

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | November 28th, 2012

The Solo Events Board met by conference call November 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## RECOMMENDED TO THE BOD

### Prepared

#9843 PAC recommendation for GP wheel width proposal

The following previously-published rule change proposal is being recommended to the BOD by the SEB:

Change all listings for Level 1 prep vehicles in class G Prepared such that the maximum wheel width is **8** inches.

This change results in the GP Level 1 prep listings being amended to reflect the maximum wheel width changes, and the resultant maximum track changes, as follows:

Make	Model (variant)	Min Weight (lbs)	Wheels max diam/wid	Valve head diam intake/exhaust (if applicable)	Max Track F/R (in)
	induction system (if appl.) alt spec (if appl.)				
Alpine					
	A108	1300	16x <b>8</b>		
	1000	1300	16x <b>8</b>		
	1100	1300	16x <b>8</b>		
Austin Morris					
	Cooper 1275	1470	14x <b>8</b>		<b>58/58</b>
	Alternate engines (cc):				
	850	1050			
	970, 997, 998	1100			
	1071, 1099	1200			
Austin-Healey					
	100-4	2200	16x <b>8</b>	1.73/1.142	<b>54.5/56.5</b>
	Alternate part: louvered hood				
Austin-Healey & MG					
	Sprite/Midget 948	1125	14x <b>8</b>	1.10 or 1.16/1.00	<b>52/50.5</b>
	(2) 1.25" SU or 1.25" Stromberg				
	Sprite/Midget 1098	1325	14x <b>8</b>	1.31/1.16	<b>52.5/51</b>
	(2) 1.25" SU or Stromberg				
	Sprite/Midget 1275	1550	14x <b>8</b>	1.31/1.16	<b>52.5/51</b>
	(2) 1.25" SU HS2 or 1.5" SU				
	Sprite/Midget 1500	1550	14x <b>8</b>	1.44/1.17	<b>52.5/51</b>
	(1) 1.5" Zenith CD4, 1.5" Stromberg SD, or 1.5" SU				

Fiat & Bertone				
850 all (inc. Abarth)	1125	14x8	1.146/1.028	51.5/53.5
One Weber 30 DICA downdraft, one Weber 4226434 1.18" pri/1.18" sec, or Weber 34 DMSA 1/100				
X1/9 1290	1500	14x8	1.43/1.21 or 1.23	58.5/59
One Weber 32DMTR (32mm pri & sec) or one Weber 32DATRA/100 (32mm pri & sec)				
X1/9 1498	1650	14x8	1.43/1.31	58/58.5
One Weber 34DMTR (34mm pri & sec)				
Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter				
MG				
MGA Twin Cam	1588	16x8	1.59/1.44	52/53.5
Allowed to replace wood floorboards with metal				
MGA		16x8	1.56/1.34	52/53.5
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28"				
Replace wood floorboards with metal				
MGB, MGB-GT	1798	16x8	1.57 or 1.63/1.3	54/54.5
Morgan				
4/4 Mk 4 2138cc	2138	16x8	1.37/1.19	52.5/53.5
Alternate Specification: Replace wood floorboards with metal				
4/4 Mk V 2138cc	2138	16x8	1.44/1.19	52.5/53
Replace wood floorboards with metal				
Opel				
GT 1900	1897	14x8		61/61
Two (2) 45 mm sidedraft				
GT 1100	1350	14x8	1.26/1.06	54/55
Porsche				
356, except Carrera and 1500, 1600				
	1700	16x8	1.57 or 1.63/1.35	55/55.5
Two 1.5" SU HS-4 or Two SU or Stromberg				
1300	1550	16x8	1.50/1.20	57/56
2 Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				
Saab				
93 & 96 Sedan		16x8		61/61
843cc (2-stroke)	1200			
Sonett		16x8		61/61
1498cc	1600			
1699cc	1800			
Sunbeam				
Alpine		14x8		56.5/55
In valve dia: 1.500 or 1.480 or 1.432 or 1.436"				
Ex valve dia: 1.210 or 1.180 or 1.172 or 1.176"				
1494cc	1494			
1592cc	1592			
1725cc	1725			

## Triumph

Spitfire 1147	1405	14x8	1.30/1.15	55/54
(2) 1.25" SU or Stromberg				
Spitfire 1296 MkIII	1550	14x8	1.30/1.17	56/55
(2) 1.25" or 1.50" Stromberg or SU or (1) 1.50" CDSE Stromberg or SU				
Spitfire 1296 MkIV	1550	14x8	1.44/1.17	56/57
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU				
Spitfire 1493	1550	14x8	1.44/1.17	56/57
(1) 1.5" Stromberg-type SU or SU				
TR-2 & TR-3	1991	16x8	1.56/1.30	54/53.5
TR-4 & TR-4A (beam axle) 2138		16x8	1.56/1.30	56/55
TR-4A (IRS)	2138	16x8	1.56/1.30	56/55

## Turner

950	1125	14x8	1.10/1.16	51/51
1500	1550	14x8	1.45/1.20	51/51
Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm choke(s), or (1) 40 DCNF w/ 30mm choke(s) Alternate crankshaft: 125 E				

## CHANGE PROPOSALS

### Stock

#### #9385 Shock Allowance Comments

Change 13.5.F as follows:

"A hole may be added to an interior body panel *and/or a strut bar* to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through *either* the exterior bodywork *or a strut bar*. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle."

Comment: the rule specifically called out strut bars as not allowed for holes, hence the SAC's interpretation of the rule. This adjustment will allow such holes.

### Street Touring

#### #9887 Z4 Roadster/Coupe in STR

The STAC would like member feedback on the possibility of classing the Z4-based M Roadster and Coupe in STR for 2012 (initial classing). These cars would have the best acceleration in the class, though would be hampered in handling by being among the heaviest.

### Street Modified

#### #8936 Tow Hook allowance

The SMAC agrees that removal of bolt on factory tow hooks and tie downs is within the spirit of the class and not a burden on competitors. The following rule change proposal is provided for member comment:

Add new section 16.1.U as follows:

*"U. Bolt on tow hooks and tie downs may be modified, removed, or replaced. Replacement pieces shall serve no other function other than as a tow hook or tie down point, but are not restricted to the original factory location."*

#### #9677 Trucks in SM/SSM Proposal

The SMAC is seeking member input on the possibility of classifying pickup trucks in SSM.

### Prepared

#### #9238 GP Limited Prep Adjustment Proposal

Per the PAC, the following rule change proposal is submitted for member review and comment:

Increase the Appendix A minimum weight for all G Prepared Level 2 cars with 3 valves and 4 valves per cylinder by **150 lbs.** above the currently listed minimum weights.

Comment: Based on multiple years of National Solo event results, it has become increasingly evident that the top Limited Prep cars in GP are out-performing the Level 1 cars. In addition, the performance gap has been increasing, as Level 2 cars become more fully developed. Therefore, the PAC and SEB feel a moderate minimum weight adjustment may be warranted.

## Modified

### #9251 Rear Spoiler Clarification

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

Add new subsection 18.1.F.4.7 as follows:

***"7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate."***

### #9074 F600 in FM Proposal

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

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

***2. Formula 600***

## MEMBER ADVISORIES

### General

The SEB is recommending to the BOD that Ray Jason be appointed as Divisional Solo Events Steward for the Great Lakes Division.

### Stock

#### #9690 SAC Application

The SEB has approved the appointment of Charlie Davis to the SAC.

### Street Prepared

#### SPAC Openings

The SPAC requests that members interested in serving on this committee submit their qualifications in writing via [www.sebscca.com](http://www.sebscca.com).

The SEB thanks Nathan Whipple and Matt Palombi for their service to the Club as members of the SPAC.

### Street Modified

#### #9735 SMAC Application

The SEB has approved the appointment of Martin Valent to the SMAC.

#### SMAC Openings

The SMAC requests that members interested in serving on this committee submit their qualifications in writing via [www.sebscca.com](http://www.sebscca.com).

### Prepared

#### #9737 PAC Application

The SEB has approved the appointment of Bryan Hayes to the PAC.

### Modified

#### #7078 MAC Application

The SEB has approved the appointment of Peter Raymond to the MAC.

## **NOT RECOMMENDED**

### **Stock**

#### **#9256 NSX Move to CS Proposal**

The SAC believes the NSX meets the current competitive balance of BS.

### **Street Modified**

#### **#9265 Tire Size Weight Adjustment Proposal**

The SMAC does not feel it appropriate to put out any proposals affecting SMF weights when a major change was just implemented. SMAC will observe SMF and revisit the topic at a later date.

#### **#9390 SMF Weight Comments**

The SMAC does not feel it appropriate to put out any proposals affecting SMF weights when a major change was just implemented. SMAC will observe SMF and revisit the topic at a later date.

### **Prepared**

#### **#9754 Windshield Clarification**

The proposed modification is already permissible under Section 17 of the Solo Rules as written.

### **Modified**

#### **#8929 FormulaCross Classing Proposal**

The MAC believes the rules for these cars would need to evolve and stabilize in order to form a set of specifications which would serve as a reasonable reference point. The committee is also concerned about the rollover potential of these types of cars as specified; they may be better suited to Rallycross than to Solo events. The committee may revisit this type of car in the future as its specifications undergo further evolution.

#### **#9034 (Wayne Nelson) D/E Mod Proposal**

The MAC does not feel that such sweeping changes are necessary at this time.

#### **#9714 DM/EM Classing Proposal**

The MAC has reviewed this proposal and prefers at this time to prioritize ruleset stability.

#### **#9715, 9718 Factory Five Racing 818 Classing Proposals**

Thank you for the information regarding this kit model. At this time it does not appear that there is sufficient data to determine if the car meets the requirements of 18.1.A.1, but the MAC will welcome the specifications and availability information when it becomes available, and when the kit is in full production. At present the car can run in A Modified under the provisions of 18.4.

## **OTHER MEMBER INPUT REVIEWED**

### **Stock**

#### **#8225 2013 Ford Focus ST Classing Proposal**

This vehicle was classed via a Tech Bulletin in the December Fastrack, associated with item #9321.

#### **#8886 RT Classing Proposal**

Thank you for your input.

#### **#8998, #9135, #9190, #9258, #9259 RT Comments**

Thank you for your input.

#### **#9162, #9163, #9192, #9202, #9317, #9334 MSR/ZOK Move to BS Comments**

Thank you for your input.

#### **#9179, #9262, #9267 M3 Move to FS Comments**

Thank you for your input.

#9255 Stock Classing Proposal, Street Tires

Thank you for your input.

#9272 Lexus SC300 Move Comments

Thank you for your input.

#9355 Mini Move to GS Proposal

Thank you for your input. This subject will be covered in a forthcoming proposal which is currently being finalized by the SAC.

#9723, #9729 Stock and RT classing Proposals

Thank you for your input. This subject will be covered in a forthcoming proposal which is currently being finalized by the SAC.

**Street Touring**

#8918 Toyo 195 Comments

Thank you for your input.

#9276 E85 Usage Proposal

This subject is addressed in a proposal which was published in the December Fastrack, associated with item #9305.

**Prepared**

#9239, #9242, #9243, #9639 GP Limited Prep Adjustment Proposals

The issues raised in these letters are addressed herein by a proposal associated with item #9238.

#9761, #9794, #9835, #9837 GP 8" Wheels and Weights Comments

The wheel width proposal as published has been recommended to the BOD. An additional relevant proposal is published herein with item #9238.

#9528, #9556, #9622, #9736 PAC Applications

The PAC and SEB thank these members for their applications; they will be kept on file for further consideration as openings warrant.

**Modified**

#6144, #6560, #6561 F600 Proposals

Thank you for your input. A proposal regarding this subject is published herein under item #9074.

#9070, #9189, #9197, #9223 FV to CM Comments

Thank you for your input.

#8659 Restrictor Comments

Thank you for your input. The MAC prefers to proceed with caution at this time, but will be monitoring developments in the class and may consider addressing the 1.4 displacement factor in a future proposal.

#9227 Aero Comments

Thank you for your input. The MAC continues to study this issue.

#9055 FV in CM Comments

Thank you for your input. The MAC notes that the likelihood of creating a new class in the Modified Category is very small, given the pre-existing participation level expectations which accompany such initiatives. Therefore the committee feels it must attempt to make the best use of the classes which currently exist.

#6534, #8533 MAC Applications

The MAC and SEB thank these members for their applications, and the information will be kept on file for consideration when future openings arise.

## TECH BULLETINS

### Stock

#### #9542 Chevy Volt Classing

The following new class listing is effective upon publication:

Chevrolet Volt (2012-2013) - HS

#### #9460 Audi RS5 Classing

The following new class listing is effective upon publication:

Audi RS5 (2010-2013) - BS

### Street Touring

#### #9268 Z4 M Roadster Classing

Add the 2001-2002 model years to BMW M Roadster and M Coupe listing in STR. It will then read as follows:

BMW

M Roadster and M Coupe (1998-~~2002~~)

### Prepared

#### #9322 MazdaSpeed Miata Classing

Per the PAC, '99-'05 Miata chassis are considered "equivalent" for a Mazdaspeed Miata build in F Prepared. The PAC advises competitors to ensure all vehicle sub-systems are in compliance with Section 17 rules.

Comment: The PAC has reviewed detailed manufacturer technical specifications and diagrams, and found the model-year differences between NB-series Miata chassis' to be very minor, and inconsequential in terms of vehicle performance when Prepared modification allowances are applied.

### Modified

#### #9031 Number of Wheels Clarification

The following set of clarification items has been provided by the MAC:

Change 18.4.B.5 to read:

5. All four wheels will be sprung from the chassis. *An A Modified car may have more than four wheels.*

Change 18.4.B.2 to read:

2. Minimum wheelbase is 72 inches, *measured from frontmost to rearmost axle centerline.*

#### #9252 Radiator Ducting

In response to an inquiry regarding radiator airflow as implemented for specific vehicles in DM, the particular examples provided by the member are not considered to be in violation of 18.1.F.1. Other such configurations would need to be evaluated on a case-by-case basis. Competitors are reminded to heed the cautions of Appendix F with regard to clarifications and advisories.

#### #9253 Rear Diffuser Clarification

The MAC has provided a set of clarifications regarding this subject, as follows:

Revise the first sentence of 18.1.B.1 to read:

*"Bodywork may be modified beyond the allowances of Section 17.2, but must comply with all constraints of 18.1.F; however, the shape of the body must remain recognizable as that of the approved make and model."*

and add to the end of 18.1.F.5 as follows:

*"The dimensions of underbody modifications, e.g. trunk floor shaping and/or removal, which integrate with and thus contribute to the effect of the diffuser must be counted in determining the overall length of the diffuser (which as stated elsewhere herein is limited to 25 inches)."*

#### #9284 Electronic Devices Clarification

Per the MAC, Section 18.0 (first paragraph) prohibits the use of active (including electronically-controlled) differentials

and stability control units unless they are the unmodified OE systems on the particular model.

#### #9695 Front End Plate Clarification

Per the MAC, as addressed in 18.1.F.7, end plates may be used with a front spoiler/air dam/splitter assembly, and shall be located at the lateral ends of the splitter portion of the assembly. Ramps which join such an assembly to the front fender flares are only permitted under the conditions specified by 18.1.F.2.



# SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 17th, 2012

The Solo Events Board met by conference call December 17th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Richard Holden, and Dave Hardy; incoming SEB members Mark Andy and Brian Connors; John Walsh of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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## RECOMMENDED TO THE BOD

### #9305 E85 usage proposal

The following updated version of a previously-published rule change proposal is being recommended to the BOD by the SEB:

Replace the last sentence in 3.6.A with the following:

*"Fuels comprised of more than 15% Ethanol may only be used when specified by the manufacturer (e.g. in the owner's manual for Flex-Fuel vehicles)."*

Comment: Per the STAC, the use of E85 is becoming more and more widespread within the Street Touring category. In some vehicles it can enable significant power increases, while in others it cannot. Cars have not been classed with this in mind. With inconsistent availability across the nation, it gives significant advantage to those willing to trailer their cars, as opposed to those who choose to daily-drive them. Unlike high octane pump fuels, E85 is relatively easy to police as its use is quite obvious due to smell. Ethanol content in a fuel sample can also be tested easily in the field.

In the Stock category, there is no option to retune a car for the use of E85 so only those designed as Flex-Fuel vehicles can use the fuel anyway. This change will have no effect there.

## CHANGE PROPOSALS

### Kart

#### #9363 KML Weights Comments

The following set of proposals has been recommended by the KAC and is published here for member review and comment:

Change 19.1.A.4 as follows:

"4. 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."

Change 19.1.D.1 as follows:

"1. Moto: Engines must be mass-produced, single cylinder, motocross motorcycle engines up to 125cc displacement and of the current year's production or older. No prototype, preproduction, "works type motors," or road race engines are allowed. Engines may be liquid or air-cooled. Induction may be piston port or case reed type only. OE parts can be interchanged from any year model of the same brand name and similar model of motor (i.e., CR to CR, YZ to YZ, etc.), provided that these parts are normally commercially available over the counter in the USA to all competitors. *Ladies' class may run with a 20lb weight reduction.*"

Change 19.1.D.2 as follows:

"2. KZ (ICC): All current or prior approved CIK/FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK/FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the Section 19.1 and ~~incur an additional 25 lb weight adjustment~~ *must run at 410lbs. Ladies' class may run with a 20lb weight reduction.*"

## Street Touring

### #9146 Boxster(s) Classing Proposal

The SEB is seeking member comment regarding possible classing for the 1997-2004 Porsche Boxster (986 chassis, non-S) in the Street Touring Category. Input is specifically requested regarding potential interest in and/or suitability of these cars for either STU or STR. The SEB is also interested in member feedback regarding the possibility of preparation adjustments (for example, tire width limitations for mid-engine RWD cars), in order to address possible competition imbalances.

## Street Prepared

### #9228 Alfa Romeo Move to FSP Proposal

The SPAC submits for member comment the following reclassification:

*Move from D Street Prepared to F Street Prepared:*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders(all)*

### #9961 Differential Allowance

The SPAC and SEB would like member feedback as regards allowing alternate differential covers, either (1) for all cars via adding a new **15.10.CC: "Differential covers and attaching hardware may be replaced."** or (2) only for solid axle cars via adding a new **15.8.1.6: "Differential covers and attaching hardware may be replaced."**

## MEMBER ADVISORIES

### Stock

#### #9221, 9803, 9883 SAC Applications

The SEB has appointed Tom Reynolds, Mark Pilson, and Chris Fenter to the SAC.

#### #9930 SAC Chair

The SEB has concurred with the SAC's recommendation of Jeff Cashmore for chair of that committee.

### Kart

#### #9824 Electric Shifter Allowance

The use of an electric shifter on a kart by a disabled person is permitted under section 3.1; the last paragraph states:

"Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. A waiver from the SCCA® Technical Services Department is required for the use of such equipment in National Solo® events. Requests will be handled on a case-by-case basis."

## NOT RECOMMENDED

### Street Touring

#### #9551 Civic Move to STS Proposal

The STAC does not believe this change is necessary at this time. Participation levels in both STC and STS are considered adequate.

#### #9814 Airbag Steering Wheel Proposal

The STAC believes this change is not consistent with Street Touring philosophy.

### Street Prepared

#### #9604 Hardtop Allowance Proposal

The SPAC does not believe such a change is necessary. There is no requirement to run with the hard top in place. A non-conforming hard top can be removed during competition.

#### #9778 Body Allowance Proposal

This is closely related to the changes to the aero allowances proposed last year, that were opposed by a majority of the membership feedback received.

### OTHER MEMBER ITEMS REVIEWED

#### Stock

##### #9184 Camber Comments

Thank you for your input.

##### #9269 Strut Top Comments

Thank you for your input.

#### Street Touring

##### #9806, 9816, 9825, 9931, 9784, 9785, 9788, 9789, 9795, 9799, 9805, 9813, 9818, 9819, 9829, 9832, 9834, 9838, 9842, 9851, 9856, 9865, 9870, 9878, 9909 E85 Comments

Thank you for your input. A proposal regarding this subject has been recommended to the BOD, as shown elsewhere herein.

