

Celica ST (1994-99)

Supra (1982-86)

Supra (1986½-92)

Volvo

C30

Volkswagen

Golf, GTI & Jetta (16v)

Passat (V6)

Scirocco (16v)

VR6 (FWD, NOC)

#### #14088 FRS RS 1.0 Classing Proposal

The SAC recommends a new listing in B-Street, as follows:

Toyota

*FRS RS (2015)*

#### #14535 Kia Rio Classing Proposal

The SAC recommends a new listing in H Street as follows:

Kia

*Rio (2012-2015)*

Note: Per the SAC, the earlier cars don't meet the requirements of 3.1.A.

## BOARD OF DIRECTORS

The SCCA National Board of Directors met at the SCCA National Office on Friday, October 31 through Saturday, November 1, 2014. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert. Brian McCarthy participated on Friday via conference call.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Robert Clarke, President of SCCA Pro Racing; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services; Mindi Pfannenstiel, Senior Director of Accounting; Reece White, Public Relations Manager; John Bauer, Technical Manager, Club Racing and Aimee Thoennes, Executive Assistant.

The following guests participated: Jim Wheeler, CRB Chairman and Steve Hudson, SEB Chairman. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

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**EXECUTIVE REPORT:** Lisa Noble, President provided the Board an overview of activities since the BoD meeting in July. Staff has been working on some key focus areas related to growing membership and participation. The Starting Line program in Solo has transitioned from pilot to a fully functioning program designed to attract new members with a low barrier to entry. Track Night In America (TNIA) is a new initiative kicking off in 2015 as a High Performance Driving Experience for novice/intermediate/advance competitors. TNIA is also targeted towards engaging new members with a low barrier to entry.

Staff is working to revitalize the SCCA website to better embrace social media, improve the member experience and provide SCCA a competitive advantage in the marketplace. SCCA issued an RFP and selected a vendor to work with us in this effort. We are targeting Q1 for roll out.

SCCA Cares Program is designed to be community and member outreach through STEM (Science, Technology Engineering, Math) education programs and other initiatives. Current programs under this banner are: Street Survival schools, Formula SAE, Scholarship programs, and a Kids Club.

**FINANCE REPORT:** Rick Ehret, Vice President Finance reported on financial results to date. We are plus/minus 2-3 percent on revenue and operating expenses compared to budget. Membership and sanction fees are up, sponsorship slightly below budgeted amount. Variances to budget are well understood and all excursions actively being addressed. SCCA Pro Racing is slightly below budget but BOD was reminded that even at break-even, Pro Racing generates significant income for SCCA Inc. SCCA Enterprises will show a significant turn around and profitability in 2014, due to better parts pricing and the successful launch of Gen 3. Preliminary operating budgets are being prepared for 2015. Growing membership, implementing new products for Region growth and controlling program costs are key.

**CLUB RACING REPORT:** Terry Ozment, Vice President Club Racing presented a program overview and summary on Runoffs status and locations for future years. She presented a brief recap of the 2014 Runoffs. A detailed financial & event report on the event will be presented to the BoD in December.

The Runoffs at Mazda Raceway Laguna Seca re-energized the West Coast drivers. 60% of the event's competitors came from the Western Conference and there were 191 drivers competing at the Runoffs for the first time. There were a total of 400 workers and a higher percentage of 1 and 2 day workers than we typically see at the Runoffs.

Work is underway on the 2015 Daytona Runoffs. Building supps and lists of officials are now being created. A Daytona representative attended the Runoffs at MRLS to better understand what the event entails in preparation for 2015. There is still discussion and negotiation on Runoffs locations for 2017-18 and the plan is to announce plans at the SCCA National Convention in Charlotte in February.



Ozment will be revising the Tow Fund proposal for BOD approval at the December BoD meeting.

Discussion about the Divisional Runoffs qualification plans and Divisional qualifier races for Runoffs 2015 is underway. The BoD instructed Club Racing that the Divisional requirements on path to Runoffs (4 event participation and Top 3/Top 5 (SM, SRF) will be same as it was for 2014. Divisions that had to cancel events last year impacting the number of Divisional qualifier races need to consider accepting out of Division Races to enable their members to qualify on that plan.

**SOLO EVENTS BOARD REPORT:** Steve Hudson, SEB Chairman presented the recommended rules changes and class adjustments for 2015.

**MOTION:** Accept SEB rules package as presented effective 1/1/15. Hanushek/Lindstrand. PASSED Unanimous.

Hudson presented an overview of changes in Street participation at Solo Nationals. There was much discussion over the changes to Street last year. Street tire participation has increased to over 300 entrants in 2014 as a result of the change.

A member of the SEB is timing out the end of 2014, the SEB will make a recommendation to the Board at their December meeting. Hudson has served as chair for 4 years and will recommend a new chair in 2015.

**CLUB RACING BOARD REPORT:** Jim Wheeler, CRB Chairman presented the CRB recommended rules changes for 2015.

**MOTION:** Approve CRB rules package as recommended with the exception of letter #14645 (Cooling fans in FF/FC) and #14731 (FV alternate Rods), effective 1/1/15. Harris/Butler. PASSED Unanimous.

Letter #14645 restricting FF/FC cooling fans is withdrawn.

**MOTION:** Approve Letter #14731 (FV Alternate Rods) as recommended by CRB, effective 1/1/15. Butler/Langlotz. PASSED 11-0-2 Abstain- McCarthy & Zekert.

BoD discussed Spec Miata Runoffs compliance issues.

**MOTION:** BoD directs SCCA Staff and CRB to jointly develop with Mazda and NASA a rules set and a timeline to address Miata engine preparation. This may include recommendations around protest, appeals and teardown in the GCR for Spec Miata. Hanushek/Lindstrand. PASSED Unanimous

Recommendations will be presented to the BoD at their December meeting.

### **SRF3 Background discussion**

SCCA Enterprises has made incremental updates over the years to improve specific SRF components as they were shown to need attention, or when parts became hard to source. One of the key changes coming up is end-of-supply and sustainability of the current 1.9L Roush Ford engine. Enterprises has developed a modern 1.6L Ford engine bolt-in replacement package and developed a 3 year transition plan to move the SRF community to the new engine package. The transition plan has been presented to and PASSED by the SCCA Inc. BoD. The SRF community is in support of the plan as presented as well. The SRF3 transition plan is similar to the transition that moved the original Sports Renault engine to the Roush Ford SRF in the early 90's

To date there are over 319 Gen 3 update packages reserved with deposits, and 4 new from scratch cars ordered. Enterprises is shipping 13 update packages and 1 new car per month with delivery dates are currently booked into mid-2016. There are expected to be approximately 175 SRF3s on the ground and running by late spring 2015.