##### #9925 370Z Classing Proposal

This subject is addressed by a Tech Bulletin elsewhere herein, under item #9283.

##### #8962 Boxster Classing Proposal

This subject is addressed elsewhere herein under item #9146.

#### Street Prepared

##### #9489, 9490, 9671, 9693, 9694, 9831 Alfa Move to FSP Proposal

This topic is addressed by a proposal elsewhere herein, under item #9228.

#### Kart

##### #9638 Distance from Solid Object Clarification

Per the KAC, there is no requirement, just because solid objects are less than 50' away (not including curbs), to disallow karts. It is believed the intention of the rule is to give the SSS the discretion to modify the course or disallow karts if deemed necessary.

This topic was also addressed in the December Fastrack, via item #9439.

##### #9793, 9796, 9801, 9812, 9815, 9817, 9820, 9822, 9823, 9826, 9828, 9841, 9852, 9791, 9929 KM Age Comments

Thank you for the feedback. This topic is still under consideration and will be addressed with item #9526.

##### #9587, 9591, 9612 KML Weight Comments

Thank you for your input.

### TECH BULLETINS

#### Stock

##### #9863 2013 Camaro Classing Proposal

Per the SAC, add "(incl. 1LE)" to the FS listing of the '10-'13 SS Camaro, so that it now reads:

Camaro SS (*incl. 1LE*) (2010-13)

##### #9924 Camaro ZL1 Classing Proposal

Per the SAC, the following new classification is effective upon publication:

*Camaro ZL1 (2012-13)*

*AS*

## #9921 Classing updates

Per the SAC, add the following new listings, effective upon publication:

<i>BMW 135is (2008-13)</i>	<i>DS</i> on same line as the 128i and 135i ('08-'13)
<i>BMW 335is (2007-13)</i>	<i>DS</i> on same line as 335i et.al. for '07-'13
<i>Chrysler 300 (incl. SRT8) (2010-13)</i>	<i>FS</i>

## Street Touring

### #9698 Strut Brace Clarification

Add to the Street Touring Category subsection of Appendix F:

*"On the Subaru BRZ/Scion FRS, the pair of OE strut tower-to-firewall braces are not considered to be a strut bar (per 12.18), and as such are not allowed to be removed, modified or substituted (per 14.2.G)."*

### #9283 370Z Classing Proposal

Per the STAC, this is addressed by two separate Tech Bulletins:

- 1) Add to STR: '09-'12 Nissan 370Z (except NISMO)
- 2) Clarify 14.4 by adding: *"Standard equipment wheels exceeding these maximums are not permitted."*

### #9872 2013 Focus ST classing

Effective upon publication, add the following new listing in class STX:

*Ford*  
*Focus ST*

## Street Prepared

### #9615 VW Golf R Classing Proposal

Per the SPAC, the following new listing is added, effective upon publication:

<i>Volkswagen Golf R (2012-13)</i>	<i>BSP</i>
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### #9767 Watts Link Clarification

There is no allowance to replace the differential cover. Modifications to the original differential cover are permitted, but replacing the entire differential cover would be outside the scope of the current allowance, which is intended to permit any method of attachment, not wholesale replacement of parts to which the attachment is made.

### #8969 Audi S4 Classing Proposal

Per the SPAC, the following new listing is added, effective upon publication:

<i>Audi S4 (2000-03)</i>	<i>ASP</i>
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# SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 23, 2013

The Solo Events Board met by conference call January 23rd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Phil Creighton of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

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## 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.

*Prepared*

#8267 Hood Vent Clarification

Per the PAC, change 17.2.S as follows:

"S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1"; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than 1/2 inch (0.500"; 12.7 mm).~~

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0", 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A."

## CHANGE PROPOSALS

*Street Modified*

#9677 Trucks in SM/SSM Proposal

The SMAC is seeking member input on the possibility of classifying pickup trucks in SM. The specific proposal would be as follows: Add to 16.0.C.1:

"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 would 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*

#9672 XP Front Endplate Proposal

The PAC is seeking member comment on the following change proposal:

Add to Appendix A, under "X-Prepared," Section 1.C, 2nd paragraph as the last sentence:

*"Endplates on canards are allowed. The total of all wing and canard endplate surface area is limited to a maximum of 600 square inches."*

#### Modified

##### #9018 Baby Grand Classing Proposal

The MAC is requesting member comment regarding a proposal to accomodate these cars in FM, as follows:

In Appendix A, under Modified Class F, change subsection G as follows:

"G. Dwarf Cars, 600 Racing, Inc Legends Cars, *and Baby Grands* cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, *or MMRA Baby Grands* specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA , US Legend Cars, *or Baby Grands* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, *and Baby Grands* specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements.

Quick-release steering wheels.

Fire extinguishers.

Fire-retardant driver suit and gloves.

Neck braces.

Head and neck restraints (HNR).

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

Helmets.

Car number and class designation.

Exhaust system, muffler, and tailpipe."

##### #9889 BM Turbo Engine

MAC recommends a rule change proposal as follows:

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

*"1. Turbocharged and supercharged engines are not permitted."*

Also remove "naturally-aspirated" from C.4

NOTE: this proposal is in response to member-expressed concerns regarding stability and potential costs in this class.

#### #10033 Solo Vee Compression Proposal

The MAC is seeking feedback on the following allowance change proposal: In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

"Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~"

NOTE: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

#### #9981 F600 Comments

The MAC is providing for member review a revised version of the previously-published F660 classing proposal, in response to this and a similar item:

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

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

NOTE: While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the MAC is recommending explicit listing of the weight in the Solo Rules to address concerns expressed by members.

### **MEMBER ADVISORIES**

#### *Tire Rack Solo National Championships*

##### Chiefs

The SEB has approved Phil Osborne as the Chief of Safety for the 2013 Solo Nationals.

#### #9621, 9623, 9637, 9685, 9687, 9866, 9937, 9952 2013 Nationals Course Designer Application

The SEB has approved Sam Strano and Elliot Speidell as course designers for the 2013 Nationals, and thanks all of the submitting designers who expressed their interest in taking on this task.

#### *Street Touring*

##### #9941 STAC Application

The SEB has approved the addition of Jonathan Lugod to the STAC.

#### *Street Prepared*

##### #9997 SPAC Application

The SEB has approved the addition of Doug Rowse to the SPAC.

#### *Modified*

The MAC presently has an opening and interested members are invited to submit their qualifications in writing. The primary areas of expertise needed at this time are in classes F Modified and A Modified.

#### #9911 Polaris Classing Clarification

In response to member request regarding the classification of a modified version of a Polaris RZR XP 900, the MAC believes this vehicle meets the basic eligibility requirements of the A Modified class, with regard primarily to dimensions and weight (see 18.4). However, the committee feels it is important all entrants realize that to be fully eligible, their vehicles must meet all class requirements in detail including (not limited to) requirements such as cockpit height and all safety items per sections 3 and 18.

It should also be pointed out that, per 1.1., Solo rulebook vehicle classifications are not mandatory at Regional events. Alternative classing structures which meet the needs of the local constituency and which comply with the required vehicle safety limitations are permitted.

#### #10107 MAC Application

The MAC appreciates this resume, and it will be kept on file for review when future openings arise.

### **TECH BULLETINS**

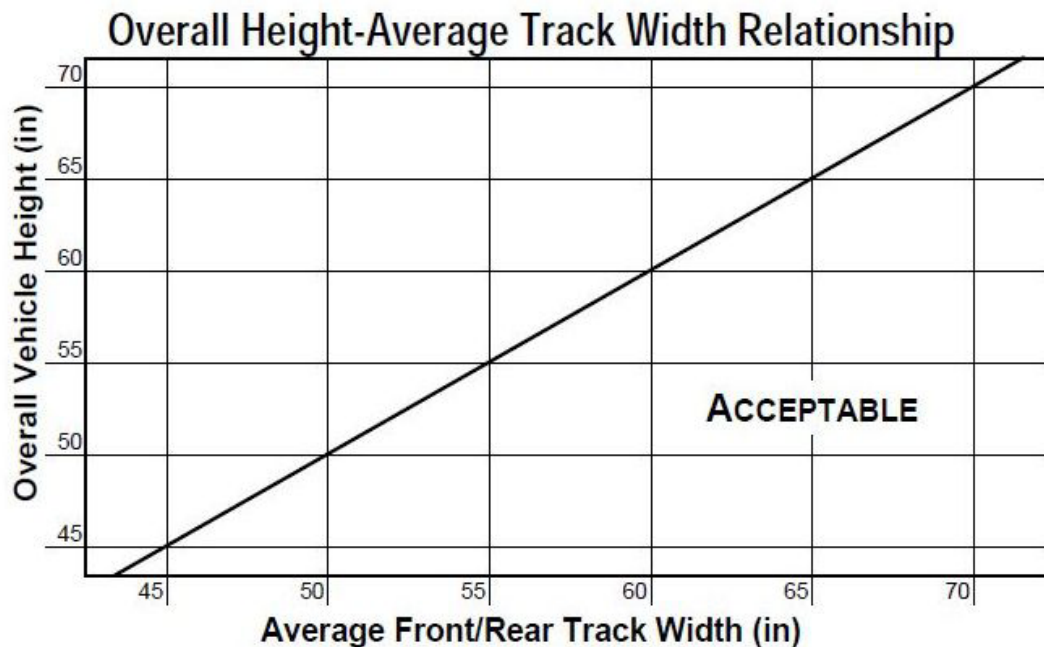
#### *Errors and Omissions*

The Chevrolet Sonic should be removed from the Exclusion List in Appendix A. This car was classed in HS per the November 2012 Fastrack News.

#### #10296 Height track chart incorrect in 2013 Solo Rules



The height vs. track chart referenced in Section 3.1.A, and shown on page 33 of the 2013 Solo Rules, is no longer current and should be replaced with the following:



#### **NOT RECOMMENDED**

##### *Stock*

#9899 Boxster S Move to CS Proposal

The SAC feels the Boxster S doesn't meet the performance parameters of CS.

#9157 MINI JCW GP Classing Proposal

The SAC does not recommend classing the Mini JCW GP at this time, due to production and availability limitations.

#9975 BMW 1M Move to FS Proposal

The SAC feels the car doesn't currently fit the performance parameters of FS at this time.

#9821 New Stock Class Proposal

Thank you for your input. The SAC is not recommending this change at this time.

##### *Street Modified*

#10069 GTR Move to SSM Proposal

Per the SMAC, the response provided to letter #8493 (regarding this same subject) has not changed. The committee believes the Nissan GT-R fits the footprint of the SM class, and that it has not demonstrated performance-wise that it does not belong there.

##### *Modified*

#10076 Turbo Motorcycle Engine Weight Proposal

This topic is covered in another manner, by a proposal associated with item #9889.

#### **OTHER MEMBER ITEMS REVIEWED**

##### *Stock*

#9966 Mini Cooper GP Classing Proposal

See response to item #9157.

#9933 Mini Move to GS Comments



See response to #9932.

#9800, 9792, 9804, 9898 Boss 302 to FS Comments

Thank you for your input.

#9932 Mini Move to GS Comments

Thank you for your input. The SAC believes this car is correctly classed where it is.

*Street Touring*

#10079 E85 Comments

Thank you for your input. This subject was addressed by an item in last month's Fastrack (#9305)

*Modified*

#10006 F600 Comments

This topic is addressed by a revised proposal associated with item #9981.

#9969, 10015 F600 Comments

Thank you for your input.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 21, 2013

The Solo Events Board met by conference call February 21st. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Lisa Noble of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## CHANGE PROPOSALS

### Stock

#### #9275 BMW E36 Move out of DS Proposal

Per the SAC, the following listing changes for BMW models in DS and GS are published for member comment, effective 2014.

#### DS

##### BMW

128i & 135i (2008-13)

335i (2007-13), 335i xDrive (2007-13), 335d (2009-11)

3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)

#### GS

##### BMW

2002 (all)

318i & 318is (1991)

318ti (1995-99)

325e (eta engine)

*325i, 325is (1987-91), & 325ix (1988-91)*

*3 series (6-cyl E36 except M3), (1992-99)*

Comment: The committee believes this effectively moves the E36 non-M3 models from DS to GS.

### Street Touring

#### #10218 Watts Link Proposal

The STAC and SEB would like member feedback as regards allowing alternate differential covers, for solid axle cars via adding a new **14.8.G.6** as follows:

*"Differential covers and attaching hardware may be replaced."*

### Street Prepared

#### #9982 Crossfire Classing Proposal

The SPAC feels that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP and

thus the committee recommends the following for member comment:

Change the Crossfire BSP line listing from:

Crossfire and Crossfire SRT-6

to

Crossfire SRT-6

and add:

*Chrysler*

*Crossfire (NOC)*

to DSP.

#### #9315 200SX SE-R Move to FSP Proposal

Per the SPAC, move the '95-'99 Nissan Sentra and 200SX SE-R to FSP. Specifically, remove the following lines

*200SX SE-R*

*Sentra (2.0L) (1995-99)*

from DSP and add them to FSP.

#### #9935 GT500 Classing Proposal

Per the SPAC, reclass the S197 Mustang GT500 from its current listing in ESP (via the S197 line) to ASP. Specifically, add a new line line to ASP as follows:

*Mustang S197 GT500 (2007-13)*

Comment: The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal.

#### #9961 Differential Allowance

After further discussion the SPAC has concluded that a differential cover allowance for independently suspended vehicles is beyond the scope of our initial intent to allow lateral locating devices for solid axle vehicles. Reworded language, added as a new subsection 15.8.I.6 in the solid axle allowances, is proposed to be:

*"Differential covers and attaching hardware may be replaced."*

### Modified

#### #9231 Aero Clarification

Add to 18.1.F.3.d:

*"Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates."*

Change 18.1.F.3.d to read:

*d. Front splitters are allowed but must be installed parallel to the ground (within +/- 1 inches fore to aft). ~~Splitters may not be wider than, nor extend more than 6" forward of, the top-view outline of the car.~~ The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

*Also add new subsections as follows:*

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and*

*model.*

Change 18.1.F.3.b to read as follows:

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *Fore to aft curvature or deviation of the rear spoiler shall not exceed 10".*

#### #9616 FM Weight Proposal

The MAC recommends the following listing change proposal:

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

"4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>
<i>600 cc motorcycle engines</i>	<i>875 lbs</i>
<i>Wheelbase of 73" or less:</i>	<i>Subtract 25 lbs"</i>

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.

Note: the bulk of the changes above provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc motorcycle engine listing. The weights for the AMW and Rotax engines have not changed. The weight for the 440 engine is reduced by 25 lbs.

### **MEMBER ADVISORIES**

#### #10056 Fuel Clarification

This topic has been previously addressed by an item (#9305) which was recommended to the Board of Directors and published in the February Fastrack.

#### #10343 BFG Rival Clarification

The SEB has reviewed section 13.3 of the Solo Rule Book with regards to tire eligibility, specifically, the question of 13.3.B and the words "by April 30". It is clear to the SEB that the language used in this section is ambiguous and fails to communicate the intent of 13.3 in a concise manner to our suppliers and our competitors. We must take responsibility for the fact the rule is poorly written. The SEB will submit a new draft of 13.3 for member comment. Well respected members and advisory committees of the Solo community differ in their interpretation of this section.

The SEB has communicated with BF Goodrich and there is high confidence they will meet tire size/diameter requirements for the 2013 Solo schedule. We want the membership to know the use of these tires in competition prior to April 30th is not a rules violation. It is in the best interest for all involved to give guidance now.

The BFG Rival tire will be eligible for National Solo Events immediately and will remain eligible for 2013 provided section 13.3 is met in its entirety by April 30, 2013.

### **TECH BULLETINS**

#### **Errors and Omissions**

Per the MAC, correct 18.1.F.7, third sentence as follows:

A roof spoiler up to the maximum of 7.5" is allowed an area of up to **56** square inches for each endplate; a trunk spoiler up to the maximum of 10" is allowed up to 100 square inches for each endplate.

Comment: this value was inadvertently not updated when the maximum spoiler dimension was changed from 4 to 7.5

inches.

## **Street Touring**

### **#10090 Spring Clarification**

Per the STAC, modify 14.8.A to include bellows:

Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, *bellows*, etc.) and except as noted herein, must use the original spring attachment points.

Comment: The STAC does not feel that carbon fiber bellows springs are consistent with the current Street Touring philosophy. This change clarifies that a carbon fiber bellows spring is distinct type of spring.

## **Modified**

### **#9231 Aero Clarification**

Per the MAC, the following clarification items are issued:

A diffuser, as allowed by 18.1.F.5, is permitted to extend up to 25" forward of the rear bumper or bodywork, whichever is rearmost. Underbody panel material may be removed for diffuser fitment, but material removal should be minimized and shall serve no other purpose than diffuser fitment. All such modifications must still comply with other applicable rules, such as 18.1.B.1 and 18.1.F.2.

Radiator hot air may be ducted through the top of a hood opening, provided the ducting and accompanying hood modifications do not violate 18.1.F.1 and 18.1.F.2.

## **NOT RECOMMENDED**

## **Street Touring**

### **#10027 Master Cylinder Brace Allowance Proposal**

The STAC believes this change would be inconsistent with class philosophy.

### **#10323 370Z Nismo Classing Proposal**

The STAC believes this vehicle exceeds the performance parameters of the class.

### **#9875 Federal 595RS-R Exclusion Proposal**

Per the STAC, after review this tire meets the requirements of 14.3.A.

### **#9980 Center Clearance Hole Modification Allowance Proposal**

The STAC believes this change would be inconsistent with class philosophy.

### **#10002 Catalytic Converter Location Proposal**

The STAC believes the current restrictions on catalytic converter location in 14.10.E are appropriate.

### **#10093 VW TDI Move to STF Proposal**

The STAC believes this vehicle exceeds the performance parameters of STF.

### **#10221 Tread Depth Proposal**

The STAC believes the current rule on tread depth (14.3.C) is appropriate as written. Possible updates to this rule are under consideration by the SEB.

### **#10334 Differential Allowance Proposal**

The STAC believes the current restrictions on limited slip differentials for AWD vehicles are appropriate.

## **Street Prepared**

### **#10082 Gear Treatment Proposal**

The SPAC believes the use of this process is contrary to Street Prepared philosophy.

### **#10255 Aftermarket Hardtop Allowances Proposal**

Please see the previous clarification for letter #9604, in the February Fastrack. To reiterate, there is no requirement to

run with the hard top in place. A non-conforming hard top can be removed temporarily during the driver's competition runs. The committee and SEB do not consider the possibility of inclement weather to be sufficient justification for allowing this modification.

#### #10091 Spring Clarification

A bellows spring is distinct type of spring, different from a coil spring. As such, it is not a substitute for a coil spring under 15.8.A

#### #9316 Rules Process Proposal

The timing required for publication, member input and review, SEB recommendation, and BOD review for approval does not allow for this change in the process.

#### #10312 Course Viewing Proposal

The SEB appreciates and shares the member's concern regarding the need to avoid pavement surface problems which can damage cars. We will remind designers and officials to be more aware of these issues.

#### #10363 Class Limitations Proposal

The SEB does not feel it would be appropriate to be constrained by a specific per-category limit on the number of classes.

### **OTHER MEMBER ITEMS REVIEWED**

#### **Stock**

##### #9787, 9840, 10274 Boss 302 to FS Comments

Thank you for your input and information. The committee and SEB continue to review member feedback on this topic.

##### #8996 Official Classification

The SAC cannot make a recommendation on this classification request without specific year, make, and model information for the actual vehicle in question.

##### #10133 Class Combining Proposal

Thank you for your input.

##### #10328 BFG Compliance Clarification

See the response to item #10343.

#### **Street Touring**

##### #9973, 9974, 9977, 10000, 10037, 10266, 10270 BMW Z in STR Comments

Thank you for your input. The SPAC and SEB are continuing to review feedback regarding this classing change.

##### #10260 370Z Classing Comments

Thank you for your input.

##### #10146 Tire Proposal

The STAC thanks the member for the input and the information.

##### #10201, 10219, 10241 E85 Comments

Thank you for your input.

##### #10244 New ST Class Proposal

Thank you for your input. The STAC and SEB continue to monitor the appropriateness of the classing structure.

##### #10297 AWD Differential Comments

Thank you for your input.

##### #10234 VW TDI in STC Clarification

The bumping order was updated to reflect the ordering of the PAX/RTP indexes. Appendix B is provided as a

recommended option for Regional events only; however, Regional programs are free to do as they wish in this regard.

#10329 BFG Compliance Clarification

See the response to #10343.

**Street Prepared**

#10203, 10204, 10240, 10254, 10263, 10295 Differential Cover Comments

Thank you for your input, see the response to item #9961.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 3-4, 2013

The Solo Events Board met at the SCCA National Convention March 3-4. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Howard Duncan, Doug Gill and Brian Harmer of the National Staff; Heyward Wagner. 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 1/1/2014

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

## CHANGE PROPOSALS

#9526 Age Exception for KM

The following rule change proposal is submitted for member review and comment.

Replace 4.1.A with:

Drivers must be SCCA members. *A Weekend Membership meets this requirement.*

Drivers *in all categories except Kart* must possess a currently valid automobile driver's license or permit. *Driving license or permit restrictions must be followed.* If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent / legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.

*Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:*

- 1. Minimum age is 15 years old.*
- 2. Have approval of the event Chairman and event Solo® Safety Steward.*
- 3. Participated in at least four National Solo Events in Formula Junior A (JA).*

*Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.*

*The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.*

## Stock Category Changes

**Preamble** – Over the last several years the sport has seen a consistent and ongoing decline in the participation in the Stock Classes. After months of deliberation, the SEB has concluded that the cause of the decline cannot be traced to a single factor, but rather is indicative of a category formula that is no longer meeting the needs of much of our membership. We believe that there needs to be a category that is easily accessible to newcomers to the sport, while also supporting a highly competitive environment for our most dedicated members. We also believe that for this environment to exist we must have a ruleset that is reflective of the needs of modern vehicles. Automobile manufacturing, government regulation, and advances in suspension design have created the safest, most comfortable vehicles the industry has ever seen, and we believe that the current ruleset is not reflective of that reality. We have been monitoring the situation for several seasons and have spent a considerable amount of time undertaking a major rewrite of the ruleset with the following tenets in mind:

The category ruleset must address our Core Values in the following ways:

1. The available allowances should create a diverse field of cars. The allowances should also reverse some of the built in limitations that prevent cars from performing on the autocross course.
2. Consumable items should have a "cost per run" that fits with the expectations of our members.
3. The ruleset should be forward looking so that vehicles produced during the coming years can compete in a manner that our membership expects.

We believe the underlying reason that members love this sport is that they "want to have fun with cars!" We want this



ruleset to broaden the base of cars and people who can do this within the SCCA's Solo program.

With that in mind, we propose the following update to Section 13 of the Solo Rules. Highlights include the use of high performance street tires (140 treadwear in 2014, 200 treadwear in 2015), a reduction in the shock absorber allowance (2 adjustments, no remote reservoirs beginning in 2015), an opening of the camber allowance (additional camber allowed via camber plates, camber bolts, and slotted struts), an opening of the wheel allowance (OE diameter plus or minus 1"), and an opening of the swaybar allowance (changes permitted to both bars). These changes are proposed as a way to make the category more relevant to today's cars and today's enthusiasts, while keeping the core concepts of vehicles that are easy to prepare and easy to live with in normal street usage. You will also notice that we changed the name from "Stock" to "Street". This change reflects the fact that these cars aren't actually as delivered off the showroom floor, something that has caused confusion in the past.

In addition to the proposed changes to Section 13, you will also find accompanying changes to Section 14 and Section 15. Section 14 changes are limited to housekeeping – some allowances in Section 14 have been moved to Section 13, and thus removed from Section 14. Section 15 has similar housekeeping, but also a new rule – 15.12, which allows for cars prepared to the Section 13 rules to run as Street Prepared "Limited Prep" with R-comp tires and remote-reservoir shocks. This is intended to give current Stock category competitors who have invested in higher end shocks and/or prefer driving on R-comp tires a place to keep running their car with no changes needed. Limited Prep car classifications will be included in an upcoming FasTrack.

With these rule changes, car classifications for Section 13 cars may also change in many cases. An updated version of Appendix A will be published for member comment in an upcoming FasTrack. In order to make sure we have the ability to correct any mistakes made in such a large reorganization, the entire affected sections of Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2

The proposed changes to Section 13, shown with revisions in its entirety, are as follows:

### **13. *STREET* CATEGORY**

Cars running in *Street* 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 United States. A Canadian-market vehicle is eligible for *Street* Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in *Street* Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the *Street* classes.

Except for modifications authorized below, *Street* Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *fuel caps*, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are

used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in **Street** Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### 13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, ~~holes for brackets to mount shock absorber remote reservoirs, holes for driver restraint mounting~~, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### 13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

~~F. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

D. Alternate shift knobs are allowed.

E. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

F. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

G. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation

of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

H. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

I. Tow bar brackets may be installed but may serve no other purpose.

J. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

*Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.*

#### A. Specifications

- 1. Effective 1/1/14 - Minimum UTQG tread wear rating of 140*
- 2. Effective 1/1/15 - Minimum UTQG tread wear rating of 200*
- 3. Minimum specified tread depth of 7/32".*
- 4. Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"*
- 5. Department of Transportation (DOT) approval.*

#### B. Eligibility Requirements – *The following are prerequisites before a tire can be used in competition at National events.*

- 1. Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*
- 2. The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*
- 3. The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*
- 4. Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*
- 5. Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*
- 6. Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### C. Other

- 1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*
- 2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*
- 3. No recap / retread may be used.*
- 4. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification*

of membership:

No tire models are currently listed

### 13.4 WHEELS

Any type wheel may be used provided it complies with the following:-

1. It is the same width as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.

*2. Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### 13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers *except as allowed by 13.8.F*. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.

3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the ~~shock mounting points~~ *hub* as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

*6. A strut's lower integral mounting bracket, for attachment to the upright or spindle, may be slotted for purposes of camber adjustment provided it attaches to the standard location and there is no material change in ride height. Any resulting change to the position of the strut centerline is allowed.*

*7. Effective 1/1/15: External / remote reservoir shocks are not permitted other than standard equipment. This includes those attached via flexible lines, as well as 'piggyback' style.*

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the

minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.
2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose. *This allowance expires 1/1/15.*

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### 13.6 BRAKES

- A. The make and material of brake linings may be changed.
- B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.
- C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### 13.7 ANTI-ROLL (SWAY) BARS

- A. Substitution, addition, or removal of anti-roll *bars* and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
- B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.
- C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### 13.8 SUSPENSION

- A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.
- B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual *or these rules.*
- C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.
- D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory



parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

*F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Caster changes resulting from the use of camber plates are permitted.*

*G. Camber bolts may be installed providing these parts use the original, unmodified (except as allowed by 13.5.A.6) mounting points. Caster changes resulting from the use of camber bolts are permitted.*

### 13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

~~B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.~~

B. Ignition settings may not be adjusted outside factory specifications.

C. No changes are permitted to electronic engine management systems or their programming *except as allowed by 13.9.E.*

D. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*E. Traction Control / Electronic Stability Control and Tire Pressure Monitoring Systems may be disabled.*

### 13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be

changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

~~N. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.~~

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

The proposed changes to Section 14 are as follows:

Replace the current 14.3 with:

#### **14.3 TIRES**

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~ (This allowance moved to the Street Category)

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~ (This allowance moved to the Street Category)

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.~~ (This allowance moved to the Street Category)

~~Pirelli P-Zero Corsa~~

In 14.8, remove the following:

~~14.8.C. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.~~ (This allowance moved to the Street Category)

~~14.8.F. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Section 14.5.B. Caster changes resulting from the use of camber bolts are~~

~~permitted.~~ (This allowance moved to the Street Category)

Add new subsection 14.5.C:

14.5.C - A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

The proposed changes to Section 15 are as follows:

Replace current 15.3 with:

### **15.3 TIRES**

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3.*

The list of non-eligible tires in *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.

Remove the following:

~~15.8.F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted but the center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted. (This allowance moved to Street Category)~~

~~15.8.G -- Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted. (This allowance moved to Street Category)~~

Add new subsection 15.5.E:

*15.5.E - A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.*

Add new section 15.12:

### **15.12 LIMITED PREP CARS**

*Cars which meet the preparation requirements of Section 13 (Street) can run as Limited Prep Street Prepared cars with the following additional allowances:*

A. 13.5.A.7 (restriction on remote reservoirs) and 13.5.A.1 (limit to 2 adjustments) do not apply. A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

B. Tire allowances are per 15.3.

*Cars will be designated as eligible to run as Limited Prep cars in Appendix A by the notation (LP) next to the Appendix A listing.*

Other proposed related changes are as follows:

Modify 3.3.3.B.6:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at *any time during the start of competition.* ~~For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

## **TECH BULLETINS**

### **Kart**



#### #9713 World Formula Starter Removal

Per the KAC, add to Section 19.2.A.1.b.3 (Formula Junior A World Formula Engine) as follows:

*E. Starter motor and bracket may be removed only if B&S #555702 starter cover insert is used in its place. Alternate cover Mikes Kart Stands #KS06FC is allowed.*

Also add to Section 19.2.A.2.b.4 (Formula Junior B World Formula Engine) as follows:

*F. Starter motor and bracket may be removed only if B&S #555702 starter cover insert is used in its place. Alternate cover Mikes Kart Stands #KS06FC is allowed.*

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 27, 2013

The Solo Events Board met by conference call March 27th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Lisa Noble, Dick Patullo, and Bruce Lindstrand of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## **CHANGE PROPOSALS**

### ***Safety***

#### **#10374 Face Protection Proposal**

Change 4.3.3 to read as follows:

##### **4.3.3 *Face* Protection**

*Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart.* Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any *other* car with less than a full sized windshield.

### ***Stock***

#### **Street Proposal Update**

The SEB thanks the membership for the huge amount of feedback that was presented in response to the Street Category Proposal that was published in the last FasTrack. Despite this being a fundamental shift in the Solo landscape, the feedback was largely positive and productive. There were some common complaints, and we have tried to address these in the following update to the proposal. In this updated proposal you will find:

- We have removed the proposal for Limited Prep Street Prepared.
- The allowance for additional sway bars to be modified has been removed. The sway bar allowance is now the current Stock rule.
- Camber allowance has been altered to remove the possibility of altering vehicle track, as well as to limit adjustment to only a single method.
- Shock absorber rules are inherited from current Stock rules.
- Tighter control on which cars may alter stability control, and tighter limits on how it may be altered. In short, modifications are limited to inputs to the car, not the ESC code itself, and are only available to cars which cannot defeat ESC via a factory provided means.
- Added back in a few allowances that we believed were antiquated, but which members informed us are still being utilized.
- Requirement for full length exhausts.
- A Section 20 ruleset called Street-R. This ruleset is effectively the current Stock Category ruleset.

The implementation plan is currently as follows:

2014:

- Street Category will compete with full National status using the on-car designation "S". Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2.
- Street-R Category will compete with full National status using the on-car designation "SR". Appendix A will be unchanged from 2013.

2015:

- Street-R Category will be limited to a single class, SSR, and will consist of only those cars listed in the 2014 Appendix A for Super Street-R.

This staggered implementation was chosen to allow those who are currently vested in the Stock Category a more tenable transition path, while also giving this exciting new category to the vast amount of the membership who responded that it is what they desire. The staggered implementation will mean a one year increase in the number of classes, but that

will be followed by a net decrease in classes for 2015.

Additionally, feedback was consistent in desire to have a place for the fastest street cars to compete on the fastest DOT tires. Given that Super Stock has been the best performing of the Stock Category classes, participation seemed to echo this feedback. This is the reason that SSR will move forward following the transition. To ensure that this doesn't lead to category proliferation that the participation does not justify, a sunset provision has been written into the rules, which sets a participation threshold for this class.

Member input items reviewed which related to this proposal included the following: #10512, #10513, #10514, #10515, #10516, #10517, #10518, #10519, #10520, #10521, #10522, #10524, #10526, #10528, #10530, #10531, #10532, #10533, #10534, #10535, #10536, #10537, #10538, #10539, #10541, #10542, #10543, #10544, #10545, #10546, #10547, #10548, #10549, #10550, #10552, #10553, #10554, #10556, #10556, #10558, #10558, #10559, #10560, #10561, #10564, #10565, #10566, #10569, #10570, #10572, #10573, #10574, #10575, #10577, #10578, #10579, #10582, #10583, #10584, #10586, #10587, #10588, #10589, #10590, #10592, #10593, #10594, #10595, #10596, #10597, #10599, #10600, #10601, #10603, #10604, #10605, #10606, #10607, #10608, #10609, #10610, #10611, #10612, #10613, #10614, #10615, #10616, #10617, #10618, #10619, #10620, #10621, #10623, #10625, #10626, #10627, #10628, #10629, #10630, #10631, #10632, #10633, #10634, #10635, #10636, #10638, #10639, #10640, #10642, #10643, #10644, #10645, #10646, #10647, #10648, #10649, #10650, #10651, #10652, #10653, #10654, #10655, #10656, #10657, #10658, #10659, #10660, #10661, #10663, #10664, #10665, #10666, #10667, #10668, #10669, #10670, #10671, #10672, #10673, #10674, #10675, #10676, #10677, #10678, #10679, #10680, #10681, #10682, #10683, #10684, #10685, #10686, #10687, #10688, #10689, #10690, #10691, #10693, #10695, #10697, #10698, #10700, #10701, #10702, #10703, #10704, #10705, #10706, #10707, #10708, #10709, #10711, #10712, #10713, #10714, #10715, #10716, #10718, #10719, #10720, #10721, #10722, #10723, #10724, #10725, #10726, #10727, #10728, #10729, #10730, #10732, #10733, #10734, #10735, #10736, #10737, #10739, #10740, #10741, #10742, #10743, #10744, #10745, #10746, #10747, #10748, #10749, #10750, #10751, #10752, #10753, #10754, #10755, #10756, #10757, #10758, #10759, #10760, #10761, #10762, #10764, #10765, #10766, #10768, #10769, #10770, #10772, #10776, #10777, #10778, #10779, #10780, #10781, #10783, #10784, #10786, #10787, #10788, #10789, #10791, #10792, #10793, #10794, #10795, #10796, #10797, #10798, #10799, #10800, #10801, #10802, #10803, #10804, #10805, #10809, #10811, #10813, #10814, #10815, #10816, #10817, #10819, #10821, #10822, #10824, #10825, #10826, #10827, #10828, #10829, #10830, #10831, #10832, #10834, #10835, #10836, #10837, #10838, #10839, #10840, #10842, #10843, #10844, #10846, #10848, #10849, #10850, #10851, #10854, #10856, #10857, #10858, #10860, #10861, #10862, #10863, #10864, #10865, #10866, #10867, #10868, #10869, #10870, #10872, #10873, #10874, #10875, #10876, #10877, #10878, #10879, #10880, #10881, #10882, #10883, #10884, #10885, #10886, #10887, #10888, #10889, #10890, #10891, #10892, #10893, #10894, #10895, #10896, #10897, #10898, #10899, #10900, #10901, #10902, #10903, #10904, #10905, #10906, #10908, #10909, #10910, #10911, #10912, #10913, #10915, #10916, #10917, #10919, #10920, #10921, #10922, #10924, #10925, #10926, #10927, #10928, #10929, #10930, #10932, #10933, #10934, #10936, #10937, #10938, #10939, #10940, #10941, #10942, #10943, #10944, #10945, #10946, #10947, #10948, #10949, #10951, #10952, #10953, #10954, #10955, #10956, #10957, #10958, #10959, #10961, #10962, #10963, #10964, #10965, #10968, #10973, #10976, #10978, #10979, #10980, #10983, #10985, #10986, #10988, #10989, #10990, #10996, #10998, #10999, #11000, #11002, #11003, #11006, #11007, #11008, #11009, #11010, #11011, #11012, #11013, #11014, #11016, #11017, #11018, #11019, #11022, #11023, #11024, #11025, #11026, #11027, #11029, #11030, #11032, #11033, #11034, #11036, #11038, #11039, #11041, #11042, #11043, #11044, #11045, #11046, #11048, #11049, #11051, #11052, #11056, #11059, #11060, #11061, #11064, #11066, #11067, #11068, #11069, #11070, #11071, #11072, #11074, #11076, #11077, #11080, #11086, #11090, #11092, #11100, #11104

The revised Street category proposal is as follows:

### 13. **STREET** CATEGORY

Cars running in **Street** 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 United States. A Canadian-market vehicle is eligible for **Street** Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in **Street** Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the **Street** classes.

Except for modifications authorized below, **Street** Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications

or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *fuel caps*, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in *Street* Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### 13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### 13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

~~F. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

D. Alternate shift knobs are allowed.

E. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with

#### Section 3.3.3.B.1, Safety Inspection Requirements.

##### F. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

G. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

H. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

I. Tow bar brackets may be installed but may serve no other purpose.

J. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.

#### A. Specifications

1. Effective 1/1/14 - Minimum UTQG tread wear rating of 140
2. Effective 1/1/15 - Minimum UTQG tread wear rating of 200
3. Molded tread depth of 7/32" or greater as specified by the manufacturer.
4. Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"
5. Department of Transportation (DOT) approval.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National events.

*1. Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*

*2. The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*

*3. The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*

*4. Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*

*5. Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model falls below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*

*6. Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### **C. Other**

*1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*

*2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*

3. No recap / retread may be used.

4. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

No tires currently listed

### **13.4 WHEELS**

Any type wheel may be used provided it complies with the following:-

1. It is the same width as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.

*2. Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### **13.5 SHOCK ABSORBERS**

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers *except as allowed by 13.8.F*. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.

3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative *to the hub* as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.



C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.
2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### 13.6 BRAKES

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### 13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### 13.8 SUSPENSION

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual *or these rules*.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of

material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

*F. Strut-type suspensions may adjust camber using one of the following two options:*

*1. Adjustable camber plates may be installed at the top of the strut and/or the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The spring's upper mounting position relative to the chassis, and along the strut shaft centerline, must not be higher relative to the chassis than the standard part (ie, the camber plate may not result in a lower ride height). Caster changes resulting from the use of camber plates are permitted.*

*2. Camber bolts may be installed and one bolt's mounting point(s) on the strut's lower integral mounting bracket may be slotted. Caster changes as a result are permitted.*

### 13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted,

provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

C. Ignition settings may not be adjusted outside factory specifications.

D. No changes are permitted to electronic engine management systems or their programming.

E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*F. Tire Pressure Monitoring Systems may be disabled. Altering the signal to the TPMS is permitted.*

*G. On cars without the ability to turn off Electronic Stability Control / Traction Control from the factory, modifications to the car to achieve a defeated ESC / TC are permitted. These modifications are limited to altering the inputs to the Stability / Traction Control processor (ie, removing fuses, unplugging yaw / steering angle sensors, altering the signals, etc) and may serve no other purpose. Any codes or error lights resulting from ESC / TC modifications are permitted.*

### 13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system *exits the car in the original location and* meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.



Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

#### The accompanying proposed Street Touring changes are as follows:

Change 14.3:

##### 14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership:~~

~~Pirelli P-Zero Corsa~~

Remove 14.8.F

~~14.8.F. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Section 14.5.B. Caster changes resulting from the use of camber bolts are permitted.~~ (This allowance moved to Street Category)

#### The accompanying proposed Street Prepared changes are as follows:

Change 15.3:

##### 15.3 TIRES

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and*

### 13.3.A.3.

The list of non-eligible tires in **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.