BoD agreed to vote on listing SRF3 in GCR as Runoffs eligible class at December BoD meeting with the above PASSED rules package using a 3 year dual class procedure as was done with the last engine update.

Should that BoD vote pass; SRF/ SRF3 Runoffs Qualification Criteria would include the following: Drivers wanting to qualify for both SRF and SRF3 to the Runoffs will have to enter enough races/events in both classes to qualify. Drivers planning on separate qualifying for SRF and SRF3 do so at their own risk. There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs.

**MOTION:** Approve July 2014 BoD minutes. Helman/Kephart. PASSED Unanimous.

**MOTION:** Approve Jim Averett as Chairman of the Stewards for 2015. Harris/Zekert. PASSED Unanimous.

It was agreed by the Board to defer all Executive Steward appointments to their December meeting.

**MOTION:** Approve Mike Jiang as Divisional Rally Cross Steward for SW Division. Pulliam/McCarthy. PASSED Unanimous

Patullo presented a motion to adjust acceptable performance level for cars in Club Racing Experience events. After successfully conducted CRE events for 2 years it has become apparent that many of the cars and drivers that are our largest target market, current track day participants, exceed the current performance cap set by the BoD at ITA/SM performance levels.

For reference, the following was PASSED by the BOD and published in the January 2013 Fastrack:

*Vehicles are intended to be production based vehicles with a performance level equal or less than normal in Club Racing classes Spec Miata or Improved Touring A. Spec Racer Fords may also be included.*

**MOTION:** To change the performance cap of "Spec Miata or Improved Touring A" to be "Improved Touring R, E Production, Grand Touring 3 or Touring 3" effective 1/1/15. Patullo/Zekert. PASSED Unanimous.

General BoD Discussion over liaison reporting and value of liaison activities. BoD can help provide guidance to program boards and push (uplevel) program boards to strategic directions vs day-to-day tactical. Harris presented a liaison report on SCCA Enterprises.

The BoD reviewed end of the year responsibilities including program board appointments and approvals for award recipients for their December meeting.

**BUDGET AND FINANCE COMMITTEE REPORT:** Michael Lewis, Chairman of the Budget and Finance Committee addressed budget preparation. Preparing and meeting budget continues to be a struggle particularly around estimating the budgets for sanction fees vs number of races and events in Club Racing. Lewis advocates that SCCA look at a simplified way of charging and budgeting to provide for more accurate budgeting. The BoD asked SCCA Staff to analyze options and present recommendations to the BoD in December

**PLANNING COMMITTEE REPORT:** Bill Kephart, Chairman of the Planning Committee lead discussion on the need for members of the BoD to shift operation from a tactical level to a strategic level. The Board engaged in discussion around SCCA Inc governance models. Issues are the yearly rotation of BoD members (1-4 new BoD members per year) and the lack of requirements in the nomination process. Filling positions based on skillset would greatly enhance the stability and overall direction of the organization.

There was also discussion that while SCCA is a club it must be run with a sound business approach to stay financially viable. The BoD discussed possible changes to SCCA Inc BoD governance model was deferred to Executive session and no action was taken.

Michael Lewis lead discussion on the Concord agreement. The plan is designed to structure what the highest level of Club racing will look like in the future. This is Majors and Runoffs and does not impact what cars and classes can be run at Regionals. Drivers prefer single class (or fewer class) racing. Racing should also provide for credible competition in these events. The plan should provide rules stability to begin, then clear roadmaps for cars/classes to reach an end goal over several years.

**MOTION:** to rename the Concord Agreement the **Majors Class Accord**. Harris/Helman. For: Patullo, Walsh, Butler, Kephart, Lewis, Lindstrand, Helman, Pulliam, Harris. Against Hanushek, Langlotz, Zekert PASSED: 9-3

**MOTION:** Instruct CRB to administer a 10-year Class management program that contains the following elements:

1. Immediately institute a 3 year stability period for all classes during which no new classes will be considered. Note that an exception will be made for SRF3 due to timing.
2. Undertake a 6 month study to determine a 14-16 class Majors (national) club racing structure to be fully achieved by 2025.
3. Based on 2025 class structure, establish category – based committees populated with subject matter experts. These committees to specify best path for current classes to arrive at 2025 targets. The process to be complete within 12 months of program start.
4. Based on category committee results and internal deliberation, establish and administer a phased approach to reach 2025 class configuration in year 4 through 10 of the program.

Lewis/Kephart. For: Patullo, Walsh, Butler, Kephart, Lewis, Lindstrand, Helman, Pulliam, Harris. Against Hanushek, Langlotz, Zekert PASSED 9-3.

Chairman Walsh appointed a committee of BoD and subject matter experts to review current SCCA medical requirements including the review process. The committee reported back and requested BoD guidance on next steps. Desire is to simplify the process for competitors while minimizing risk to the Club. The BoD requested the committee to submit a proposal at the December meeting with supporting GCR language after consulting Risk Management.

Walsh is initiating a comprehensive review of the Operations Manual to reflect new practices and technologies. A full review will be presented at the December BoD meeting. A list of recommended items to review was presented. BoD addressed Section 4.2, Section 5.4.1, and TTAC and deferred additional discussions on Ops manual to December.

**MOTION:** Delete section B.4.2 National Office Staff Organization in its entirety. Walsh/Zekert. PASSED Unanimous

Discussion on Section 5.4.1 - Remove references to "national" racing and add language that specifies the process of appointing Majors Series Chief Stewards. *Currently this is delegated to Club Racing staff in consultation with Chief of Execs. Discussion to include the Area Directors of the Majors Conference into the loop.*

**MOTION:** GCR Section 3.1.1.D.2 add "and the Area Director(s) of the Conference". 3.1.1.D.2 should read: Series Chief Steward. The Series Chief Stewards (SCS) are appointed by the Director of Club Racing with the advice of the Chairman of the Stewards Program **and the Area Directors of the Conference**. There is one SCS for each conference. Zekert/Langlotz. PASSED 11-1. Against- Patullo

Discussion on Majors race format.

**MOTION:** - GCR Section 3.1.1.F.2 Section 1 modify to read: *Some non-Runoffs-eligible classes may be included in US Majors Tour Championship events, as a restricted regional, but only if the number of entries for the previous years' event was less than 100 cars.* Delete Section 2 "For 2015 and beyond..." in its entirety. Zekert/Kephart. PASSED 11-0-1 Abstain- Patullo.

**Motion:** Adjourn meeting. Zekert/Langlotz-. Approved Unanimous.

## **APPROVED SEB RECOMMENDED RULE CHANGES Effective 1/1/2015**

### **General**

#### **ITEM 1) Section 4.9 CONFLICT OF INTEREST (page 44)**

Delete from the first sentence:

No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid ~~(which does not include a bicycle)~~ traveling at normal walking speed to accomplish the requirements of section 6.3.

**Comment:** The Chief Steward should be allowed to determine the best aid for a physically disabled person to become familiar with the course. The requirement, "traveling at normal walking speed," is still required.

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#### **ITEM 2) (#12046) Section 7.9.1 PENALTIES, Course Markers (Pylons) (page 56)**

Change the 2<sup>nd</sup> sentence:

The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible, ~~and this inner edge will be the penalty limit.~~ If the pylon is upset or totally displaced outside the ~~penalty limit line~~, two seconds will be assessed.

**Comment:** This returns the cone penalty rule to the commonly understood method of 'no penalty if it is upright and touching any part of the box.'

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#### **ITEM 3) (#9028) Section 12 AUTOMOBILE DEFINITIONS (page 66)**

Add:

**Chassis** – A chassis is the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.

**Drivetrain** – The combination of components that provide the force that allows the car to move including the engine, clutch, transmission, driveshaft(s), differential(s), axles, etc. This does not include wheels or spindles.

**Frame Rails** – An integral part of the chassis; frame rails are boxed, channeled, or tubular structural members of the car which may provide attachment points for one or more of the following: subframe/cross member, body, suspension, and drivetrain of the vehicle. Frame rails are present in unibody, tub-based, and tube-frame cars.

**Roll Bar / Roll Cage** – A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar/cage structures may be used to provide additional chassis rigidity and attachment for

suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.

**Shock/Strut Towers** – Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.

**Subframe/Cross Member** – A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension or drive train components.

**Suspension** – Suspension is the combination of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, halfshafts, etc.

**Suspension mount** – Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/bearings, they do not move as the suspension travels in its range of motion. Subframe/cross members are not suspension mounts.

**Trunk Area** – An area intended for the storage luggage or other items during normal street going usage.

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle.

For 2-seat vehicles, this is defined by the vertical plane of the front seats of the vehicle. If a transverse bulkhead/panel is located in this area, the bulkhead/panel defines the start of the trunk area. Vehicles equipped with a fold-down rear seat, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead/panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead/panel.

**Tub** – The assembly of panels which form the basic structure of the vehicle's passenger compartment.

**Tub-based Car (non-tube-frame)** – A non-tube-frame car has a standard tub or unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub/unibody by bolts or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.

**Tube-Frame Car** – A car whose chassis is fabricated from a non-standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steering, etc.) loads.

**Unibody (Unit-Body)** – A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.

- Prepared Category Section 17.0.A INTENT (page 113)

Add after the 1<sup>st</sup> sentence:

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed, subject to the requirements of 17.11.*

Change section 17.0.A.4:

Within the scope of these rules, ~~the terms “chassis” refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of “frameless” construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car~~ *the definitions provided in Section 12 apply.*

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**ITEM 4) (#14007) Appendix I SOUND MEASUREMENT PROCEDURES AT SCCA® NATIONAL SOLO® EVENTS (page 295)**

Change the 3rd paragraph:

If a **driver in a** vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.)

If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed ~~a “second chance” for the to take his/her~~ next scheduled run. If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate “repair action” is completed before the next scheduled run). If the **driver in the** vehicle exceeds 100 dBA again on ~~the “second chance” run, the driver will be allowed another attempt as before to reduce the sound level~~ *any subsequent run, that run will be scored a DNF.*

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## Safety

### ITEM 5) (#12872) Section 2.2.O COURSE, Course Safety and Layout Rules (page 31)

Change the 1<sup>st</sup> sentence:

At any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car in the ~~grid vicinity of the FJ grid or the course~~ may be in motion under its own power when any FJ kart is moving under its own power.

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## Street Category

### ITEM 6) (14912) Street Category section 13.1 AUTHORIZED MODIFICATIONS (page 70)

Add to the 3<sup>rd</sup> paragraph:

All repairs must comply with factory-authorized methods and procedures, *or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.*

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### ITEM 7) (#12993) Street Category section 13.2.E BODYWORK (page 70)

Add:

Alternate shift knobs *or paddles* are allowed.

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### ITEM 8) (#14477) Street Category section 13.3.B.5 TIRES (page 72)

Change:

~~Discontinued Models: A tire model which was previously allowed continues to be compliant until the end of the calendar year following the year in which it fails to meet Sections 13.3.B.1, 13.3.B.2, or 13.3.B.3. For example, if a tire model falls below the required 4 rim diameters in June 2014, the tire model retains eligibility until 12/31/2015. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.~~

SCCA Fastrack News September 2014 Page 6

### ITEM 9) (#12693) Street Category section 13.4.A, WHEELS (page 73)

Change:

It is the same width as standard and as installed it does not have an offset more than from  ~~$\pm\frac{1}{4}$ " ( $\pm 6.35$  mm)~~  $\pm 7.00$  mm ( $\pm 0.275$ ") from a standard wheel for the car.

SCCA Fastrack News January 2014 Page 21

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SCCA Fastrack News June 2014 Page 7

### ITEM 10) (#13367) Street Category section 13.5.F. SHOCK ABSORBERS (page 74)

Change the 1<sup>st</sup> two sentences:

A hole may be added to ~~an~~ interior body ~~panel panels~~, the engine compartment, trunk, and/or a strut bar to provide access to the adjustment mechanism on ~~an-allowed~~ a shock absorber. The hole may serve no other purpose and may not be added through ~~either~~ the exterior bodywork ~~or a strut bar~~.

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## **Street Touring® Category**

### **ITEM 11) (#12063) Street Touring® Category 14.8.G.5 SUSPENSION (page 83)**

Change:

~~The lower arms may not be altered, except as permitted under Section 14.8.B, or relocated. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded on part of a subframe to accommodate the installation be replaced or modified and the lower pickup points on the rear axle housing may be relocated."~~

SCCA Fastrack News July 2014 Page 1

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### **ITEM 12) (#12449) Street Touring® Category section 14.10.A, ENGINE AND DRIVETRAIN (page 85)**

Add:

*Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.*

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SCCA Fastrack News June 2014 Page 4

### **ITEM 13) (#11982) Street Touring® Category section 14.10.F, ENGINE AND DRIVETRAIN (page 86)**

Change the first sentence:

The engine management system parameters and operation *of internal combustion engines* may be modified only via the methods listed below.