Remove 15.8.G

~~15.8.G – Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.~~ (This allowance moved to Street Category)

### Other associated proposed changes:

Modify 3.3.3.B.6 as follows:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at ~~any time during the start of competition. For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

Add new Section 20 as follows:

## 20. STREET-R CATEGORY

*This category exists to combine the highest performing Street Category cars with the highest performing DOT legal tires. All rules mirror those of Section 13 (Street Category) with the following exceptions:*

### 20.1 TIRES

*Tires must meet the eligibility requirements for Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3. The list of non-eligible tires in 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.*

### 20.2 Wheels

*Any type wheel may be used provided it is the same width and diameter as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.*

### 20.3 Suspension

*Suspension must meet the eligibility requirements for Street Category with the exception of 13.8.F.*

### 20.4 Participation Requirement

*Effective 1/1/15. If in two consecutive Solo National Championships, class SSR fails to achieve attendance of 35 total participants in Open and Ladies, the class will be eliminated the following year.*

## Street Modified

### #8936 Tow Hook allowance

The SMAC believes that removal of bolt-on factory tow hooks and tie downs are within the spirit of the class and not a burden on competitors. The following rule change proposal is provided for member comment. Add new section 16.1.U as follows:

*16.1.U. Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.*

### #9677 Trucks in SM/SSM Proposal

The following rule change proposal, provided by the SMAC, is provided for member comment. Add as follows to 16.0.C.1:

*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 would 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).*

## **MEMBER ADVISORIES**

### ***Safety***

#### **#9675 Rollover Potential Clarification**

As the availability of data which indicates rollover potential has changed (SSF, Rollover %), the SEB has turned to a simpler, field measurable process using track and height. Some cars would be acceptable in classes where they can be modified to meet the current standard, but not in their stock configuration. The Fiat 500 in Street Touring is one of those and the SEB has issued a Tech Bulletin to highlight this.

It is not expected that every car currently classed in the Stock category should be further scrutinized for rollover potential; if a car is already listed in a Stock class it is considered acceptable. It is expected that a Tech inspector using knowledge and discretion might choose to measure an unlisted car that appears to not meet the requirement of SR 3.1.

### ***Street Modified***

#### **#10235 Suspension Clarification**

In accordance with 16.1.E., a rear solid axle is considered to be a suspension component and therefore is unrestricted.

## **TECH BULLETINS**

### ***Safety***

#### **#10407 Appendix E Omission**

This sentence in Appendix E on pg. 255 should read "Section 2.2 states in part that, "The course boundary shall not *normally* pass closer than 25 feet from solid objects" (walls, guard rails, fences, buildings, poles).

### ***Stock***

#### **#10359 Hyundai Veloster Classing Proposal**

Per the SAC, the following new listing, effective upon publication, is added to the Stock classifications:

*GS                  Hyundai                  Veloster Turbo (2012)*

#### **#10370 Cayman S Classing Proposal**

Per the SAC, update the years on the Porsche Cayman S Super Stock classing to add 2013

SS                  Porsche                  Cayman S (2009-*13*)

#### **#10381 Dodge Dart Classing Proposal**

Per the SAC, the following new listing, effective upon publication, is added to the Stock classifications:

*HS                  Dodge                  Dart (FWD) 2013*

#### **#10444 Mercedes SL55 AMG Classing Proposal**

Per the SAC, the following new listing, effective upon publication, is added to the Stock classifications:

*SS                  Mercedes Benz          AMG NOC*

In addition, the SAC has recommended adding the following to the Appendix A list under "The following make/models are not eligible for the Stock Category:"

*Mercedes Benz Black Editions*

#### **#10461 Update various class listings to add 2013 model year**

Per the SAC, update the following current class listings to add the 2013 model year:

SS                  Tesla                  Roadster (all) (2008-*13*)

AS                  Porsche                  Cayman (non-R, non-S) (2009-*13*)

GS                  Honda                  Civic Si (2006-*13*)

## **Street Touring**

#10853 Bridgestone Potenza RE-11A Compliant Clarification

Add to Appendix F under GENERAL:

*The manufacturer's documentation (e.g. catalog listing or original factory sticker) is considered sufficient to determine whether a tire meets a treadwear rating requirement.*

## **Street Prepared**

#9998 E85 Comments

The following clarification has been provided to address member questions regarding the eligibility of blended pump fuels.

Add to the previously-published change which is being recommended to the BOD (#9305, February Fastrack), the following additional item: Modify the first sentence of 3.6.B to read:

In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or the federally approved fuel known as E85.*

## **Street Modified**

#10109 Hardtop Clarification

Per the SMAC, change the second paragraph of 16.1.L to read:

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof; *however, a convertible or roadster utilizing a hardtop will use the highest portion of the hardtop as the roofline.*

## **Prepared**

#10398 370Z Classing Proposal

Per the PAC the following new listing, effective upon publication, is added to class F Prepared:

*FP                  Nissan                  370Z (2009+)*

## **NOT RECOMMENDED**

### **General**

#9945, 10242 National Tour Rating Method Proposal

There are currently no plans to index classes at National Championship Tours beyond the current Road Tire supplemental classes. Indexes at ProSolo and Match Tours is done by the SCCA Staff and not the SEB.

### **Stock**

#10434 RT/Stock Rules Separation Proposal

Thank you for your input. These topics are addressed in a proposal which was published in the April Fastrack and is being updated herein.

## **OTHER MEMBER ITEMS REVIEWED**

### **General**

#10293 Fuel Allowance Proposal

This topic is covered by a Tech Bulletin elsewhere in this Fastrack; see item #9998.

### **Street Touring**

#10252 370Z Classing Comments

Thank you for your input.

### **Modified**

#10298 MAC Application

The SEB has approved the addition of Paul Magee to the Modified Advisory Committee. The SEB and MAC thank Mike Billings for his service as a member of this committee.

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | April 24, 2013

The Solo Events Board met by conference call April 24th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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 recommended to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board.

### **Kart**

#9526 Age Exception for KM

Replace 4.1.A with:

*A. Drivers must be SCCA members. A Weekend Membership meets this requirement.*

*Drivers in all categories except Kart must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent / legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.*

*Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:*

- 1. Minimum age is 15 years old.*
- 2. Have approval of the event Chairman and event Solo® Safety Steward.*
- 3. Participated in at least four National Solo Events in Formula Junior A (JA).*

*Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.*

*The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.*

Also add the following new section:

*19.1.H Minimum age requirement is 15 years old to participate in KM.*

Note: The logic behind this is licensed 15 year old drivers can race heavily modified cars just based on what state they reside in, and the KAC believes they present less of a danger in a kart. It's common in national karting organizations to allow 15 year olds to race wheel to wheel in shifter karts.

### **Street Prepared**

#9228 Alfa Romeo Move to FSP Proposal

Move *from D Street Prepared to F Street Prepared*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders(all)*

Note: The SPAC has received all positive feedback for this proposal.

## **CHANGE PROPOSALS**

### **Street Prepared**

#9922 84-87 CRX/Civic Move to FSP Proposal

Remove the following lines from CSP:

**Civic (1.5L) (1984-87)**

**CRX (1.5L) (1984-87)**

Also change the associated FSP line from:

Civic & CRX (1.3L) (1984-87)

To:

Civic & CRX **(1984-87)**

#10281 Electrical/Ignition Clarification

Add to 15.9.E as follows:

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed. **Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtails may be used.**

#10294 Clutch Allowance Proposal

Change 15.10.O as follows:

O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted, ~~but this does not allow non-original methods of clutch actuation (e.g., pull-type versus push-type).~~

#10402 Porsche 924 Move to FSP Proposal

Remove the line below **from DSP** and add it **to FSP**:

**924 (Audi engine)**

#10970, 10991 Neons on Same Line Proposal

Combine the lines in FSP from:

Neon (all) (1994-99)

Neon (2000-05)

To:

**Neon (1994-05)**

**Kart**

#8535 Proposals for Spec Honda and Modifying Weights

The SEB prefers to publish this KAC submittal as two distinct proposals, as follows:

Weight Increase proposal

Add to the first sentence of 19.1.A.4 as follows:

4. Minimum weight for entrants in 125cc shifter karts is 385 lbs. as raced including driver, **except where noted elsewhere herein**, regardless of driver gender or class entered.

Modify minimum weights for KM as follows:

Modified Moto, add new last sentence to 19.1.D.1: **Use incurs a 10 lbs weight increase.**

Modified Moto, non-OE ignition penalty (per last sentence of 19.1.D.1.f.2): reduce by 5 lbs (to **20 lbs penalty**)

KZ (ICC) penalty (per last sentence of 19.1.D.2): reduce by 5 lbs (to **20 lbs penalty**)

Other Engines (per 19.D.3): No change.

Comment: The KAC has recognized that the demographics of the KM class have changed and the weights of

drivers are increasing. Also, modern kart chassis are increasing in weight because of more advanced brake and safety components. The KAC believes a weight of 395 lbs for Mod Moto w/OE ignition properly catches the sweet spot of the class and that a weight of 415 lbs for the faster engines packages is more equitable and is consistent with the senior karting classes in the wheel to wheel karting marketplace.

#### Spec Honda Engine proposal

Rename current 19.1.D.3 19.1.D.4 and add new 19.1.D.3 as follows:

*19.1.D.3 Spec Honda (stock). Engine must be OE 1999-2002 Honda CR125R. All parts within the years specified may be interchanged and all components must remain stock and unmodified except as noted below. Karts with Spec Honda engines may run with a 10 lbs weight reduction.*

*a. Cylinder/Head. In addition to the years specified above, the 1997-98 cylinders are allowed. The stock power valve assembly may be removed and replaced with power valve plugs. Sealant may be used with aftermarket plugs. External spot finishing of the mounting flanges under the retention nut is allowed. No other modification of the cylinder, including re-Nikasil, is allowed.*

*Head must remain stock with no modification except that the external water outlets may be modified for cooling hose connections and the engine/frame mounting boss may be removed.*

*b. Piston. The Piston assembly must be stock except that wrist pin clips may be replaced and the bottom of the piston ring may be lapped.*

*c. Transmission. The original OE 5 speed transmission may be used or the CR125R OE 6 speed from 1994-96 only (kit motor) may be substituted. No additional modifications to the transmission components are allowed.*

*d. Crankshaft. Polishing of the main journals is permitted to allow for slip fitting of the crankshaft. No other modifications are allowed.*

*e. Intake/Reeds. The intake assembly (intake boot, reed cage assembly) must be 1999 OE CR125R only, with no modifications. No other years of Honda parts or aftermarket parts are allowed. Reeds are open and reed stiffeners are allowed.*

*f. Ignition/Stator/Fly Wheel. Only the 1999 OE CR125R CDI box, coil, stator and flywheel are allowed. No modifications to the ignition components including wiring are allowed, except wiring between the stator and CDI may be lengthened for mounting purposes only. Ground, lead, and spark plug wires of the coil may be replaced. Any static advance of the ignition timing due to modification, misalignment, or improper assembly of the electrical/mechanical parts is not allowed. Adjustments in static ignition timing are allowed only within the range provided by the slots in the unmodified OE timing plate. The timing plate may be modified, but only if an external restricting timing plate that is recognized by national karting sanctioning bodies is installed which limits movement within stock specification.*

*g. Carburetor / Intake. Only 38.6mm PWM or PWK Keihin carburetors are allowed. No modifications are allowed except needle, pilot, or main jet may be replaced. Modifications for 'pump around' (twin pump floatless recirculation system) are allowed.*

*h. Engine Cases. Kick start boss may be machined and the kick start hole may be plugged. A hole may be drilled/tapped in the reed cage area for a fuel pump pulse line.*

*i. Exhaust. The exhaust pipe must be on the following list, which may be updated at any time:*

*RLV R4*

*RLV R2*

*RCE T3*

*Hi-tech 125*

*Pro Circuit SK-1*

*Exhaust flange may be replaced, but must be equal in length to the OE flange. No exhaust spacers allowed. Silencer is required, but may be of any origin.*

*j. Gaskets/sealants. Aftermarket gaskets are allowed but must be the same OE dimensions including thickness. Normal use of sealants on gaskets and the outer part of engine seals is allowed.*

Comment: The current rules of the KM class reflect the state of affairs of the shifter kart world from the late 1990s and early 2000s. Beginning in 2005, the shifter kart marketplace has slowly moved away from modified Moto and ICC engines, and embraced a spec Honda engine package per the above. This less modified engine has the advantage of lower purchase and maintenance costs. The KAC is concerned that without an allowance



for this engine, over time KM may not keep current with the karting marketplace. The KAC feels that a 10 lb weight break as compared to modified Moto is appropriate given the lesser performance. Rules compliance will be handled via the normal Solo rules and procedures.

#### #11138 Change to allowable bolt on weights

Change 19.1.A.5 to :

5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along *with an oversized washer to prevent the weight from pulling through the seat*, with a locking nut, pinch nut, double nut, or safety wire. No more than **5 10** lbs of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts.

### **MEMBER ADVISORIES**

#### **Stock**

The SEB thanks Mike Johnson and Sam Strano for their service to the Club as members of the SAC.

### **TECH BULLETINS**

#### **Stock**

##### #10458 Prius C Classing Proposal

Clarify the current Prius class listing in HS as follows:

Prius (*ALL*)

to include the Prius C.

##### #10845 2013 Cadillac ATS Classing Proposal

Add new listings effective upon publication, as follows:

In GS: *Cadillac ATS 2.5L (2013)*

In DS: *Cadillac ATS 2.0L (2013)*

In BS: *Cadillac ATS 3.6L (2013)*

#### **Street Prepared**

##### #9949 Fuel Cell Clarification

Due to changes in GCR Time Trial rules, the SPAC would like to clarify that an SP vehicle is required to have a Level 3 Track Trials or Level 4 Hillclimbs roll bar if a fuel cell is installed, as follows:

Change 15.2.K.3 to read "The car meets all applicable *Time Trials Level 3 Track Trials or Level 4 Hillclimb* safety standards, including those for rollover protection and the installation of a fire extinguisher."

### **NOT RECOMMENDED**

#### **Stock**

##### #10624 Nissan GT-R Classing Proposal

Thank you for your input. The SAC feels the Nissan GT-R's performance levels are not appropriate for SS at this time.

##### #11101 Neon Move to HS Proposal

Thank you for your input. The SAC feels the Neons are classed appropriately at this time.

##### #11053, 11057, 11058 FRS/BRZ Move to GS Proposal

After a great deal of discussion the SAC feels that the Toyota FRS and Subaru BRZ are classed appropriately in CS



at this time.

### **Street Prepared**

#### **#10144 Bumper Cutting Allowance Proposal**

The SPAC believes that the current allowances for brake ducting are appropriate. The committee feels that this proposal would be against the philosophy of the category.

#### **#10975 Airbag Removal Allowance Proposal**

Steering wheel airbag removal has a clear objective which is to install a better steering wheel. There are many potential issues regarding trim fitment after bag removal, competitive balance, and even the feasibility of removing some cars' airbags. The SPAC feels that the airbag rule should not be changed.

#### **#10993 Wheel/Tire Allowance Proposal**

The SPAC believes that the open wheel/tire rule has served the membership well.

#### **#11001 Roll Center Allowance Proposal**

The SPAC does not believe that this change reflects the class philosophy.

### **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#### **#9744 Stock and RT classing Proposal**

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal was published in a prior Fastrack (May).

#### **#10463 Shock Allowance Proposal**

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal has been published (May Fastrack).

#### **#10493 Street Tire Comments**

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal has been published (May Fastrack).

#### **#10767 Mini Move to GS Proposal**

Thank you for your input.

#### **#11063 S2000 CR Move to AS Proposal**

Thank you for your input.

#### **#11065 Wheel Allowance Proposal**

Thank you for your input. This change is not felt to be consistent with current Stock category philosophy, but a relevant allowance does appear in the current version of the Street category proposal.

#### **#11103 Tire Depth Clarification**

This request is covered in the most recent published version of the Street category proposal.

### **Street Prepared**

#### **#9986 SPAC Application**

The SPAC does not currently have a vacancy, but we appreciate the interest shown to serve the membership. Another request will be published in Fastrack when we are again looking for members to serve on this committee.

#### **#10216, 10220, 10222, 10226, 10227, 10275, 10282 Alfa Move to FSP Comments**

Thank you for your input. The subject proposal is being recommended to the BOD.

#### **#10397 Fuel Cell Clarification**

Thank you for your input. See the response to #9949 elsewhere in this Fastrack.

#10571 BSP Proposal

Thank you for your comments.

#10523 Differential Cover Comments

Thank you for your input. We appreciate your insightful comments.

#10525 Differential Covers Comments

Thank you for your input.

#10923 Street & LPSP Comments.

Thank you for your comments. An updated version of the proposal appears in the May Fastrack.

#10974 Wheel and Aero Allowance Proposal

Thank you for your comments. Please see the response to #10993.

**Kart**

#9953 KM Age Comments

Thank you for your input. The subject proposal is being recommended to the BOD (see #9526).

#10392 KM Ladies Weight Proposal

Thank you for your input. The subject proposal is being finalized and is expected to be recommended to the BOD.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | May 11-12, 2013

The Solo Events Board met in Kansas City May 11-12. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## MEMBER ADVISORIES

The SEB is seeking nominations for the Solo Cup and Driver of Eminence awards; descriptions of these awards and lists of prior winners may be found in Appendix K of the Solo Rules.

## TECH BULLETINS

### Stock

Errors and Omissions: Chevrolet Sonic

The listing of the Chevrolet Sonic should be removed from the Stock exclusion list, since the car is now classed in HS.

## CHANGE PROPOSALS

### Street Category Proposal Update

The SEB thanks the membership and the SAC for the additional feedback that has been provided in response to to Version 2 of the Street Category proposal. Changes to the proposed ruleset have been made in response to this input, as follows:

- The new camber allowances (the formerly-proposed 13.8.F) have been removed. This means that the 2013 suspension rules will remain in place.
- The Street Touring rules are being clarified in conjunction with the Street rules update, in order to retain the present Stock-based allowance which permits exhaust exit relocation.

In addition, the SAC has provided an initial draft of proposed Appendix A listings for the Street Category; this is provided below for member review and comment. A summary of the proposed Appendix A contents is as follows:

SS - Current SS minus C5Z06/C6 & Vipers. Added S2000 CR. Added some exclusion list cars like the BMW Z8, Chevrolet Corvette ZR1 (2009-13), Dodge Viper (NOC), Mustang Boss 302 Laguna Seca (2012-13) & Ford Mustang Cobra R.

AS - Current AS plus C5Z06, C6, Vipers from SS. Minus C5 non-Z06 and BMW 1M Coupe, Z4 Coupe & Roadster.

BS - Current BS plus C5 non-Z06, and BMW 1M Coupe and Z4 Coupe & Roadster. Z0K/MSR/Boxster up from CS.

CS - Current CS minus MSR/Z0k/Boxster and slower cars moved to ES

DS - Current DS minus rwd cars moved to FS

ES - Current ES + 99-05 Miata, MR-2 Spyder, Z3, M-Coupe/Roadster from CS

FS - Current FS plus RWD cars from DS.

GS - All current GS/HS cars combined

Items which were reviewed regarding updates to the Street proposal included the following: 9744, 10463, 10493, 10923, 11063, 11105, 11107, 11111, 11116, 11117, 11120, 11124, 11126, 11128, 11131, 11133, 11142, 11144, 11145, 11146, 11161, 11164, 11170, 11178, 11180, 11181, 11184, 11187, 11188, 11190, 11192, 11194, 11195, 11196, 11198, 11199, 11200, 11201, 11203, 11204, 11206, 11207, 11208, 11209, 11210, 11211, 11212, 11214, 11216, 11219, 11220, 11222, 11223, 11226, 11228, 11230, 11231, 11234, 11239, 11241, 11242, 11247, 11250, 11251, 11252, 11254, 11262, 11263, 11268, 11270, 11271, 11275, 11277, 11279, 11284, 11286, 11287, 11288, 11289, 11291, 11292, 11294, 11297, 11300, 11301, 11302,

11303, 11304, 11305, 11306. Additional and later-arriving items were also reviewed and will be listed in the next Fastrack.

The SEB expects to recommend this version of the Section 13 allowances to the BOD for implementation in 2014.