SCCA Fastrack News April 2014 Page 9

### **ITEM 15) (#12680) Appendix A, Street Touring® Category (page 194)**

Move the Nissan 240SX from class STC to STX.

SCCA Fastrack News January 2014 Page 21

SCCA Fastrack News April 2014 Page 10

SCCA Fastrack News May 2014 Page 1

### **ITEM 16) (#12465) Appendix A, Street Touring® Category (page 194)**

Move all cars in class STC to STS.

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SCCA Fastrack News August 2014 Page 1

## **Street Prepared**

### **ITEM 17) (#12392) Street Prepared section 15.6.A BRAKES (page 95)**

Add:

*One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.*

SCCA Fastrack News February 2014 Page 3

SCCA Fastrack News August 2014 Page 1

**ITEM 18) (#12542)** Street Prepared sections 15.2.D BODYWORK, 15.8.D, and 15.8.E, SUSPENSION (pages 92 and 97)

Delete:

~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.~~

SCCA Fastrack News August 2014 Page 2

**ITEM 19) (#14101)** Street Prepared section 15.8.I.5 SUSPENSION (page 98)

Change:

~~The lower arms may not be altered, except as permitted under Section 15.8.C, or relocated be replaced or modified and the lower pickup points on the rear axle housing may be relocated.~~

SCCA Fastrack News July 2014 Page 1

SCCA Fastrack News October 2014 Page 2

**ITEM 20) (#9947)** Appendix A, Street Prepared Category (page 199)

Move the Morgan +4 (2138 cc) from class SSP to FSP:

SCCA Fastrack News February 2014 Page 3

**ITEM 21) (#13113)** Appendix A, Street Prepared Category (page 199)

Delete in ESP:

~~Eagle Talon Turbo (all) (1989-99)-~~

~~Mitsubishi Eclipse Turbo (1989-99)-~~

~~Subaru Impreza WRX (non-STI) (2002-07)-~~

Delete in ASP:

~~Subaru Impreza GT, WRX, WRX STI (2008-13)-~~

Add in ASP:

*Mitsubishi and Eagle*

*Eclipse Turbo and Talon Turbo (1989-99)*

Change in ASP:

Subaru

*Impreza WRX STI (2004-07) all incl. STI (2002-14), Legacy turbocharged (2004-14), Forester XT (2004-14)*

### **Street Modified Category**

**ITEM 23) (#12753)** Street Modified Category section 16 (page 105)

Delete from 16.0.C:

~~All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts; not sports car based).~~

**Comment:** This removes subjective words from the eligibility requirements from SM and makes it clear that Appendix A controls vehicle eligibility in classes for the category.

SCCA Fastrack News May 2014 Page 3

**ITEM 24) (#13898)** Street Modified section 16.0.C.1 VEHICLE ELIGIBILITY (page 105)

Add:

Street Modified (SM): All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based), *and all front-wheel-drive cars.*

- Appendix A, Street Modified Category, Street Modified Class (SM), ELIGIBLE VEHICLES (page 211)

Add:

Street Modified Class (SM) Eligible Vehicles: All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts) *and all front-wheel-drive cars.*

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**ITEM 25) (#9677) Street Modified section 16.0.C.1 VEHICLE ELIGIBILITY (page 105)**

Add:

*Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation)."*

- Appendix A, Street Modified Category, Street Modified Class (SM), ELIGIBLE VEHICLES (page 211)

Add:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts).

*Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*

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**ITEM 26) (#13585) Street Modified Category 16.1.D.1 ALLOWED MODIFICATIONS (page 106)**

Add:

Engine block (*or housings on rotary engines*) must be a production unit manufactured and badged the same as the original standard or optional engine for that model.

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**Prepared Category**

**ITEM 27) Prepared Category section 17.1.B AUTHORIZED MODIFICATIONS (page 114)**

Add to last sentence:

Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule *which will invoke Section 17.11 weight penalties* (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation).

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**ITEM 28) Prepared Category section 17.2.C BODYWORK AND STRUCTURE (page 115)**

Add:

The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, *steering*, or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, *steering*, and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6mm).* Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.*

Change section 17.2.D BODYWORK AND STRUCTURE (page 115):

Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules ~~and weight penalties and/or competitive adjustments may apply~~ *which will invoke Section 17.11 weight adjustments.*

Add to section 17.2.E BODYWORK AND STRUCTURE, first paragraph (page 115):

The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights*, and for ~~driveshaft~~ *drivetrain* clearance. *For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced. When modified, the driver/ passenger compartment must remain separate from any exhaust and driveshaft drivetrain components by a metal panel. The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components.*

Add to section 17.11.A OTHER, new 2nd sentence (page 131):

*Tube frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e., a tube-frame Camaro)*



are considered in excess of the rules and must comply with the requirements in this Section.

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**ITEM 30) (#12423) Prepared Category section 17.4.F WHEELS (page 120)**

Change:

For class CP, ~~wheels up to 16" x 10" are allowed with no weight increase~~ any diameter and width wheel may be used.

SCCA Fastrack News April 2014 Page 9

**ITEM 31) Appendix A, Prepared Category, X Prepared (XP) (page 218)**

Remove:

~~Factory Five GTM Supercar~~

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**ITEM 32) (#11625) Appendix A, Prepared Category, class F Prepared (FP) (page 233)**

Combine class listing:

Subaru

~~Impreza (AWD)~~

~~WRX (all) (2002-10)~~

Impreza/WRX (AWD)

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**ITEM 33) (#12419) Prepared Category**

Change section 17.10.H.1 (page 127):

The block may be rebored no more than 0.0472" (1.2 mm) over standard, *unless otherwise specified in Appendix A.*

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Delete section 17.4.G and change section 17.4.H to read (page 120):

For classes DP, *EP*, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase.

Change Appendix A, D Prepared (DP) (page 222):

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: 1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)

Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement. Weight Adjustments (lbs):

Solid Axle: -50 lbs.

Change Appendix A, E Prepared (EP) (page 224):

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: 1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: 1.00 x displacement (cc) Vehicles competing under Level 2 (Limited Prep)

allowances: 1.00 x displacement (cc)

Add to Appendix A, F Prepared (FP) (page 231):

Solid Drive Axle: -0.05 x displacement

- Delete class GP and re-distribute vehicles:

Move RWD vehicles to DP using DP allowances and weight formulas.

Move Level 1 (full prep) FWD vehicles to EP, using EP allowances and weight formulas.