The implementation plan remains as follows:

2014:

- Street Category will compete with full National status using the on-car designation "S". **Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2, as of the date on which the new listings take effect (1/1/2014)**
- Street-R Category will compete with full National status using the on-car designation "SR". Appendix A will be unchanged from 2013. The allowances and Appendix A listings will remain unchanged from those of the 2013 Stock category.

2015:

- Street-R Category will be limited to a single class, SSR, and will consist of only those cars listed in the 2014 Appendix A for Super Street-R.

**The latest version of the Street category ruleset proposal is as follows:**

### **13. STREET CATEGORY**

Cars running in **Street** 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 United States. A Canadian-market vehicle is eligible for **Street** Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in **Street** Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the **Street** classes.

Except for modifications authorized below, **Street** Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, **fuel caps**, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as

an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in **Street** Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### 13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### 13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

~~F. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

D. Alternate shift knobs are allowed.

E. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

F. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

G. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

H. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

I. Tow bar brackets may be installed but may serve no other purpose.

J. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.

#### A. Specifications

1. Effective 1/1/14 - Minimum UTQG tread wear rating of 140
2. Effective 1/1/15 - Minimum UTQG tread wear rating of 200
3. Molded tread depth of 7/32" or greater as specified by the manufacturer.
4. Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"
5. Department of Transportation (DOT) approval.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National events.

*1. Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*

*2. The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*

*3. The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*

*4. Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*

*5. Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model falls below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*

*6. Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### C. Other

*1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*

*2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*

3. No recap / retread may be used.

4. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

No tires currently listed

### 13.4 WHEELS

Any type wheel may be used provided it complies with the following:-

1. It is the same width as standard, and as installed it does not have an offset more than  $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.

*2. Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### 13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.

3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative *to the hub* as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.

2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).

3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock



shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### **13.6 BRAKES**

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### **13.7 ANTI-ROLL (SWAY) BARS**

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### **13.8 SUSPENSION**

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

### **13.9 ELECTRICAL SYSTEM**

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted,

provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)



- B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.
- C. Ignition settings may not be adjusted outside factory specifications.
- D. No changes are permitted to electronic engine management systems or their programming.
- E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*F. Tire Pressure Monitoring Systems may be disabled. Altering the signal to the TPMS is permitted.*

*G. On cars without the ability to turn off Electronic Stability Control / Traction Control from the factory, modifications to the car to achieve a defeated ESC / TC are permitted. These modifications are limited to altering the inputs to the Stability / Traction Control processor (ie, removing fuses, unplugging yaw / steering angle sensors, altering the signals, etc) and may serve no other purpose. Any codes or error lights resulting from ESC / TC modifications are permitted.*

### 13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system *exits the car in the original location and* meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

**The accompanying proposed Street Touring changes are as follows:**

Change 14.3:

**14.3 TIRES**

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership:~~

~~Pirelli P-Zero Corsa~~

Change 14.10.D as follows:

D. Exhaust manifolds, headers, and downpipes may be replaced with alternate units. *Exhaust exit may be relocated provided it meets the requirements of 3.3.3.B.15.* Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. Alternate oxygen sensors, including heated, are permitted. These allowances do not permit relocation of the catalytic converter. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets which serve no other purpose are considered part of the exhaust components.

**The accompanying proposed Street Prepared changes are as follows:**

Change 15.3:

**15.3 TIRES**

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3.*

The list of non-eligible tires in *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.

**Other associated proposed changes:**

Modify 3.3.3.B.6 as follows:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at *any time during the start of competition.* ~~For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

Add new Section 20 as follows:

## 20. STREET-R CATEGORY

*This category exists to combine the highest performing Street Category cars with the highest performing DOT legal tires. All rules mirror those of Section 13 (Street Category) with the following exceptions:*

### 20.1 TIRES

*Tires must meet the eligibility requirements for Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3. The list of non-eligible tires in 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.*

### 20.2 Wheels

*Any type wheel may be used provided it is the same width and diameter as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.*

### 20.3 Participation Requirement

*Effective 1/1/15. If in two consecutive Solo National Championships, class SSR fails to achieve attendance of 35 total participants in Open and Ladies, the class will be eliminated the following year.*

**The draft proposed full Street Category Appendix A listings are as follows:**

### **STREET CATEGORY**

The following make/models are not eligible for the **Street** Category:

Audi R8  
BMW 325 M-Technic  
BMW M3 Lightweight  
Callaway Corvette  
Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)  
Ferrari 355 & 360  
Ferrari (NOC)  
Ford GT  
Lamborghini (NOC)  
Lotus Elan M100  
Lotus Elise SC (2008-11)  
Lotus Exige S & S/C (2006-11)  
Lotus Sport Elise (2006)  
MINI Cooper S JCW (2002-05)  
Mercedes Benz Black Editions  
Nissan GT-R (2009-13)  
Oldsmobile 442 HO W-41 (Sports package option)  
Pontiac Firebird Firehawk  
Porsche 911 GT2 (2002-05)  
Porsche 911 Turbo AWD  
Porsche 911 GT3 RS (997)  
Porsche 996 Turbo  
Saleen Mustang S/C

Excluded from **Street** for reasons of stability per Section 3.1:

Dodge Caliber (non-SRT)

Fiat 500 (non-Abarth)  
GEO Tracker/Suzuki Sidekick  
Jeep CJ series  
MINI Countryman  
Nissan Juke  
Suzuki Samurai  
Scion xB (2004-06)  
Scion iQ

**Super *Street* (SS)**

Audi  
    TT RS (2012-13)  
BMW  
    Z8  
Chevrolet  
    Corvette ZR1 (2009-13)  
Dodge  
    Viper (NOC)  
Ford  
    Mustang Boss 302 Laguna Seca (2012-13)  
    Mustang Cobra R  
Honda  
    S2000 (CR)  
Lotus  
    Elise (non-SC) (2005-11) (see Appendix F)  
    Evora S (2011-13)  
    Exige (normally-aspirated) (2005)  
Mercedes Benz  
    AMG NOC  
Porsche  
    911 (997 chassis)  
    911 GT3 (997 chassis, non-RS)  
    911 GT3 (996 chassis)  
    911 Turbo (930 chassis) (1974-89)  
    Boxster S (2009-13)  
    Boxster Spyder (2012)  
    Cayman R (2013)  
    Cayman S (2009-14)  
Tesla  
    Roadster (all) (2008-13)

**A *Street* (AS)**

Cadillac  
    XLR  
Chevrolet  
    Corvette (C6 chassis, non-ZR1) (2005-13)  
    Corvette Z06 (C5 chassis) (2001-04)  
    Camaro ZL1 (2012-13)

## Dodge

Viper (non-ACR) (2008-10)  
Viper GTS (1996-2005)  
Viper R/T (1992-2003)  
Viper SRT-10 (2003-07)

## Ford

Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
Mustang Shelby GT500 (2007-13)

## Lotus

Esprit Turbo (1996-2004)  
Evora (non-supercharged) (2010-11)

## Mazda

RX-7 (Turbo) (1993-95)

## Porsche

911 (996 chassis) (1998-2005)  
Boxster S (2005-08)  
Boxster (non-S, non-Spyder) (2009-13)  
Cayman (non-R, non-S) (2009-13)  
Cayman S (2006-08)

## **B Street (BS)**

### Acura

NSX

### Audi

RS4  
RS5 (2010-13)  
RS6 (C5 chassis) (2003-04)  
S4 (2010-13)  
S5 (2008-13)  
TTS (2009-13)

### BMW

1 Series M Coupe (2011-12)  
M Coupe & Roadster (2001-02)  
M5 (2004-10)  
Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions

### Chevrolet

Corvette (C4 chassis, all) (1984-96)  
Corvette (C5 chassis, non-Z06) (1997-2004)

### DeTomaso

Pantera  
Mangusta

### Honda

S2000 (non CR)

### Jaguar

XKR Coupe

### Maserati

Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

### Mazda

MX-5 Miata (MSR) (2007)  
 Mercedes-Benz  
     C32 AMG (2002-04)  
     CLK55 AMG (2001-06)  
     SLK32 AMG (2002-04)  
     SLK350 (2005-13)  
     SLK55 AMG (2005-11)  
 Mitsubishi  
     Lancer Evolution (2003-13)  
 Nissan  
     NISMO 370Z (2009-13)  
 Pontiac  
     Solstice GXP (2007-09)  
     Solstice (NA, Z0K) (2006-09)  
 Porsche  
     911 (993 chassis, non-turbo) (1995-98)  
     Boxster S (986 chassis) (2000-04)  
     Boxster (non-S) (1997-2008)  
     Cayman (non-S) (2005-08)  
 Saleen  
     Mustang (N/A)  
 Saturn  
     Sky Redline  
 Shelby  
     Cobra (all)  
 Subaru  
     Impreza WRX STI (including Special Edition) (2004-13)  
 Toyota  
     Supra Turbo (1993½-98)

### **C Street (CS)**

BMW  
     M3 (E30 & E36 chassis) (1988-91 & 1995-99)  
 Chevrolet  
     Corvette (1963-82)  
 Chrysler & Plymouth  
     Prowler  
 Ferrari  
     308 & 328  
 Jaguar  
     XKE  
 Jensen  
     Jensen Healey  
 Lotus  
     7 & 7A  
     Eclat  
     Elan (RWD)  
     Elan +2

- Elite (1216cc)
- Elite 2+2
- Esprit (non-turbo)
- Europa
- Maserati
  - BiTurbo
- Mazda
  - MX-5 Miata (not including 2007 MSR) (2006-13)
  - RX-7 Turbo (1987-91)
  - RX-8
- Mercedes-Benz
  - SLK
- Morgan
  - Plus 8
- Nissan
  - 300ZX Turbo (1990-96)
  - 350Z (all) (2003-09)
  - 370Z (2009-13)
- Pontiac
  - Solstice (non-GXP, non-Z0K) (2006-09)
- Porsche
  - 356 Carrera (4-cam)
  - 911 (non-turbo, NOC)
  - 911 Club Sport
  - 914 (all)
  - 928 (all)
  - 944 (16v)
  - 944 Turbo (all)
  - 968
  - Carrera 2 & Carrera 4 (964 chassis)
- Saturn
  - Sky (2006-09)
- Scion
  - FR-S
- Subaru
  - BRZ
- Toyota
  - MR2 Supercharged
  - MR2 Turbo
- TVR
  - 8-cyl & V6

#### **D Street (DS)**

- Acura
  - Integra Type R
- Audi
  - A3 quattro (3.2L V6, AWD) (2006-09)
  - A5 (2008-13)

S4 (2000-03)  
TT Quattro (AWD)  
Chevrolet  
Cobalt SS (2.0L Turbo) (2008-10)  
Eagle  
Talon Turbo (AWD)  
Mazda  
MazdaSpeed3  
MazdaSpeed6  
MINI  
Clubman S  
Clubman S JCW (2009-13)  
Cooper S  
Cooper S Coupe (2013)  
Cooper S Coupe JCW (2013)  
Cooper S JCW (2006-13)  
Mitsubishi  
Eclipse Turbo (AWD)  
Lancer Ralliart (2009-13)  
Saab  
9-2X Aero (2.0L Turbo)  
Subaru  
Forester 2.5XT  
Legacy 2.5GT (2005-12)  
Impreza WRX (non-STI)  
Volkswagen  
Golf R (2012-13)  
R32 (Golf chassis)

### **E Street (ES)**

Alfa Romeo  
2000 Spider  
2000 GTV  
BMW  
M Coupe & M Roadster (1996-2000)  
Z3 (1996-2002)  
Datsun  
2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)  
Dodge  
Charger Turbo  
GLH Turbo  
Fiat & Bertone  
X1/9 (all)  
Mazda  
Mazdaspeed Miata (2004-05)  
Miata (1.8L) (1994-2005)  
Miata (1.6L)  
RX-7 (non-turbo, all)



Morgan  
     Plus 4, 4/4  
 Pontiac  
     Fiero (V6)  
 Porsche  
     924 Turbo (Audi engine) (1979-81)  
     924S  
     944 (8v)  
 Shelby  
     Charger GLH-S (1987)  
 Sunbeam  
     Tiger  
 Triumph  
     TR-8  
 Toyota  
     MR2 Spyder  
     MR2 (non-turbo) (1985-95)  
 TVR  
     4-cyl & inline-6  
     V8  
     V12

#### **F Street (FS)**

AMC  
     AMX  
     Javelin (V8)  
 Audi  
     S4 (V8) (2004-09)  
 BMW  
     128i, 135i & 135is (2008-13)  
     335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)  
     3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)  
     5 series (NOC)  
     6 series coupe  
     8 series coupe (all)  
     M3 (E46 chassis) (2001-06)  
     M3 (E90/92/93 chassis) (2008-13)  
     M5 (1988-93)  
     M5 (2000-03)  
 Buick  
     Regal & Grand National (Turbo V6)  
 Cadillac  
     CTS  
     CTS-V  
 Chevrolet  
     Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)  
     Camaro SS (incl. 1LE) (2010-13)  
     Camaro (V8, NOC)

- Camaro (V6) (2010-13)
  - Corvette (1953-62)
- Chrysler
  - 300 & 300C (2004-13)
  - 300 (incl. SRT8) (2010-13)
  - Crossfire
  - SRT-6 (2005-06)
- Datsun
  - 280ZX Turbo
- Dodge
  - Challenger (all) (2008-13)
  - Magnum (2005-08)
  - Magnum SRT8 (2006-08)
  - Ram SRT10 (2004-06)
  - Stealth Turbo
- Ford
  - CrownVictoria
  - Mustang V6 (2011-13)
  - Mustang (V8, NOC)
  - Mustang Cobra (2003-04)
  - Mustang GT (2010-13)
  - Mustang Mach 1 (2003-04)
  - Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
  - Mustang SVT Cobra
  - Thunderbird (V8 & V6 Supercharged)
- GMC
  - Syclone
  - Typhoon
- Hyundai
  - Genesis Coupe (4-cyl Turbo) (2013)
  - Genesis Coupe (V6) (2010-13)
- Infiniti
  - G35 Coupe
  - G35 Sedan
  - G37 Coupe
  - G37 Sedan
  - Q45
- Jaguar
  - X Type (3.0L) (2002-08)
  - XJ (1998-2013)
  - XJ-S (1976-96)
  - XK8 (1997-2006)
  - S-Type (6-cyl)
  - S-Type R
  - Sedans (12-cyl)
- Lexus
  - IS 250 (2006-13)
  - IS 300
  - IS 350 (2006-13)

- IS F (2008-13)
- GS400
- SC400 (1992-2000)
- Lincoln
  - LS (V8 sedans)
  - Mark VIII
- Mercedes-Benz
  - C280 (2001-07)
  - C300 (2007-13)
  - C320 (2001-05)
  - C350 (2007-13)
  - C36 AMG
  - C63 AMG (non-Black Series) (2008-13)
  - CLK
  - E55 AMG
- Mercury
  - Capri (V8)
  - Cougar (V8 & V6 Supercharged)
- Mitsubishi
  - 3000 GT Turbo
- Nissan
  - 300ZX (non-turbo) (1990-96)
  - 300ZX Turbo (1984-90)
- Pontiac
  - Firebird (V8, NOC)
  - Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
  - G8 (V8 & NOC) (2008-09)
  - GTO (2004-06)
  - Trans Am Turbo (V-6)
- Shelby
  - GT350 (1965-70)
  - GT500 (1967-70)
- Tesla
  - Model S (2012-13)
- Toyota
  - Supra (non-turbo) (1993-98)
  - Supra Turbo (1987-92)
- Triumph
  - Stag
- V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

- Acura
  - CL
  - Integra (1986-89)
  - Integra (incl. GS-R) (1990-2001)
  - Legend
  - RSX incl. Type S

- TL (all)
- TSX
- Vigor
- Alfa Romeo
  - 164 (non-S) (1991-93)
  - 1300
  - 1600
  - 1750 & 1750 GTV
  - 2000 (4-door sedans)
  - GTV V6
  - Milano
  - Sedans (NOC)
- AMC
  - Gremlin (4-cyl & 6-cyl)
  - Spirit (4-cyl & 6-cyl)
- Audi
  - 80 & 90 (all)
  - 100 (non-S4)
  - 4000 (all)
  - 200 Turbo quattro
  - 5000
  - A3 (FWD) (2006-13)
  - A4 (V6 & 4-cyl Turbo)
  - A6
  - A8 & V8 quattro (AWD)
  - Quattro Coupe (Turbo)
  - S4 (100 CS chassis) (1992-94)
  - TT (non-quattro/FWD) (2000-06)
  - TT 2.0 Turbo (non-quattro/FWD) (2008-12)
- Austin
  - Mini (all)
- Austin-Healey
  - 100/4
  - 100/6
  - 3000
  - Sprite (all)
- BMW
  - 1600
  - 1800
  - 1800ti
  - 1800 TiSA
  - 2000 CS Coupe
  - 2002 (all)
  - 318 (NOC)
  - 318i & 318is (1992-98)
  - 318i & 318is (1991)
  - 318ti (1995-99)
  - 320
  - 325e (eta engine)

325i, 325is (1987-91), & 325ix (1988-91)  
3 series (6-cyl E36 except M3), (1992-99)  
7 series (6-cyl)

Buick

Reatta

Cadillac

Catera

Chevrolet

Aveo

Beretta (NOC)

Camaro (inline-4 & inline-6)

Camaro (V6) (1980-2002)

Chevette

Cobalt (2.2L, all) (2005-10)

Cobalt Sport (2.4L) (2008)

Cobalt SS (2.4L) (2006-07)

Cobalt SS (2.0L SC) (2005-07)

Corvair

Cruze

Malibu (all) (2008-13)

Nova (4- & 6-cyl, RWD) (1962-79)

Nova (FWD) (1986-88)

Sonic (2012-13)

Spectrum (all)

Sprint (all)

Vega & Cosworth Vega

Volt (2012-13)

Chrysler

300M (1999-2004)

Cirrus (V6)

Conquest Turbo

Laser

PT Cruiser (non-turbo) (2001-2010)

Sebring

Daewoo

4 and 6-cyl models

Datsun

1200

1500 & 1600 Roadsters

210 & B-210

310 & 310 GX

510

610

710

810

F10

Dodge

024 (1.7L)

Avenger

Caliber SRT4  
Challenger (2.6L)  
Charger (non-turbo, FWD) (1981-87)  
Colt (1600, FWD)  
Colt (1.8L 16v) (1993-94)  
Colt (1.4L & 1.5L, FWD)  
Colt (RWD)  
Colt Turbo (1984-88)  
Colt Turbo (16v)  
Conquest Turbo  
Daytona IROC R/T  
Daytona  
Dart (FWD) 2013  
GLH (non-turbo)  
Intrepid  
Lancer  
Neon (1995-05)  
Omni (1.7L & 2.2L)  
Rampage (2.2L)  
Shadow  
Spirit  
SRT-4 (Neon chassis)  
Stealth (non-turbo)  
Stratus

#### Eagle

Summit (1.8L 16v) (1993-96)  
Summit (non-turbo, NOC)  
Summit Turbo (16v)  
Talon (16v non-turbo)  
Talon Turbo (FWD)

#### Fiat

124 (all)  
128  
131 (Mirafiori)  
500 Abarth (2012-13)  
850 (all)  
Brava  
Strada

#### Ford

Aspire  
Contour  
Cortina (all)  
Escort (all)  
EXP (all)  
Festiva  
Fiesta (2011-13)  
Fiesta (1976-80)  
Five Hundred  
Focus

Fusion  
Mustang (Inline-4 & Inline-6)  
Mustang II (4-cyl & 6-cyl)  
Mustang (4-cyl Turbo & V6) (1979-93)  
Mustang (V6) (1994-2010)  
Mustang SVO  
Pinto  
Probe (1989-97)  
Taurus (NOC)  
Taurus SHO (1989-99, 2010-13)  
Tempo  
Thunderbird (1989-97)  
ZX-2 & Escort ZX-2 (incl. SR)