Move Level 2 (limited prep) FWD vehicles to EP, keeping their existing spec lines but removing maximum track, wheel restrictions, and minimum weights. Wheels, minimum weights, and track requirements will follow the Level 1 (full prep) EP rules.

Move Honda Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP to EP:

*Civic, Civic Si, CRX, & CRX Si (1988-91)*

*1493cc – 1.14/.098 in/ex; Fuel Inj; Comp ratio to 11.0:1; valve lift to 0.390"*

*1590cc – 29mm/25mm in/ex; Comp ratio to 11.0:1; valve lift to 0.390"*

Move piston-engine rear-wheel drive EP vehicles to DP and use the DP weight formulas.

Move rotary-engine rear-wheel drive EP vehicles to FP and use the FP weight formulas, with alternate engines and Appendix A listed displacements:

*Alternate engines - (displacement): 12A - (2292 cc); 13B, Renesis - (2616 cc)*

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### **Modified Category**

#### **ITEM 34) (#11737) Modified Category section 18 (page 135)**

Change the 4<sup>th</sup> sentence of the 1<sup>st</sup> paragraph:

*Active Automatic Braking Systems and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except for the original system installed on the car, which may not be modified a Stock Tub car (18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used.*

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#### **ITEM 35) (#12389) Appendix A, Modified Category, C Modified (CM), C.6.a, Wheels (page 249)**

Add:

*Bolt pattern may be changed.*

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## APPROVED CRB RECOMMENDED RULE CHANGES

Rule changes will become effective 1/1/2015, unless indicated otherwise.

### American Sedan

#### AS

1. #14264 – (September Fastrack – SCCA Staff) AS Window Clarification  
Updated wording for letter #12478, to be effective 1/1/2015.

Change 9.1.6.D.7.e.2 and 3: ~~OEM or factory equivalent rear/deck glass is required~~ *Side windows (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.*

3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed *or replaced with polycarbonate type plastic material as noted in 9.1.6.D.7.e.2, or NACA-ducts per 9.1.6.D.8.a.12*) must be OEM or factory equivalent.

### B-Spec

None.

### Formula/Sports Racer

#### FA

1. #14261 – (September Fastrack – Mirl Swan) Swift 016 Shocks

The CRB recommends the following for all Formula and Sports Racer classes unless otherwise listed in a class-specific rule set. Add to 9.1.1: *In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, any fluid dampers are allowed with the following restrictions:*

- 1. Maximum of 4 dampers/shock absorbers per vehicle.*
- 2. Dampers must be independent from each other with no interconnectivity.*
- 3. Dampers must be manually adjustable only.*
- 4. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.*
- 5. Electro/Magnetic shock fluid is prohibited.*

#### FB

1. #14003 – (June Fastrack – Formula/Sports Racing Committee) FB Engine Controls

Change 9.1.1.G.4.C.: The stock *or factory racing* ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone aftermarket ECUs are not permitted.

Change 9.1.1.G.4.E.: Carburetion and fuel injection are unrestricted, *with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms maybe removed, substituted and/or disconnected. No material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.*

Change 9.1.1.G.5.: Inlet Restrictors

~~The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in Fastrack.~~ *Flat plate Intake Inlet Restrictors (FPIRs) shall be used on all engines as indicated in Formula B Restrictor Table below. The restrictors shall conform to the definition within Appendix F of the GCR. All restrictors shall be installed within 4 inches of the primary throttle shaft. There shall be one FPIR per cylinder. Restrictors may be mounted in any manner that does not reduce the intended effectiveness. All air for engine combustion processes shall flow through the restrictors.*

Formula B Restrictor Table

Engine Make	Model	Y e a r s Produced	Restrictor Opening (mm)	Notes
BMW	R1000SS	2009-	38	
Honda	CBR1000RR	2008-2013	None	Must use stock unmodified velocity stacks
Kawasaki	ZX10	2010-2014	40	
Suzuki	GSXR1000	2007-2008	42	Baseline for Performance

<i>Engines Introduced On Or Before 2012</i>	<i>All</i>	<i>-2012</i>	<i>42</i>	
<i>Engines Introduced On Or After 2013</i>	<i>All</i>	<i>2013-</i>	<i>38</i>	

## FF

None.

## FV

1. #14731 – (October Fastrack – Formula/Sports Racing Committee) Aftermarket Rods for FV

The CRB recommends allowing alternative connecting rod, Crower part #SP93280B in FV. This part is available from any Crower dealer.

Change GCR 9.1.1.C.5.C.6.: 6. Connecting rods with bolts and small end bushing minimum weight = 425.0 grams. *Crower part #SP93280B is allowed as a direct replacement connecting rod but must meet the same minimum weight requirement as the OEM part.*

## SRF

1. #14566 – (October Fastrack – SCCA Staff) SRF GEN3 Proposed Language

The SRF rules proposed language for 2015 is posted at:

<http://scca.cdn.racersites.com/prod/assets/SRF-SRF3%20Fastrack.pdf>

## GCR

1. #13565 – (July Fastrack – Jim Wheeler) Mechanical Protests

Change the Time Limit in the table below 8.3.1.F: No later than one hour before the start of the race session of the competition for the issue in question. *Cars in impound may be protested within 30 minutes after any session*

2. #14100 – (July Fastrack – John Bauer) Add SFI Specification to Currently Allowed Fuel Cells

In 9.3.27, Add the SFI spec fuel cell as follows:

“All cars must be equipped with a safety fuel bladder complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) *or SFI 28.3* specifications. Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher *or SFI 28.3* specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.”

3. #14198 – (July Fastrack – Frank Diringer) Official Scales

Change 5.9.4.C: Scales ~~or test weights~~ must be certified, as follows:

4. #14272 – (September Fastrack – Richard Patullo) Seat Belt Expiration

Change 9.3.19.G.1.: 1. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the 2nd *5th* year after the date of manufacture as indicated by the label. If for example the manufacture date is *2014* the second *fifth* year after the date of manufacture is *2019*.

## Grand Touring

1. #14074 – (July Fastrack – Kyle Disque) Please Re-Instate GTL as Runoffs Eligible for 2015, 2016, and Beyond

Due to increased participation this season in the GTL class, the CRB recommends that GTL remain a Runoffs eligible class for 2015. The CRB will continue to monitor participation throughout the 2015 season.

## GT2

1. #14077 – (August Fastrack – Pete Peterson) Weight Increase with No SIR

Add 9.1.2.F.4.I.:

*1. GT2 Rules Concerning Alternate Weights and SIRs.*

*1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.*

2. #14636 – (October Fastrack – Grand Touring Committee) Updated Language for Letter #14077, August 2014 Fastrack Minutes Letter #14077 original language:

Add 9.1.2.F.4.I.: *1. GT2 Rules Concerning Alternate Weights and SIRs.*

*1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.*

Add additional language at the end of original language: *This weight penalty is to be added prior to any "add-on" penalties, such as sequential shifting, IRS, etc.*

#### Improved Touring

None.