#### General Motors

FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)  
FWD models (NOC)  
Geo  
Metro  
Prizm  
Spectrum  
Storm (all)  
RWD V6 models (NOC)

#### Honda

600  
800  
Accord  
Civic (2006-13)  
Civic (NOC)  
Civic del Sol DX  
Civic del Sol S & Si (1994-97)  
Civic del Sol VTEC  
Civic EX & Civic LX (1988-2013)  
Civic Si (1986-91)  
Civic Si (1999-2000)  
Civic Si (2002-13)  
Civic Si Mugen (2008)  
CRX Si  
CRX (non-Si)  
CR-Z  
Fit  
Insight  
Prelude

#### Hyundai

Accent (1995-2012)  
Genesis Coupe (4-cyl Turbo) (2010-12)  
Scoupe (all)  
Tiburon (all)  
Veloster  
NOC

Infiniti  
     G20  
     M30  
 Isuzu  
     I-Mark (all)  
     Impulse  
     Stylus (all)  
 Jaguar  
     120  
     140  
     150  
     X-type (2.5L) (2002-05)  
 Kia  
     Forte & Forte Koup  
     Optima  
     Sephia (1.8L)  
     Spectra5  
 Lancia  
     Beta (all)  
     Scorpion  
 Lexus  
     ES 250  
     ES 300  
     GS 300  
     SC300  
 Lincoln  
     LS (V6 sedans)  
 Lotus  
     Cortina  
 Mazda  
     2 (2011-13)  
     3 (2004-13)  
     323  
     6 (V6) (2003-13)  
     6 (4-cyl)  
     626 (all)  
     808  
     929  
     Cosmo  
     GLC (all)  
     Mazdaspeed Protege  
     Millenia  
     MX-3  
     MX-6  
     Protégé MP3 (2001)  
     Protégé (NOC)  
     R100  
     RX-2  
     RX-3



- RX-4
- Mercedes
  - 190 (16v)
  - 190 (2.6L)
  - 280 (1995-2000)
  - C230 (1999-2007)
  - NOC
- Mercury
  - Bobcat
  - Capri (FWD)
  - Capri
  - Cougar
  - LN-7 (all)
  - Lynx (all)
  - Milan
  - Montego
  - Mystique
  - Sable
  - Scorpio
  - Topaz
  - Tracer (all)
- MG
  - MGA
  - MGB & MGB-GT
  - MGC
  - Midget (all)
  - "T" Series
- Merkur
  - XR4Ti
- MINI
  - Clubman (non-S) (2008-13)
  - Cooper (non-S) (2002-13)
  - Cooper Coupe (non-S) (2012-13)
- Mitsubishi
  - 3000 GT (non-turbo)
  - Cordia
  - Eclipse
  - Galant
  - Lancer (non-turbo)
  - Mirage
  - Precis
  - Premier
  - Starion
  - Tredia
- Nissan/Datsun
  - 200SX
  - 240SX
  - 300ZX (non-turbo) (1984-89)
  - Altima

- Maxima
- NX1600
- NX2000 (1991-93)
- Pulsar (all)
- Sentra
- Stanza
- Versa (2007-13)
- Oldsmobile
  - Calais W41
- Opel
  - 1100
  - 1900 (all)
  - GT
- Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
  - 405 Mi16 (1989-92)
  - 505 (1979-91)
- Pininfarina
  - 2000
- Plymouth
  - Acclaim
  - Arrow
  - Champ
  - Colt (1.5L)
  - Colt (1.8L 16v) (1993-94)
  - Horizon
  - Laser (non-turbo)
  - Neon (1995-01)
  - Sapporo
  - Scamp (2.2L)
  - Sundance
  - TC3
  - Turismo
- Pontiac
  - G5 (2.2L) (2007-09)
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4, inline-6 & V6)
  - G5 GT (2.4L) (2007-08)
  - G8 (V6) (2008-09)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)

Reliant  
    Robin Type R

Renault  
    NOC

Saab  
    900 (V6) (1994-97)  
    9-2X Linear (2.5L)  
    Turbo models (NOC)  
    NOC

Saturn  
    8v  
    Astra (2008-09)  
    DOHC models (NOC)  
    Ion  
    Ion Redline  
    L series

Scion  
    tC (incl. Release Series 5.0,2009) (2005-13)  
    xA (2004-06)  
    xB (2008-12)

Shelby  
    Charger (non-turbo)

Subaru  
    Impreza 2.0i  
    Impreza 2.5 (non-turbo)  
    Impreza (NOC)  
    Legacy (NOC)  
    Sedan Turbo (NOC)  
    SVX  
    NOC

Sunbeam  
    Alpine (4-cyl)

Suzuki  
    Esteem GL  
    Forenza  
    Kizashi (2010-13)  
    Swift (all)  
    SX4 sedan (2007-13)

Toyota  
    Camry (4-cyl)  
    Camry (V-6) (1988-13)  
    Celica  
    Corolla  
    Cressida  
    Echo  
    Matrix (all)  
    Paseo  
    Prius  
    Starlet

- Supra (1979-92)
- Tercel
- Yaris
- Triumph
  - GT6
  - Spitfire
  - TR2
  - TR250
  - TR3
  - TR4
  - TR4A
  - TR6
  - TR7
- Volkswagen
  - 1.8L Turbo models (NOC) (2002-06)
  - air-cooled models (all)
  - diesel models (all)
  - Beetle & New Beetle
  - Corrado (all)
  - Dasher
  - Fox
  - Golf/GTI & Jetta (8v, all)
  - Golf TDI
  - Golf/GTI & Jetta (16v)
  - Golf/GTI & Jetta (1.8L Turbo)
  - Golf/GTI & Jetta (VR6 24v) (2002-05)
  - GTI (2006-13)
  - Jetta
  - Passat
  - Quantum
  - Rabbit & GTI (all, NOC)
  - Rabbit (2007-09)
  - Scirocco (16v)
  - Scirocco (8v)
  - VR6 (FWD, NOC)
- Volvo
  - C30
  - P1800
  - S60R
  - V70R
  - NOC
- Yugo
  - All
  - RWD pickup trucks (NOC)

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 22, 2013

The Solo Events Board met by conference call May 22nd. 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 1/1/2014

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

## MEMBER ADVISORIES

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 K of the Solo Rules.

## 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. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Prepared**

#### #8312 Belly Pan Proposal

Change 17.2.B, second sentence, to read:

“Reinforcing does not authorize the use of *underbody or* belly pans aft of the front edge of the front wheel opening.”

Change 17.2.S, fifth sentence, to read:

“The approval of alternate body panels does not authorize the use of *underbody or* belly pans aft of the front edge of the front wheel opening.”

Comment: The PAC believes the proposed set of rule changes clarifies a contradiction in section 17.2 that previously permitted streamlining/body pans between the front and rear firewalls.

#### #8672 Bigger wheels in CP Clarification

*REMOVE 17.4.G.2*, which currently reads: Wheels greater than 16” in diameter will receive a 50lb penalty.

Comment: The weight penalty for wheels over 16” has incrementally decreased over the last decade. The current 50lb penalty is relatively insignificant in view of the current minimum weights. The PAC believes that eliminating the weight penalty for wheels over 16” provides members building newer model cars additional options without modification of original equipment (OE) brake systems. Additionally, the proposal improves the wheel and tire options for all CP competitors.

#### #8752 ABS Brake Proposal

Change Section 17.6.C as follows:

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control and proportioning valves~~, and computers ~~and master cylinders~~ are considered part of the ABS system and may be not altered nor relocated.

Comment: The PAC submits that the proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment improves progression from the Street Prepared category by eliminating a potential take-back between the categories.

### **Modified**

#### #9018 Baby Grand Classing Proposal

In Appendix A, under Modified Class F, change subsection G as follows:

G. Dwarf Cars, 600 Racing, Inc. Legends Cars, *and Baby Grands* cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, *or MMRA Baby Grands* specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA , US Legend Cars, *or Baby Grands* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, *and Baby Grands* specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements

Quick-release steering wheels

Fire extinguishers

Fire-retardant driver suit and gloves

Neck braces

Head and neck restraints (HNR)

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

Helmets

Car number and class designation

Exhaust system, muffler, and tailpipe

#### #9251 Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

*"7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate."*

#### #9889 BM Turbo Engine Clarification

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

*"1. Turbocharged and supercharged engines are not permitted."*

Also remove "naturally-aspirated" from C.4

Comment: This proposal has received significant and unanimous member feedback.

#### #9981 F600 Comments

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

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

Comment: While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the MAC is recommending explicit listing of the weight in the Solo Rules to address concerns expressed by members.

## #10033 Solo Vee Compression Proposal

In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

"Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~"

Comment: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

## **CHANGE PROPOSALS**

### **General**

The following proposed additions to the Section 12 definitions are provided here by the SEB for member review and comment:

Add new definition as section 12.19:

#### ***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.*

Also clarify the definition in 12.12 to read:

#### **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 or predicted. 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 Category Rules**

The following additional member input items pertaining to the Street proposal have been reviewed by the SAC and SEB:

#11147, 11148, 11255, 11257, 11265, 11311, 11313, 11314, 11315, 11317, 11323, 11326, 11332, 11334, 11337, 11339, 11342, 11344, 11347, 11348, 11352, 11354, 11355, 11356, 11357, 11358, 11360, 11361, 11363, 11365, 11366, 11368, 11369, 11370, 11371, 11373, 11376, 11379, 11382, 11385, 11388, 11391, 11392, 11393, 11394, 11397, 11398, 11399, 11401, 11404, 11405, 11406, 11408, 11412, 11415, 11419

After reviewing the additional member input, the SAC and SEB are recommending the following change to the most recent version of the Street Category preparation rules:

Change the proposed 13.10.C first paragraph to read as follows:

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system exits the car in the original location and meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may use any or all of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

The following is a revised set of proposed Appendix A classification listings for the Street category. Per the SAC, this version of the Appendix A listings includes the following moves from the prior version:

Nissan 350Z Nismo from CS to BS  
Acura NSX Alex Zanardi Signature Edition from BS to AS  
Pontiac Solstice GXP from BS to AS  
Pontiac Solstice NA from CS to BS  
Honda S2000CR from SS to AS.  
BMW M Coupe & M Roadster (1996-2000) and Z3 (6-cyl, NOC) (1997-2002) from ES to CS  
Mazda Miata Club Sport (2003) from ES to BS.  
Scion FRS and Subaru BRZ from CS to ES.

Changes from the prior version of the listings are *italicized in blue*. The SEB would also like member feedback on the idea

of bringing additional exclusion list cars into the Super Street class.

### **STREET CATEGORY**

The following make/models are not eligible for the Street Category:

- Audi R8
- BMW 325 M-Technic
- BMW M3 Lightweight
- Callaway Corvette
- Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
- Ferrari 355 & 360
- Ferrari (NOC)
- Ford GT
- Lamborghini (NOC)
- Lotus Elan M100
- Lotus Elise SC (2008-11)
- Lotus Exige S & S/C (2006-11)
- Lotus Sport Elise (2006)
- MINI Cooper S JCW (2002-05)
- Mercedes Benz Black Editions
- Nissan GT-R (2009-13)
- Oldsmobile 442 HO W-41 (Sports package option)
- Pontiac Firebird Firehawk
- Porsche 911 GT2 (2002-05)
- Porsche 911 Turbo AWD
- Porsche 911 GT3 RS (997)
- Porsche 996 Turbo
- Saleen Mustang S/C

Excluded from Street for reasons of stability per Section 3.1:

- Dodge Caliber (non-SRT)
- Fiat 500 (non-Abarth)
- GEO Tracker/Suzuki Sidekick
- Jeep CJ series
- MINI Countryman
- Nissan Juke
- Suzuki Samurai
- Scion xB (2004-06)
- Scion iQ

### **Super Street (SS)**

- Audi
  - TT RS (2012-13)
- BMW
  - Z8
- Chevrolet
  - Corvette ZR1 (2009-13)
- Dodge
  - Viper (NOC)
- Ford
  - Mustang Boss 302 Laguna Seca (2012-13)
  - Mustang Cobra R
- Lotus
  - Elise (non-SC) (2005-11) (see Appendix F)



Evora S (2011-13)  
Exige (normally-aspirated) (2005)  
Mercedes Benz  
AMG NOC  
Porsche  
911 (997 chassis)  
911 GT3 (997 chassis, non-RS)  
911 GT3 (996 chassis)  
911 Turbo (930 chassis) (1974-89)  
Boxster S (2009-13)  
Boxster Spyder (2012)  
Cayman R (2013)  
Cayman S (2009-14)  
Tesla  
Roadster (all) (2008-13)

## **A Street (AS)**

*Acura*  
*NSX Alex Zanardi Signature Edition*  
Cadillac  
XLR  
Chevrolet  
Corvette (C6 chassis, non-ZR1) (2005-13)  
Corvette Z06 (C5 chassis) (2001-04)  
Camaro ZL1 (2012-13)  
Dodge  
Viper (non-ACR) (2008-10)  
Viper GTS (1996-2005)  
Viper R/T (1992-2003)  
Viper SRT-10 (2003-07)  
Ford  
Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
Mustang Shelby GT500 (2007-13)  
*Honda*  
*S2000 (CR)*  
Lotus  
Esprit Turbo (1996-2004)  
Evora (non-supercharged) (2010-11)  
Mazda  
RX-7 (Turbo) (1993-95)  
*Pontiac*  
*Solstice GXP (2007-09)*  
Porsche  
911 (996 chassis) (1998-2005)  
Boxster S (2005-08)  
Boxster (non-S, non-Spyder) (2009-13)  
Cayman (non-R, non-S) (2009-13)  
Cayman S (2006-08)

## **B Street (BS)**

Acura  
NSX

Audi

RS4  
RS5 (2010-13)  
RS6 (C5 chassis) (2003-04)  
S4 (2010-13)  
S5 (2008-13)  
TTS (2009-13)

BMW

1 Series M Coupe (2011-12)  
M Coupe & Roadster (2001-02)  
M5 (2004-10)  
Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions

Chevrolet

Corvette (C4 chassis, all) (1984-96)  
Corvette (C5 chassis, non-Z06) (1997-2004)

DeTomaso

Pantera  
Mangusta

Honda

S2000 (non CR)

Jaguar

XKR Coupe

Maserati

Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

Mazda

MX-5 Miata (MSR) (2007)  
[\*Miata Club Sport \(2003\)\*](#)

Mercedes-Benz

C32 AMG (2002-04)  
CLK55 AMG (2001-06)  
SLK32 AMG (2002-04)  
SLK350 (2005-13)  
SLK55 AMG (2005-11)

Mitsubishi

Lancer Evolution (2003-13)

Nissan

Nismo 370Z (2009-13)  
[\*Nismo 350Z \(2004-2008\)\*](#)

[\*Pontiac\*](#)

[\*Solstice \(NA\) \(2006-09\)\*](#)

Porsche

911 (993 chassis, non-turbo) (1995-98)  
Boxster S (986 chassis) (2000-04)  
Boxster (non-S) (1997-2008)  
Cayman (non-S) (2005-08)

Saleen

Mustang (N/A)

Saturn

Sky Redline

Shelby

Cobra (all)

Subaru

Impreza WRX STI (including Special Edition) (2004-13)

Toyota  
Supra Turbo (1993½-98)

## **C Street (CS)**

BMW

*M Coupe & M Roadster (1996-2000)*

M3 (E30 & E36 chassis) (1988-91 & 1995-99)

*Z3 (6-cyl, NOC) (1997-2002)*

Chevrolet

Corvette (1963-82)

Chrysler & Plymouth

Prowler

Ferrari

308 & 328

Jaguar

XKE

Jensen

Jensen Healey

Lotus

7 & 7A

Eclat

Elan (RWD)

Elan +2

Elite (1216cc)

Elite 2+2

Esprit (non-turbo)

Europa

Maserati

BiTurbo

Mazda

MX-5 Miata (not including 2007 MSR) (2006-13)

RX-7 Turbo (1987-91)

RX-8

Mercedes-Benz

SLK

Morgan

Plus 8

Nissan

300ZX Turbo (1990-96)

350Z (all) (2003-09, *except Nismo*)

370Z (2009-13, *except Nismo*)

Porsche

356 Carrera (4-cam)

911 (non-turbo, NOC)

911 Club Sport

914 (all)

928 (all)

944 (16v)

944 Turbo (all)

968

Carrera 2 & Carrera 4 (964 chassis)

Saturn

Sky (2006-09)  
Toyota  
MR2 Supercharged  
MR2 Turbo  
TVR  
8-cyl & V6

#### **D Street (DS)**

Acura  
Integra Type R  
Audi  
A3 quattro (3.2L V6, AWD) (2006-09)  
A5 (2008-13)  
S4 (2000-03)  
TT Quattro (AWD)  
Chevrolet  
Cobalt SS (2.0L Turbo) (2008-10)  
Eagle  
Talon Turbo (AWD)  
Mazda  
MazdaSpeed3  
MazdaSpeed6  
MINI  
Clubman S  
Clubman S JCW (2009-13)  
Cooper S  
Cooper S Coupe (2013)  
Cooper S Coupe JCW (2013)  
Cooper S JCW (2006-13)  
Mitsubishi  
Eclipse Turbo (AWD)  
Lancer Ralliart (2009-13)  
Saab  
9-2X Aero (2.0L Turbo)  
Subaru  
Forester 2.5XT  
Legacy 2.5GT (2005-12)  
Impreza WRX (non-STI)  
Volkswagen  
Golf R (2012-13)  
R32 (Golf chassis)

#### **E Street (ES)**

Alfa Romeo  
2000 Spider  
2000 GTV  
BMW  
Z3 (4-cyl) (1996-98)  
Datsun  
2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)  
Dodge  
Charger Turbo

- GLH Turbo
- Fiat & Bertone
  - X1/9 (all)
- Mazda
  - Mazdaspeed Miata (2004-05)
  - Miata (1.8L) (1994-2005)
  - Miata (1.6L)
  - RX-7 (non-turbo, all)
- Morgan
  - Plus 4, 4/4
- Pontiac
  - Fiero (V6)
- Porsche
  - 924 Turbo (Audi engine) (1979-81)
  - 924S
  - 944 (8v)
- Scion*
  - FR-S*
- Shelby
  - Charger GLH-S (1987)
- Subaru*
  - BRZ*
- Sunbeam
  - Tiger
- Triumph
  - TR-8
- Toyota
  - MR2 Spyder
  - MR2 (non-turbo) (1985-95)
- TVR
  - 4-cyl & inline-6
  - V8
  - V12

## **F Street (FS)**

- AMC
  - AMX
  - Javelin (V8)
- Audi
  - S4 (V8) (2004-09)
- BMW
  - 128i, 135i & 135is (2008-13)
  - 335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)
  - 3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)
  - 5 series (NOC)
  - 6 series coupe
  - 8 series coupe (all)
  - M3 (E46 chassis) (2001-06)
  - M3 (E90/92/93 chassis) (2008-13)
  - M5 (1988-93)
  - M5 (2000-03)
- Buick

- Regal & Grand National (Turbo V6)
- Cadillac
  - CTS
  - CTS-V
- Chevrolet
  - Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
  - Camaro SS (incl. 1LE) (2010-13)
  - Camaro (V8, NOC)
  - Camaro (V6) (2010-13)
  - Corvette (1953-62)
- Chrysler
  - 300 & 300C (2004-13)
  - 300 (incl. SRT8) (2010-13)
  - Crossfire
  - SRT-6 (2005-06)
- Datsun
  - 280ZX Turbo
- Dodge
  - Challenger (all) (2008-13)
  - Magnum (2005-08)
  - Magnum SRT8 (2006-08)
  - Ram SRT10 (2004-06)
  - Stealth Turbo
- Ford
  - Crown Victoria
  - Mustang V6 (2011-13)
  - Mustang (V8, NOC)
  - Mustang Cobra (2003-04)
  - Mustang GT (2010-13)
  - Mustang Mach 1 (2003-04)
  - Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
  - Mustang SVT Cobra
  - Thunderbird (V8 & V6 Supercharged)
- GMC
  - Syclone
  - Typhoon
- Hyundai
  - Genesis Coupe (4-cyl Turbo) (2013)
  - Genesis Coupe (V6) (2010-13)
- Infiniti
  - G35 Coupe
  - G35 Sedan
  - G37 Coupe
  - G37 Sedan
  - Q45
- Jaguar
  - X Type (3.0L) (2002-08)
  - XJ (1998-2013)
  - XJ-S (1976-96)
  - XK8 (1997-2006)
  - S-Type (6-cyl)
  - S-Type R
  - Sedans (12-cyl)

#### Lexus

- IS 250 (2006-13)
- IS 300
- IS 350 (2006-13)
- IS F (2008-13)
- GS400
- SC400 (1992-2000)

#### Lincoln

- LS (V8 sedans)
- Mark VIII

#### Mercedes-Benz

- C280 (2001-07)
- C300 (2007-13)
- C320 (2001-05)
- C350 (2007-13)
- C36 AMG
- C63 AMG (non-Black Series) (2008-13)
- CLK
- E55 AMG

#### Mercury

- Capri (V8)
- Cougar (V8 & V6 Supercharged)

#### Mitsubishi

- 3000 GT Turbo

#### Nissan

- 300ZX (non-turbo) (1990-96)
- 300ZX Turbo (1984-90)

#### Pontiac

- Firebird (V8, NOC)
- Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
- G8 (V8 & NOC) (2008-09)
- GTO (2004-06)
- Trans Am Turbo (V-6)

#### Shelby

- GT350 (1965-70)
- GT500 (1967-70)

#### Tesla

- Model S (2012-13)

#### Toyota

- Supra (non-turbo) (1993-98)
- Supra Turbo (1987-92)

#### Triumph

- Stag

V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

#### Acura

- CL
- Integra (1986-89)
- Integra (incl. GS-R) (1990-2001)
- Legend
- RSX incl. Type S

- TL (all)
- TSX
- Vigor
- Alfa Romeo
  - 164 (non-S) (1991-93)
  - 1300
  - 1600
  - 1750 & 1750 GTV
  - 2000 (4-door sedans)
  - GTV V6
  - Milano
  - Sedans (NOC)
- AMC
  - Gremlin (4-cyl & 6-cyl)
  - Spirit (4-cyl & 6-cyl)
- Audi
  - 80 & 90 (all)
  - 100 (non-S4)
  - 4000 (all)
  - 200 Turbo quattro
  - 5000
  - A3 (FWD) (2006-13)
  - A4 (V6 & 4-cyl Turbo)
  - A6
  - A8 & V8 quattro (AWD)
  - Quattro Coupe (Turbo)
  - S4 (100 CS chassis) (1992-94)
  - TT (non-quattro/FWD) (2000-06)
  - TT 2.0 Turbo (non-quattro/FWD) (2008-12)
- Austin
  - Mini (all)
- Austin-Healey
  - 100/4
  - 100/6
  - 3000
  - Sprite (all)
- BMW
  - 1600
  - 1800
  - 1800ti
  - 1800 TiSA
  - 2000 CS Coupe
  - 2002 (all)
  - 318 (NOC)
  - 318i & 318is (1992-98)
  - 318i & 318is (1991)
  - 318ti (1995-99)
  - 320
  - 325e (eta engine)
  - 325i, 325is (1987-91), & 325ix (1988-91)
  - 3 series (6-cyl E36 except M3), (1992-99)
  - 7 series (6-cyl)
- Buick



- Reatta
- Cadillac
  - Catera
- Chevrolet
  - Aveo
  - Beretta (NOC)
  - Camaro (inline-4 & inline-6)
  - Camaro (V6) (1980-2002)
  - Chevette
  - Cobalt (2.2L, all) (2005-10)
  - Cobalt Sport (2.4L) (2008)
  - Cobalt SS (2.4L) (2006-07)
  - Cobalt SS (2.0L SC) (2005-07)
  - Corvair
  - Cruze
  - Malibu (all) (2008-13)
  - Nova (4- & 6-cyl, RWD) (1962-79)
  - Nova (FWD) (1986-88)
  - Sonic (2012-13)
  - Spectrum (all)
  - Sprint (all)
  - Vega & Cosworth Vega
  - Volt (2012-13)
- Chrysler
  - 300M (1999-2004)
  - Cirrus (V6)
  - Conquest Turbo
  - Laser
  - PT Cruiser (non-turbo) (2001-2010)
  - Sebring
- Daewoo
  - 4 and 6-cyl models
- Datsun
  - 1200
  - 1500 & 1600 Roadsters
  - 210 & B-210
  - 310 & 310 GX
  - 510
  - 610
  - 710
  - 810
  - F10
- Dodge
  - 024 (1.7L)
  - Avenger
  - Caliber SRT4
  - Challenger (2.6L)
  - Charger (non-turbo, FWD) (1981-87)
  - Colt (1600, FWD)
  - Colt (1.8L 16v) (1993-94)
  - Colt (1.4L & 1.5L, FWD)
  - Colt (RWD)
  - Colt Turbo (1984-88)

- Colt Turbo (16v)
- Conquest Turbo
- Daytona IROC R/T
- Daytona
- Dart (FWD) 2013
- GLH (non-turbo)
- Intrepid
- Lancer
- Neon (1995-05)
- Omni (1.7L & 2.2L)
- Rampage (2.2L)
- Shadow
- Spirit
- SRT-4 (Neon chassis)
- Stealth (non-turbo)
- Stratus
- Eagle
  - Summit (1.8L 16v) (1993-96)
  - Summit (non-turbo, NOC)
  - Summit Turbo (16v)
  - Talon (16v non-turbo)
  - Talon Turbo (FWD)
- Fiat
  - 124 (all)
  - 128
  - 131 (Mirafiori)
  - 500 Abarth (2012-13)
  - 850 (all)
  - Brava
  - Strada
- Ford
  - Aspire
  - Contour
  - Cortina (all)
  - Escort (all)
  - EXP (all)
  - Festiva
  - Fiesta (2011-13)
  - Fiesta (1976-80)
  - Five Hundred
  - Focus
  - Fusion
  - Mustang (Inline-4 & Inline-6)
  - Mustang II (4-cyl & 6-cyl)
  - Mustang (4-cyl Turbo & V6) (1979-93)
  - Mustang (V6) (1994-2010)
  - Mustang SVO
  - Pinto
  - Probe (1989-97)
  - Taurus (NOC)
  - Taurus SHO (1989-99, 2010-13)
  - Tempo
  - Thunderbird (1989-97)

- ZX-2 & Escort ZX-2 (incl. SR)
- General Motors
  - FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)
  - FWD models (NOC)
- Geo
  - Metro
  - Prizm
  - RWD V6 models (NOC)
  - Spectrum
  - Storm (all)
- Hyundai
  - Accent (1995-2012)
  - Genesis Coupe (4-cyl Turbo) (2010-12)
  - Scoupe (all)
  - Tiburon (all)
  - Veloster
  - NOC
- Honda
  - 600
  - 800
  - Accord
  - Civic (2006-13)
  - Civic (NOC)
  - Civic del Sol DX
  - Civic del Sol S & Si (1994-97)
  - Civic del Sol VTEC
  - Civic EX & Civic LX (1988-2013)
  - Civic Si (1986-91)
  - Civic Si (1999-2000)
  - Civic Si (2002-13)
  - Civic Si Mugen (2008)
  - CRX Si
  - CRX (non-Si)
  - CR-Z
  - Fit
  - Insight
  - Prelude
- Infiniti
  - G20
  - M30
- Isuzu
  - I-Mark (all)
  - Impulse
  - Stylus (all)
- Jaguar
  - 120
  - 140
  - 150
  - X-type (2.5L) (2002-05)
- Kia
  - Forte & Forte Koup
  - Optima
  - Sephia (1.8L)

Spectra5  
Lancia  
Beta (all)  
Scorpion  
Lexus  
ES 250  
ES 300  
GS 300  
SC300  
Lincoln  
LS (V6 sedans)  
Lotus  
Cortina  
Mazda  
323  
6 (4-cyl)  
626 (all)  
808  
929  
Cosmo  
GLC (all)  
Mazda2 (2011-13)  
Mazda3 (2004-13)  
Mazda6 (V6) (2003-13)  
Mazdaspeed Protege  
Millenia  
MX-3  
MX-6  
Protégé MP3 (2001)  
Protégé (NOC)  
R100  
RX-2  
RX-3  
RX-4  
Mercedes  
190 (16v)  
190 (2.6L)  
280 (1995-2000)  
C230 (1999-2007)  
NOC  
Mercury  
Bobcat  
Capri (FWD)  
Capri  
Cougar  
LN-7 (all)  
Lynx (all)  
Milan  
Montego  
Mystique  
Sable  
Scorpio  
Topaz

- Tracer (all)
- MG
  - MGA
  - MGB & MGB-GT
  - MGC
  - Midget (all)
  - "T" Series
- Merkur
  - XR4Ti
- MINI
  - Clubman (non-S) (2008-13)
  - Cooper (non-S) (2002-13)
  - Cooper Coupe (non-S) (2012-13)
- Mitsubishi
  - 3000 GT (non-turbo)
  - Cordia
  - Eclipse
  - Galant
  - Lancer (non-turbo)
  - Mirage
  - Precis
  - Premier
  - Starion
  - Tredia
- Nissan/Datsun
  - 200SX
  - 240SX
  - 300ZX (non-turbo) (1984-89)
  - Altima
  - Maxima
  - NX1600
  - NX2000 (1991-93)
  - Pulsar (all)
  - Sentra
  - Stanza
  - Versa (2007-13)
- Oldsmobile
  - Calais W41
- Opel
  - 1100
  - 1900 (all)
  - GT
- Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
  - 405 Mi16 (1989-92)
  - 505 (1979-91)
- Pininfarina
  - 2000
- Plymouth
  - Acclaim
  - Arrow

- Champ
- Colt (1.5L)
- Colt (1.8L 16v) (1993-94)
- Horizon
- Laser (non-turbo)
- Neon (1995-01)
- Sapporo
- Scamp (2.2L)
- Sundance
- TC3
- Turismo
- Pontiac
  - G5 (2.2L) (2007-09)
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4, inline-6 & V6)
  - G5 GT (2.4L) (2007-08)
  - G8 (V6) (2008-09)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)
- Renault
  - NOC
- Saab
  - 900 (V6) (1994-97)
  - 9-2X Linear (2.5L)
  - Turbo models (NOC)
  - NOC
- Saturn
  - 8v
  - Astra (2008-09)
  - DOHC models (NOC)
  - Ion
  - ION Redline
  - L series
- Scion
  - tC (incl. Release Series 5.0,2009) (2005-13)
  - xA (2004-06)
  - xB (2008-12)
- Shelby
  - Charger (non-turbo)
- Subaru
  - Impreza 2.0i
  - Impreza 2.5 (non-turbo)
  - Impreza (NOC)
  - Legacy (NOC)
  - Sedan Turbo (NOC)
  - SVX
  - NOC

Sunbeam

Alpine (4-cyl)

Suzuki

Esteem GL

Forenza

Kizashi (2010-13)

Swift (all)

SX4 sedan (2007-13)

Toyota

Camry (4-cyl)

Camry (V-6) (1988-13)

Celica

Corolla

Cressida

Echo

Matrix (all)

Paseo

Prius

Starlet

Supra (1979-92)

Tercel

Yaris

Triumph

GT6

Spitfire

TR2

TR250

TR3

TR4

TR4A

TR6

TR7

Volkswagen

1.8L Turbo models (NOC) (2002-06)

air-cooled models (all)

diesel models (all)

Beetle & New Beetle

Corrado (all)

Dasher

Fox

Golf/GTI & Jetta (8v, all)

Golf TDI

Golf/GTI & Jetta (16v)

Golf/GTI & Jetta (1.8L Turbo)

Golf/GTI & Jetta (VR6 24v) (2002-05)

GTI (2006-13)

Jetta

Passat

Scirocco (16v)

Quantum

Rabbit & GTI (all, NOC)

Rabbit (2007-09)

Scirocco (8v)

VR6 (FWD, NOC)  
Volvo  
C30  
P1800  
S60R  
V70R  
NOC  
Yugo  
All  
RWD pickup trucks (NOC)

## Street Touring

### #10366 Solid Rear Axle Clarification

Add wording to 14.8.G as follows:

G. Solid axle *rear wheel drive* suspension allowances:

Comment: Few, if any, manufactures market solid axle panhard bars, watts link and other suspension arms for FWD vehicles, and these types of suspensions are becoming more common in classes such as STF. This proposed rule change eliminates the need for custom fabricated parts for these vehicles competing in ST classes.

## Prepared

### #9672 XP Front Endplate Proposal

The PAC recommends the following rule change for 2014:

In Appendix A, class X Prepared, modify 1.C to read as follows:

c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq ft (0.7432 m2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 0" (0.0mm) beyond the rear most portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq. in. (129.0 cm2) each and the number of endplates is limited to a maximum of two (2).

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed *1.2 sq. ft. Canard endplate surface area is limited to 100 sq. in. (64.5cm2) each and the number of endplates is limited to a maximum of two (2).*

## Modified

### #10277 Spoiler Strake Comment

The MAC recommends a proposal to change 18.1.F.17, to read as follows:

7. Vanes, strakes and/or endplates (elements) are permitted on front and rear spoilers. *A minimum distance of 6 inches must separate adjacent elements.* These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:

- up to 56 sq in (362.9cm2) for a roof spoiler;
- up to 100 sq in (645.16cm2) for a trunk spoiler;
- up to 36 sq in (232.26 cm2) for a front splitter.

Comment: the area dimensions are unchanged from the present rule; the intent of this change is to establish the



minimum spacing of 6 inches, and to clean up and clarify the rule.

#### #9231 Aero Clarification

Per the MAC, the following previously-published set of rule change proposals is provided here again for member review:

Add to 18.1.F.3.d:

*Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.*

Change 18.1.F.3.d to read:

d. Front splitters are allowed but must be installed parallel to the ground (within +/- 1 inches fore to aft). Splitters may not be wider than, nor extend more than 6" forward of, the top-view outline of the car. *The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

Also add new subsections to 18.1.F.3 as follows:

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.*

Change 18.1.F.3.b to read as follows:

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *Fore to aft curvature or deviation of the rear spoiler shall not exceed 10".*

Comment: these proposed changes, in addition to a group of Tech Bulletins published in the April Fastrack, are intended to address member concerns regarding various aerodynamic device implementation issues.

#### #9616 FM Weight Proposal

The MAC recommends publishing the following clarified version of this proposal:

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

##### 4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>
<i>600 cc motorcycle engines</i>	<i>875 lbs</i>
<i>Wheelbase of 73" or less with 440 engine: Subtract 25 lbs</i>	

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.

Note: the bulk of the changes above simply provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc moto engine listing. The weight for the 440 engine is reduced by 25 lbs.

## **NOT RECOMMENDED**

### **Stock**

#### **#11321 Boxster Classing Proposal**

Thank you for your input. The SAC feels the Porsche Boxster S is classed appropriately.

#### **#11389 E46 Move to GS Proposal**

Thank you for your suggestion. The SAC believes the E46 BMW performance potential is too high for GS.

#### **#10446 NB Miata Classing Proposal**

Thank you for your input. The SAC feels the NB Miata's performance potential is too high for E-Stock at this time. The pending Street category proposal contains classing structure revisions which may be relevant to this item.

#### **#11261 SC300 Classing Proposal**

The SEB prefers not to make classing changes within the current Appendix A listings for Stock while the Street category proposal and its accompanying Appendix A classifications are still in work.

#### **#10918 Exhaust Allowance Proposal**

Thank you for your input. This change is not recommended for Stock; however, updated exhaust wording has been included in latest version of the Street proposal.

#### **#11243 30 year sunset on eligible vehicles**

Thank you for your input. The SAC feels the current eligibility rules for National Tour and National Championship events meets competitor needs.

#### **#11333 ABS Proposal**

Thank you for your input regarding the Street proposal Version 3. The SAC does not recommend disabling ABS systems.

### **Prepared**

#### **#10449 N/A Elise & Exige Classing Proposal**

The PAC believes a full-prep Lotus Elise is outside the D-Prepared class philosophy. The committee is working on Limited Preparation listings that will address this vehicle for the future.

#### **#9855 FP AWD Weight Proposal**

The PAC does not recommend combining all Imprezas on one line, and the other requested changes to the weight formula are not believed to be consistent with the classes' current philosophy with respect to AWD vehicles.

### **Modified**

#### **#10931 Drivetrain Allowance Proposal**

Thank you for your comments. As you probably know, it was not that long ago that a ban on certain engine types, including motorcycle engines, was proposed, published for member comment, and approved. With this background and a goal of rule stability, the MAC doesn't favor overturning any part of that ban at this point.

Regions do have the option of letting people who have already built cars run locally in classes which suit their needs.

## **OTHER MEMBER ITEMS REVIEWED**

### **General**

#### **#10967 Advisory Committee Roles and Responsibilities Proposal**

Thank you for your comments and suggestions.

### **Stock**

#### **#11330 G37x Clarification**

Please see the response to letter 11320 regarding the same issue.

#### #11362 SAC Application

The SAC thanks the member for the submittal; the committee does not currently have a vacancy, but we appreciate the interest shown to serve the membership. Another request will be published in Fastrack when we are again looking for members to serve on this committee.

#### Prepared

##### #9622 PAC Application

The PAC thanks the member for his application. The committee does not require additional personnel at this time, and a notice will be published in Fastrack when openings are anticipated.

##### #9790, 9798, 9884, 10123 CP Wheel Comments

The PAC thanks the members for their input regarding the proposal; please see item 8672.

##### #9873 Belly Pan Clarification

The PAC thanks the member for the input with respect to the proposal; please see item 8312.

##### #9972 GP Weight Comments

The PAC thanks the member for the input regarding the proposal; please see item 9238.

##### #9968 GP LP Weight Comments

The PAC thanks the member for the input regarding the proposal; please see item 8752.

##### #10026, 10471 Wheel Width Comments

The PAC thanks the members for their input regarding the proposal; please see item 9238.

##### #10121 Canards Allowance Clarification

The PAC thanks the member for the comments. Please see item 9672 elsewhere herein.

##### #10379 Fuel Induction System Clarification

The PAC thanks the member for the comments; the issue has been addressed by the response to letter #10335.

#### Modified

##### #10386, 10292, 10401, 10405, 10406, 10408, 10410, 10422 Turbos in BM Comments

Thank you for your input. The MAC has recommended that the SEB refer the proposed change to the BOD for approval.

##### #10501 F600 Weight Comments

Thank you for your input. The MAC has recommended that the SEB refer the proposed change to the BOD for approval.

##### #11087 Weight Comments

Thank you for your input. An updated version of the subject proposal appears elsewhere in this Fastrack under item #9616.

##### #11035 SoloV Compression Comments

Thank you for your input.