#### Production

None.

#### Spec Miata

None.

#### Super Touring

None.

#### Touring

##### T1 and T2

1. #14481 – (October Fastrack – Carl Fung) T1 and T2 Stock Wheels Clarification

In the T1 Limited Prep C5 and T2 C5 Specification lines, change the wheel section: ~~Stock Z06 wheels allowed~~ *OEM 10.5 REAR Z06 wheels may be used on the front or rear axle.*

##### T2

1. #14546 – (October Fastrack – William Moore) T2 Battery Weight, 9.1.9.2.D.1.g.3

Change 9.1.9.2.D.1.g.3.: 3. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size and weight *within 10% of OEM weight.*

##### T2-T4

1. #13534 – (September Fastrack – Touring Committee) Air jacks

In section 9.1.9.2.D.8.a, add new section 6.: *6. Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis, or add another attachment point to the roll cage structure.*

##### T3

1. #14216 – (August Fastrack – David Mead) Rear Control Arms for 1999-2004 Mustang GT

Add to the specification line notes for the T3 99-04 Mustang: *Steeda 555-2002 rear control arms are allowed.*

##### T4

1. #13067 – (September Fastrack – Dean Bailey) Spec Line Issues for the T4 Firebird/Camaro

In section 9.1.9.2.D.1.h.1, change the language as follows:

All cars classified in Touring (~~unless specified on spec line~~) may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. The post catalytic converter oxygen sensor maybe disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the catalytic converter(s) *factory downpipe/header/exhaust manifold, or allowed header on spec line*, provided:

The CRB thanks these authors for their feedback letters on this topic: Tom Hart (#13387), Tim Wise (#13441), Dave Kutney (#13444), Stan Czacki (#13501), Tim Myers (#14525).

Note: If the Board of Directors approves this Recommendation at their next Board meeting, T4 specification lines that include comments about catalytic converters will be updated at the time the GCR is updated for 2015, to reflect this rule change.

2. #14575 – (October Fastrack – Steven Christopher) 2006-2014 MX5 for T4

In T4, combine specification lines for Mazda MX-5 (06-08) and Mazda MX-5/Club Model (09-13) into one specification line for Mazda MX-5 (06-14) as shown below.

<b>T4</b>	<b>Bore x Stroke(mm)/ Displ. (cc)</b>	<b>Wheelbase (mm)</b>	<b>Track F &amp; R (mm)</b>	<b>Wheel Size(in.)/ Mat'l.</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
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Mazda MX-5 (06-08)	87.38 ——— x 83.06 1999	2329	1491 / 1496	16 x 7 17 x 7 Alum	225	3.14, 1.89, 1.33, 1.00, 0.81 — or 3.82, 2.26, 1.64, 1.18, 1.00, 0.83	4.10	(F) 289.6 Vented- Disc (R) 279.4 Solid- Disc	2600	The following items must remain stock unless permitted below: Catalytic converters, shock/struts/springs (including mounts), original wheels <del>(06-13 factory wheels are allowed)</del> , and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed.
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Mazda MX-5 (09 06-13 14)	87.4 x 83.1 2000	2330	1491/ 1497	17x7 Alum	225	3.82, 2.26, 1.64, 1.18, 1.00, 0.83/.079 Or 3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)	4.10	(F)290 Vented Disc (R)280 Solid Disc	2600	The following items must remain stock unless permitted below: Catalytic converters, shock/struts/springs (including mounts), original wheels(06-13 factory wheels are allowed), and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed
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# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | October 22, 2014

The Solo Events Board met by conference call October 22nd. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Todd Butler, and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Recommended Items for 2015**

The following subject is being referred to the Board of Directors for approval.

#### **Street**

##### **#15404 Rule change proposal for paddle shifters**

The SAC and SEB recommend this previously-published rule change proposal, effective 1/1/2015:

Change 13.2.E as follows:

13.2.E. Alternate shift knobs *or paddles* are allowed.

### **Member Advisories**

#### **Street**

##### **#14650 Lighting Allowance Proposal**

Per the SAC, modern era aftermarket lights are covered under allowance 13.2.A.

##### **#14718 Disabling of Grill Shutters Proposal**

Per the SAC, Street Category cars must be run as specified by the manufacturer; this includes fully functional grill shutters.

##### **#14817 Sun Roof Replacement Clarification**

Option package conversions must be complete, per 13.0. The only valid no-sunroof configuration in this case would be a replacement roof which matches the OE configuration for a version without a sunroof.

##### **#15006 Boss 302 TracKey Legality Clarification**

As previously published, per Ford documentation the Boss 302 TracKey and Trac Cal are dealer installed, aftermarket options and not eligible for Street category.

##### **#15060 Tire Eligibility Clarification**

The SAC sees no reason to put the Hoosier HWET tire on the exclusion list at this time.

#### **Street Touring**

##### **#14843, 14926, 15026, 15070 STAC Resumes**

The SEB has approved the addition of Robert Irish, Bart Hockerman, Matthew Leach, and Lane Borg to the STAC.

##### **#14989 Fog Light Clarification**

Per the STAC, fog light removal is allowed via 14.2.C, as is the removal of any associated removable brackets/ mounts provided they serve no other purpose.

#### **Street Prepared**

##### **#14849 Turbo Clarification**

The physical location of the turbocharger is not restricted in the Street Prepared ruleset.



## **Street Modified**

### **#13947 Wheel Well Clarification**

Per the SMAC, the inner wheel well may be modified via the allowance of 16.1.P. Competitors are strongly cautioned to make the minimum modification necessary.

### **#14895 RX-8 Classing Clarification**

The Mazda RX-8 is eligible for SM in 2015. 16.0.C's reference to "sports car based" has been recommended for removal (see the November Fastrack, item #12753) and the RX-8 is not on the excluded vehicles list in Appendix A.

## **Change Proposals**

## **Safety**

### **#13838 Passenger Age Comments**

Per the SSC, the following rule change proposal is submitted for member comment: Effective 1/1/2016, change 1.3.2.D as follows:

1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57" tall*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.

## **Street Touring**

### **#15045 Fiat 500 Abarth Classing Proposal**

Per the STAC, the following class change proposal is submitted for member review and comment:

Move the following Appendix A listings from STC to STX:

Fiat 500 Abarth

Fiat 500 Turbo (2013-2014)

## **Other Member Items Reviewed**

## **CAM**

### **#14608 CAM Classing Clarification**

Thank you for your input. As previously published, the purpose of CAM is to attract automobile enthusiasts to SCCA® who are currently interested in and/or participating in the Goodguys® Autocross events or other similar events for "classic" vehicles (e.g., Street Machine, Muscle Car, Hot Rod, Truck, Street Car, Late Model, etc.) built in North America by manufacturers based in the US (e.g., "The Big Three" – GM, Ford, and Chrysler).

### **#15093, 15160 CAM Class Comments**

Thank you for your input.

## **Street**

### **#14693 W710 Comments**

Thank you for your input. The discontinued tire allowance was previously addressed in the September Fastrack.

### **#14749 GTR to SS Proposal**

Please refer to the November Fastrack regarding GTR classing.

### **#14767 Rain Tire Clarification**

Thank you for your input.

### **#14783 BOD Classing Help Proposal**

Thank you for your input.

#14850, 14862 CS Comments

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14856 Mazdaspeed 3 Classing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack..

#14867 S197 Mustang Boss 302 Classing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14868 Street Tire Comments

Thank you for your input regarding Street tires.

#14884, 14981, 14988, 15041 370Z Classing Comments

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14871, 14877 SSR Minimum Number Proposal

Please see the November 2014 Fastrack for more info on SSR.

#14881 370Z Move to BS Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14893 Street ReClassing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14922 RE: Letter: #14829

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14977 Fiesta ST Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14992 Corvette Classing Comments

Thank you for your input regarding the C5 non-Z06 classing options.

#14993 Corvettes and GT3 Classing Comments

Thank you for your input.

#14999, 15000, 15011, 15023, 15031, 15033, 15034, 15035, 15037, 15040, 155051, 15052, 15054, 15061, 15068, 15079, 15101, 15128, 15171, 15201, 15210, 15219 Corvette Classing Comments

Please refer to item #14992.

#15001 GS/HS Classing Comments

Thank you for your input. Please refer to the Street class changes in the November Fastrack.

#15007 Street Classing Comments

Thank you for your input.

#15015, 15022, 15025, 15030, 15053, 15074, 15083, 15084, 15085, 15086, 15088, 15089, 15090, 15091, 15108, 15121, 15144 Audi TT Classing Comments

Thank you for your input. The current classing as published in the November Fastrack is believed to be appropriate.

#15024 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #15036 Street Classing Comments

Thank you for your comments.

#### #15046 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #15057 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #15094 Street Classing Comments

Please refer to letter #14992.

#### #15122 Fiat Abarth Move to HS Proposal

Thank you for your input.

### **Street Touring**

#### #14889 240sx Classing

Thank you for your comments. The STAC does not feel that the 240SX will be an overdog in STX.

#### #14928 Application to the STAC

Thank you for your interest in serving on the STAC. At this time the vacancies have been filled. We will keep your information on file for consideration when further openings arise.

### **Street Prepared**

#### #14571 88-91 CRX/Civic Stay in CSP Proposal

Thanks for your input.

### **Junior Kart**

#### #14443, 14551, 14839, 14864, 14963 Junior Weight Comments

Thank you for your input. Please see the response to item #14085 for updated weights across FJA and FJB.

### **Not Recommended**

#### **General**

#### #15065 Driver Age Class Proposal

Thank you for your input. The SEB does not feel this change is necessary.

#### **Street**

#### #14865 Drivers Seat Replacement Proposal

Aftermarket seats are not considered consistent with Street Category preparation philosophy.

#### #14883 W710 Clarification

Per the SAC and SEB, the Kumho W710 will remain on the exclusion list as previously published..

#### #14885 S2000 Classing Proposal

The SAC believes the current classing is appropriate.

#### #14886 Wheel Allowance Proposal

The SAC does not believe that all cars with wheel diameters larger than 18 inches should be permitted to run 18 inch wheels.

#### #14891 Corvette Classing Proposal

Per the SAC, the current classing as published in the November Fastrack is believed to be appropriate.

#### #14892 SSR Number Comments

Thank you for your input. The SEB believes the current status of SSR is appropriate.

#### #14897 DS/GS/HS Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #14902 Oil Cooler (2)

Aftermarket oil coolers are not considered consistent with Street Category preparation philosophy.

#### #14904 1st gen Neons in HS

The SAC does not feel the GS Neon would be appropriate for HS at this time.

#### #14906 2006-2008 Cayman S to B Street

The SAC does not feel the AS Cayman S would be appropriate for BS at this time.

#### #14916 Recommend moving 370Z out of CS

Thank you for your input. The current classing as published in the November Fastrack is believed to be appropriate.

#### #14924 Honda S2000 AP1

The SAC does not feel the BS S2000 AP1 would be appropriate for CS at this time.

#### #14930 Ford Focus ST Classing Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #14949 Reshuffling of Classes post 2014 Season

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #14996 Street Class Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #14997 Cobalt SS Move to GS Proposal

The SAC does not feel the DS Cobalt SS would be appropriate for GS at this time.

#### #15042 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #15104 Morgan Roadster Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#### #15107 GTR Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

### **Street Touring**

#### #14761 2015 STU Proposal

The STAC is not in favor of any additional differential allowances for STU as this would represent a substantial additional cost to many competitors.

#### #14799 STF Wheel Size Proposal

The STAC feels that changing the STF wheel allowances at this time would cause unnecessary instability.

#### #14888 Catalytic Converter Location Proposal

In the spirit of rules stability the STAC is not in favor of changing the catalytic converter allowances at this time.

#### #14995 MR2 Supercharged Classing Clarification

The listing in question was not in error. The STAC does not feel that the MR2 SC will be an overdog in STR.

### **Street Prepared**

#### #14165 2014 Juke Nismo RS classing Proposal

Per the SPAC, this vehicle does not seem well suited to Solo, particularly using R-compound tires. The SEB notes that it does not meet the requirements of 3.1, by a significant margin.

#### #14271 AWD Move to ASP Comments

Allowing non-standard electronically controlled differentials is not recommended. The request is asking for a non-US standard part; such a change would open the door to significant possible unintended consequences for the Street Prepared category.

#### #14646 Car Classing Proposal

The Consulier GTP doesn't meet any of the requirements for minimum production numbers or series production outlined in Section 15 of the solo rules.

#### #14747 New SP Class Proposal

Thank you for your input. The SPAC continues to feel that the current climate isn't right for new classes.

### **Street Modified**

#### #14583 Parking Brake Allowance Proposal

Per the SMAC, an allowance to remove parking brakes is not consistent with category philosophy.

### **Prepared**

#### #15038 Cylinder head clarification

The SB2.2 is not considered a direct replacement type head and thus does not meet the requirements of CP. Alternate head allowances in CP facilitate competitor access to high performance or alternate material castings of OE-style heads.

### **Handled Elsewhere**

### **Street**

#### #14878 M4 Classing Proposal

Please refer to item #14083 under Tech Bulletins.

#### #14901 #12993 Shift knob Clarification: Paddles (13.2.E)

Please see item #15404 under Recommended Items.

### **Street Touring**

#### #14809 Toyota ECHO Classing Proposal

Please see item #14752 under Tech Bulletins.

### **Tech Bulletins**

### **Kart**

#### #12679 FJ Engine Allowance Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended

by the KAC and approved by the SEB:

Junior A

Add to 19.2.A.1.b. Engines:

*5. Briggs & Stratton Animal LO 206*

*A. Fuel: Gasoline only*

*B. Weight (LBS) .....300*

*C. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.*

*D. Motor must remain sealed as from manufacturer.*

Junior B

Add to section 19.2.A.2.b. Engines:

*7. Briggs & Stratton Animal LO 206*

*A. Fuel: Gasoline only*

*B. Restrictor: A specific throttle slide restrictor must be installed in the carburetor (0.520", 13.2 mm): Briggs & Stratton "Blue" slide, available from manufacturer.*

*C. Weight (LBS) .....265*

*D. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.*

*E. Motor must remain sealed as from manufacturer.*

Comment : The weights have been adjusted per the resolution of item #14085

#14049 Junior Kart Classing Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended by the KAC and approved by the SEB:

Add new items (c) to sections as follows:

19.2.A.1 Junior class A (JA)

*c. Slower class karts: JC or JB karts may compete in JA. The driver must meet JA age restrictions and the kart must be compliant with JC or JB requirements.*

19.2.A.2 Junior class B (JB)

*c. Slower class karts : JC karts may compete in JB. The driver must meet JB age restrictions and the kart must be compliant with JC requirements.*

#14085 JA Minimum Weight Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended by the KAC and approved by the SEB:

FJA will have a +25lb weight increase across all engine packages in response to member feedback.

19.2.A.1.b.1.B Weight (LBS): ~~Gasoline~~ .....265 **290**

19.2.A.1.b.2.B Weight (LBS): ..... 305 **330**

19.2.A.1.b.3.B Weight (LBS): ..... 285 **310**

19.2.A.1.b.4.B Weight (LBS): ..... 305 **330**

FJB will have +15lb weight increase across all engine packages in response to member feedback.

19.2.A.2.b.1.B Weight (LBS): ~~Gasoline~~ .....245 **260**

19.2.A.2.b.2.B Weight (LBS): .....250 **265**

19.2.A.2.b.3.B Weight (LBS): .....235 **250**

19.2.A.2.b.4.B Weight (LBS): .....	255	270
19.2.A.2.b.5.B Weight (LBS): .....	245	260
19.2.A.2.b.6.B Weight (LBS): .....	250	265

#### #13962 JB Engine Allowance Proposal

The KAC has recommended and the SEB has approved the following change to Supplemental Class Junior B, effective 1/1/2015:

Change the first line of 19.2.A.2.b.6 to :

6. Clone Motors (~~Regional-Only~~)

### Street

#### #15010 2015 VW GTI Classing Proposal

The listing for the VW GTI in HS is clarified to read as follows:

Golf, GTI (~~pre-2006~~), and Jetta (8v, all)

Please also see item #15039 for a related listing update.

#### #14083 M3 and M4 Classing Proposal

Per the SAC, add a new listing in class A Street, as follows:

BMW

M3 and M4 (2015)

#### #14841 Subwoofer Removal Clarification

Add to Appendix F under Street Category Clarifications:

*In accordance with rule 13.2.f, the Acura RSX-S subwoofer may be removed with the spare tire.*

#### #14863 Mustang Classing Proposal

Per the SAC, add a new listing in FStreet for the 2015 Mustang.

#### #14882 BMW 3 Series Classing

Per the SAC, add a new listing to class the BMW F30 in FS, as follows:

BMW

3 series (F30 chassis, 2012-2014)

#### #15039 VW Classing Comments

The SAC recommends a listing change to class the 2015 Volkswagon GTI in GS.

Change the GS listing year range:

GTI (2006-~~15~~)

### Street Touring

#### #14329 2015 WRX Classing Proposal

Per the STAC, add the following new listing to Appendix A:

STX

*Subaru WRX (2015)*

#### #14614 Alignment Clarification

Add to Appendix F under Street Touring Clarifications:

*"The Dungeon Motorsport E30 alignment kit is not legal for Street Touring. There are no allowances for modifying the suspension mounting points on a subframe."*

#### #14753 Toyota ECHO to STF Proposal

Per the STAC, add the following new listing to STS:

Toyota Echo 2000-2005

#### Street Prepared

##### #15032 CSP listing clarification.

Change the current listing in CSP from:

Fiat

Abarth (all)

To:

Fiat

Abarth *(NOC)*

Comment: The current Fiat 500 Abarth is classed in DSP. This will clarify the CSP listing to only include the “vintage” Abarth models.

##### #15191 Tires in SP and SM Clarification

Change 15.3 to read as follows:

“Tires must meet the eligibility requirements for Street Category with the exception of Sections 13.3.A.1, 13.3.A.2, and 13.3.A.3. *The restriction that tires must be designed for highway use also does not apply; purpose-built DOT approved competition tires are allowed.* Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.”

#### Street Modified

##### #11923 Splitter Clarification

Per the SMAC, add to end of 16.1.M:

*“Aerodynamically functional vertical members, such as splitter fences or endplates, are not allowed.”*

Comment: The SMAC does not believe that aerodynamically functional vertical members are part of an allowed splitter.

##### #13521 Battery Allowance Proposal

Per the SMAC, add new sentence to 16.1.K as follows:

*“When rear seats are removed, the back of the front seats defines the end of the passenger compartment.”*

##### #14643 Fender Liner Clarification

Errors and Omissions: This change restores a sentence which was inadvertently dropped for 2013 during rule book editing.

Add back the last sentence of 16.1.I:

*“Non-metallic fender liners may be modified, replaced, or removed.”*

##### #14744 Elise Clamshell Clarification

Add to Appendix F under Street Modified Category Clarifications:

*“Per section 16.1.I, an Elise front clamshell may be replaced. However the entire rear clamshell may not be replaced, as there is no allowance to replace the trunk.”*