#### **TECH BULLETINS**

#### Stock

##### #11320 G37x Classing Proposal

Errors and Omissions: Per the SAC, the G37 Sedan should have been moved to DS along with the G35 in the November 2011 Fastrack. This Tech Bulletin corrects this oversight as follows:

Remove from GS:

~~Infiniti~~

~~—G37 Sedan~~

Add to DS:

*Infiniti*

*G37 Sedan*

#11159 Tesla Model S Classing Proposal

Per the SAC, effective immediately upon publication add a new **FS** listing for the Model S as follows:

*Tesla*

*Model S (2012-2013)*

#11108 Hyundai Veloster Classing Proposal

Per the SAC, effective immediately upon publication add the following new class listing under Hyundai in **HS**

*Veloster NA (2012-2013)*

#11227 Cayman Listings

Per the SAC, update the **SS** Porsche listing for the Cayman S as follows:

Cayman S (2009-**14**)

#11322 Porsche Panamera Classing Proposal

Per the SAC, effective immediately upon publication class all versions of the Porsche Panamera in **FS** as follows:

*Porsche*

*Panamera (2010-2013)*

**Prepared**

#10771 XP Weight Clarification

The PAC recommends replacement and correction as an Error/Omission of the example on page 205 of the weight calculation example. This correction replaces:

"Example: Weight for a RWD car w/ 2000cc Turbo engine behind the driver is  $1200 + [(2.0 \times 1.4) \times (200 \times 20)] = 1816$  lbs"

With:

"Example: Weight for a RWD car w/ **1796**cc Turbo engine behind the driver is  $1200 + [(1.796 \times 1.4) \times (200 + 20)] = 1753$  lbs"

#10417 Challenger Classing Proposal

The PAC recommends effective immediately the following new vehicle classifications in Appendix A, Class C Prepared:

*Dodge:*

*Challenger (2008-2013)*

*Charger (2006-2013)*

*Chrysler:*

*300 (C/SRT8) (2006-2013)*

#10147 SRT4 Classing Proposal

The PAC recommends effective immediately the following new vehicle classification in Appendix A, Class F Prepared

*Dodge*

*Neon SRT4 (2003-2005)*

#10335 Induction System Clarification

The PAC recommends this as n 'Errors and Omissions' Tech Bulletin to add the following text (apparently omitted via an editing error) back to Appendix A, Class G Prepared:

## G Prepared (GP)

### Level 1 (Full Preparation) Vehicles

#### Induction System – Carburetors

1. The stock carburetor(s) may be used without modification.
2. Carburetor(s) may be replaced. Use of carburetor(s) which is/are not specifically listed for a car in these listings and which does not comply with the limits of paragraph 3 herein will increase minimum weight by 10%.
3. Non stock carburetor(s) – This includes modified stock carburetors.
  - a) Shall incorporate a butterfly-type throttle plate for engine speed control.
  - b) Float(s) shall not be removed or altered to produce (a) float-less carburetor(s).
  - c) Where Weber or Weber-type carburetor are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
  - d) Where Weber carburetors are specified herein, Weber-type carburetors may be substituted. The following are examples of approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.
  - e) When a maximum size carburetor or venturi is listed, any size carburetor(s) or venturi(s) up to the maximum size is allowed.
  - f) Unless specified herein, there is no limitation to the number of carburetors.
  - g) Where the number of carburetors is specified herein, that number is the maximum.

#### Induction System - Fuel Injection

1. Non-standard fuel injection, or standard fuel injection modified beyond the limits stated herein is prohibited.
2. All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following:
  - a) Cars utilizing fuel injection under this allowance shall use the factory manifold and throttle body.
  - b) Throttle body bore size shall remain stock.
  - c) Manifold and throttle body may be ported polished. The manifold may be cut apart to facilitate this work. When such a disassembly is re-welded, the external dimensions of the manifold shall remain unchanged.
  - d) The number of injectors shall remain the same as stock and relative mounting position and injection point shall be unchanged.
  - e) The fuel injection is unrestricted except the original type (electrical, mechanical, etc.) shall be maintained.
  - f) External throttle linkage to the standard fuel injection may be modified or changed.
  - g) Non-original fuel injection (includes stock fuel injection modified beyond 17.10.C.2) shall incorporate a butterfly-type throttle plate for engine speed control. The use of a slide throttle on a non-stock fuel injection system is prohibited.
  - h) Use of a fuel injection system which is not specifically listed for a car in Appendix A and which does not comply with the above requirements is prohibited.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 26, 2013

The Solo Events Board met by conference call June 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, and Brian Conners; Todd Butler and 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 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).

## 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. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Safety

#10374 Face Protection Proposal

Change 4.3.3 to read as follows:

"4.3.3 **Face** Protection

**Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart.** Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any **other** car with less than a full sized windshield."

### Street Touring

#9618 EGR Clarification

Per the STAC, modify 14.10.D to include associated EGR tubes:

"D. Exhaust manifolds, headers, downpipes, **and associated EGR tubes** may be replaced with alternate units."

#10218 Watts Link Proposal

Add a new 14.8.G.6 as follows:

**"6. Differential covers and attaching hardware may be replaced."**

### Street Prepared

#9961 Differential Allowance

Add the following new subsection 15.8.I.6 as follows:

**"6. Differential covers and attaching hardware may be replaced."**

#9982 Crossfire Classing Proposal

Change the Crossfire **BSP** line listing from:

Crossfire and Crossfire SRT-6

to

Crossfire SRT-6

and add to **DSP**:

**Chrysler**

**Crossfire (NOC)**

Comment: The SPAC feels that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP.

## Kart

### #11138 Change to allowable bolt on wieghts

Change 19.1.A.5 to read as follows:

"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along with *an over sized washer to prevent the weight from pulling through the seat, with* a locking nut, pinch nut, double nut, or safety wire. No more than 10 lbs of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."

## MEMBER ADVISORIES

### General

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 K of the Solo Rules.

### Stock

The SAC and the SEB are monitoring Corvette C7 news and information. A classing decision will most likely come in the 4th quarter of 2013. Preliminary information suggests this car will be classed in Super Street.

### Street Touring

Except where specified therein, 14.8.G is independent of 14.8.B. Therefore the use of a spherical bearing in a Mustang rear upper control arm is considered compliant.

### Street Prepared

#### #11290 Splitter Clarification

The SPAC feels that splitters may only be comprised of horizontal or roughly horizontal components. Aerodynamically functional vertical members, such as splitter fences or endplates, are not acceptable in Street Prepared. It is the intention of the SPAC to clarify the splitter verbiage in future versions of the rulebook.

### Prepared

#### #11021 Roll Bar Clarification

The SSC agrees that the use of a Standard hard top (as defined in Section 12) would make a Prepared car a Closed car and thus it would not require a roll bar.

## Kart

### #8535 Proposal to Spec Honda and modify weights

The KAC would like to clarify some confusion on the minimum weight changes of the two proposed rules changes for the KM class described in June's Fastrack. There are two separate proposals. The first proposal will introduces a spec Honda engine package, and the second proposal increases class minimum weights.

If only the spec Honda proposal passes, the minimum weights will be:

Spec Honda: 375

Mod Moto with stock ignition: 385 (no change)

ICC and Mod Moto with non-OE ignition: 410 (no change)

If only the increase in minimum weights proposal passes, the minimum weights will be:

Mod Moto with stock ignition: 395

ICC and Mod Moto with non-OE ignition: 415

If both proposals pass, the minimum weights will be:

Spec Honda: 385  
Mod Moto with stock ignition: 395  
ICC and Mod Moto with non-OE ignition: 415

## **CHANGE PROPOSALS**

### **Street Touring**

#### **#10437 Cars Move to STU Proposal Package**

The STAC has provided the following package of proposed changes to introduce additional cars into the STU class. One portion of this group of changes would involve adding unclassified cars to STU (if the package is recommended); the other portion would involve moving a group of currently-classed cars into STU.

Proposed new listings added into *STU* (via Tech Bulletin):

*Corvette (1997-2004) (Non-Z06, Non-FRC)*  
*Genesis V6*  
*Infiniti G37*

Proposed 2014 re-classing (via listing change proposals, in conjunction with the above):

*Ford Mustang (N/A)*  
*Chevrolet Camaro (N/A)*  
*Pontiac Firebird (N/A)*  
*350Z non-NISMO*  
*Infiniti G35*  
*Genesis (2.0L Turbo) (2010-13)*

Per the STAC: In response to the declining participation in STU, the STAC is recommending a package of RWD cars be moved into the class. The STAC believes this will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classed in STX/STR. One thing they all have in common is the ability, and need, to fit more tire than allowed in the lower classes. Additionally, this proposal deals with numerous requests for the STAC to allow additional tire width for the RWD pony cars (solid axle RWD) currently in ST. The 350Z has also been reclassified in response to member request.

The C5 Corvette may appear out of place at first glance, but the STAC has done extensive analysis and does not believe it to have a competitive advantage due to its poor gearing. The C5 Corvette puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the C5 is a very inexpensive car and the ST allowances provide the ability to correct its poor seating and create a competitive, fun, dual purpose vehicle.

Tire width limitations remain the same at this time.

#### **#11316 Steering Wheel Clarification**

Per the STAC, change 14.2.D as follows:

*"D. Alternate steering wheels are allowed except that steering wheels with an integral airbag **may only be substituted with OE airbag wheels from the same model.**"*

Reasoning: This will allow for option package conversions.

#### **#11426 Alignment Allowance Proposal**

Per the STAC, add new subsection 14.8.H.4:

*"4. Front wheel drive cars with rear beam axles may use shims between the rear axle and hubs."*

### **Street Prepared**

#### **#10808 Shelby GT 500 Classing Proposal**

Per the SPAC, effective **1/1/2014** reclass the newer S197 Mustang GT500 from its current listing in ESP (via the S197 line) to ASP. The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal, which is an amended version of a previously-published item.



Specifically, add a new line line to *ASP* as follows:

*Mustang S197 GT500 (2011-13)*

and change the *ESP* listing to:

Mustang (S197 chassis incl. Boss 302 & Laguna Seca) (2005-13), *GT500 (2007-10)*

#### #11102 Boxster/Cayman Classing Proposal

Effective 1/1/2015, change the *ASP* listing from:

Boxster & Cayman (all)

to

Boxster *S* & Cayman *S* (all)

and add to BSP:

*Boxster & Cayman 2.5L, 2.7L, 2.9L*

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

*Move from DSP to FSP: Nissan 240SX*

### Street Modified

#### #11594 SMF Minimum Weight

Per the SMAC, effective 1/1/2014 change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations by removing text as follows:

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

~~2-seater: 1810 lbs + 125 lbs per liter~~

~~4-seater: 1750 lbs + 125 lbs per liter~~

Supercharged or Turbocharged SMF engines: Add 1.0L to the actual displacement.

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

(Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight adjustment as stated in the SM class.)

Comment: The SMAC feels there is no longer a need for a 2-seater weight penalty in SMF with the recent increase in base weights.

### TECH BULLETINS

**Note: Per Section 3.1, second paragraph, of the Solo Rules, any newly-classed vehicles added via listings published after the July issue of Fastrack are not eligible for competition in the current year's Solo National Championships. The current issue is August, hence any added make/model listings shown below, while effective immediately upon publication for all other events, are not eligible for the 2013 Solo Nationals.**

### Stock

Errors and Omissions: per the SAC, the following correction to an existing Appendix A listing is effective immediately upon publication:

In class SS, correct the Boxster Spyder and Cayman R listings to read as follows:

Porsche

Boxster Spyder (20~~11~~-2013)

Note: This only corrects the model year range.

## Street Prepared

#9431 UD/BD clarification on softop roof removal

Per the SPAC, add to Appendix F under Street Prepared Category Clarifications:

***"Soft Top Removal***

*For a Honda S2000 the deletion of the soft top in BSP is acceptable, but the hard tonneau must be fitted in its place as it is on the CR."*

Note: This is consistent with other update/backdate rulings such as the Ford Mustang Cobra R rear-seat deletion.

## Street Touring

#10083 Intake Clarification

Add the following clarification to Appendix F under Street Touring Category Clarifications:

***"Intake Baffles***

*Street Touring rules specifically allow the modification of air intake tract system components up to the engine inlet as defined therein. The same rule specifically prohibits modifying the existing structure of the car to accommodate the allowed intake tract system modifications. The factory baffles on 1999-2005 Miatas (Mazda part number BP4W-13-204A) are considered to be separate vehicle structures not integral to the air intake tract system. Therefore, it is not permitted to modify these partition structures. These structures must be maintained in the original OE configuration. This is in keeping with previous rulings on this same subject for other vehicles."*

#10380 Mustang Shelby GT500 Classing Clarification

Errors and Omissions: Correct the Camaro and Mustang Appendix A listings in **STU** as follows:

Chevrolet

Camaro (**N/A** over 5.0L)

Ford

Mustang (**N/A** over 5.0L)

Note: per the STAC, It was not intended to classify the supercharged cars in STU.

#10499 VW Golf R Classing Proposal

***Add to STX: Volkswagen Golf R (2.0T)***

#11088 E36 M3 LTW Exclusion Proposal

Errors and Omissions: The **STU** line for the M3 should be corrected to:

M3 (E36 chassis) (1995-99) (**non-LTW**)

Note: per the STAC, prior to the subjective classing, the Lightweight version exclusion from Stock carried over to ST. This corrects this oversight.

#11109 Hyundai Veloster Classing Proposal

***Add to STF: Hyundai Veloster (2011 - 2013)***

#11154 STF/STC/STS E-Diff Clarification

Change the second portion of 14.10.K as follows:

"STX, STU, STR – Only standard (as defined in Section 12.4) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket **mechanical** LSD may be added. 2WD vehicles may use any **mechanical** LSD unit."

Note: This clarifies that the ST LSD rules apply to mechanical differentials only. The original rule did not specify "mechanical" as electronic differentials were not in common use when it was written.

#11336 Audi TT Classing Proposal

*Add to STU: Audi TT S Quattro (2008-2013)*

#11540 Chevy Cruze Classing Proposal

*Add to STF: Chevy Cruze (2008-2013)*

#11591 Cobalt Classing Proposal

*Add to STF: Chevrolet Cobalt 2.2l*

In conjunction, update the **STX** listing for the Cobalt as follows:

Chevrolet Cobalt **NOC**

#11622 93-98 Supra Turbo Classing Proposal

*Add to STX: Toyota Supra N/A (1993-98)*

Note: this is not classing the turbo version.

#11648 Live Axle Clarification

Errors and Omissions: Per the STAC, the following clarification should be added as a new section 14.8.G.6

*"6. 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."*

#11728 IS250 Classing

*Add to STX: Lexus IS 250*

*Add to STX: Lexus IS 350*

*Add to STU: Lexus IS F*

## **NOT RECOMMENDED**

### **Safety**

#10807 Speed Limit Proposal

With changes taking place in our program, the SSC would like to monitor the impact on speed potential before suggesting a rule change. Use of Street category as the defining category would be acceptable, but not an increase to maximum speed.

#10972 Tow Hooks Allowance Proposal

Thank you for the suggestion. The issue will be monitored to see if a rule change is truly warranted.

### **Stock**

#11572 Crossfire Classing Proposal

The SAC believes the Crossfire performance is appropriate for the DS class.

#11577 GTR Classing Proposal

The SAC believes the performance potential of the GTR is not appropriate for the S-Street class.

### **Street Touring**

#9146 Boxster(s) Classing Proposal

The STAC believes that these cars are not within the performance parameters of the existing ST classes. The expected demand for these vehicles does not warrant the risk of upsetting the current competitive balance in the classes.

#10353 New ST Class Proposal

The STAC does not believe the FRS/BRZ should have its own ST class.

**#10388 Tire Width Allowance in STX Proposal**

Per the STAC, a change to 275mm tires in STX would have an inequitable effect on the competition among cars currently classed.

**#10426 FWD Cars Move to STC Proposal**

The STAC believes the current vehicle classifications for these cars are appropriate.

**#10459 Prius C Classing Proposal**

The STAC believes there is insufficient demand to classify a car that is significantly different from the current cars competing.

**#10492 Mazdaspeed Miata Classing Proposal**

Per the STAC, forced induction does not fit the current STR class structure.

**#10637 Sonic Classing Proposal**

Per the STAC, the Chevrolet Sonic is significantly narrower than the currently classed STF cars, and the committee does not support placing it in STF.

**#10806 ST Class Proposal**

The STAC does not believe there is enough demand to support a ST class for Super Stock eligible vehicles.

**#10987 Engine Fan Allowance Proposal**

Per the STAC, allowing the replacement of engine driven fans with electric fans is inconsistent with the underlying class philosophy.

**#11015 Acura Integra non-VTEC Move to STF Proposal**

Per the STAC, the Integra has demonstrated performance exceeding the parameters of STF.

**#11037 STU Allowance Proposal**

The STAC does not feel that increasing the AWD tire limitation for specific models is appropriate, and believes that a blanket increase will adversely affect the competitive environment of STU.

**#11098 Neon Clarification**

Thank you for your input. The STAC believes the current classification is correct.

**#11099 Neon Move to STF Proposal**

The Neon is not believed to fit the performance parameters of STF.

**#11191 Z4 M in STR Proposal**

The STAC believes the Z4M exceeds the performance parameters of STR.

**#11225 Increase Wheel/Tire Allowance**

The STAC believes increasing the tire width limitation would upset the competitive balance within the class.

**#11253 Proposal to edit 14.6.C**

Per the STAC, allowing body modifications to accommodate brake cooling air ducts is inconsistent with the underlying class philosophy.

**#11327 BMW 1M Classing Proposal**

Per the STAC, this vehicle is a low production model that exceeds performance parameters of the class.

**Street Prepared**

**#10330 Cobra Replicas Classing Proposal**

Please see the first sentence of the Street Prepared section of the Solo rules:

"Cars running in Street Prepared Category must have been series produced . . . and normally sold and delivered through

the manufacturer's retail sales outlets in the United States."

The Cobra replicas do not have a standard configuration with which to apply the Street Prepared rules. The SPAC feels that these cars do not fit well into the ruleset, and the committee does not recommend a Street Prepared classification for them.

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#11202, #11403, #11409, #11431, #11432, #11433, #11434, #11435, #11439, #11442, #11443, #11444, #11445, #11446, #11447, #11449, #11450, #11451, #11452, #11453, #11455, #11456, #11458, #11459, #11464, #11465, #11466, #11467, #11468, #11470, #11471, #11472, #11473, #11475, #11476, #11477, #11478, #11480, #11481, #11483, #11484, #11485, #11486, #11488, #11489, #11494, #11499, #11503, #11511, #11513, #11517, #11520, #11522, #11528, #11531, #11532, #11536, #11539, #11542, #11543, #11544, #11546, #11547, #11548, #11551, #11553, #11556, #11558, #11559, #11561, #11562, #11564, #11566, #11567, #11570, #11573, #11579, #11584, #11588, #11589, #11593, #11596, #11599, #11601, #11603, #11604, #11605, #11606, #11611, #11613, #11634, #11636, #11637, #11641, #11642, #11656, #11658, #11667, #11670, #11706, #11719, #11723, #11725, #11726, #11742, #11755, #11756, #11757, #11758, #11763, #11764, #11766, #11769, #11773, #11774, #11776, #11777, #11780, #11781, #11783, #11787, #11788, #11793, #11796, #11810, #11812, #11814, #11821, #11834, #11835, #11837, #11844, #11850, #11852, #11863, #11873 Street Comments

Thank you for your input. The SAC and SEB have discussed the various allowances and classifications in the latest version of the Street proposal.

The following is an updated revised set of proposed Appendix A classification listings for the Street category. Per the SAC, this version of the Appendix A listings includes minor corrections and moves from the prior version. Changes from the prior version of the listings are *italicized in red*.

### **STREET CATEGORY**

The following make/models are not eligible for the Street Category:

Audi R8  
BMW 325 M-Technic  
BMW M3 Lightweight  
Callaway Corvette  
Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)  
Ferrari 355 & 360  
Ferrari (NOC)  
Ford GT  
Lamborghini (NOC)  
Lotus Elan M100  
Lotus Elise SC (2008-11)  
Lotus Exige S & S/C (2006-11)  
Lotus Sport Elise (2006)  
MINI Cooper S JCW (2002-05)  
Mercedes Benz Black Editions  
Nissan GT-R (2009-13)  
Oldsmobile 442 HO W-41 (Sports package option)  
Pontiac Firebird Firehawk  
Porsche 911 GT2 (2002-05)  
Porsche 911 Turbo AWD  
Porsche 911 GT3 RS (997)  
Porsche 996 Turbo  
Saleen Mustang S/C

Excluded from Street for reasons of stability per Section 3.1:

Dodge Caliber (non-SRT)  
Fiat 500 (non-Abarth)

GEO Tracker/Suzuki Sidekick  
Jeep CJ series  
MINI Countryman  
Nissan Juke  
Suzuki Samurai  
Scion xB (2004-06)  
Scion iQ

### **Super Street (SS)**

Audi  
    TT RS (2012-13)  
BMW  
    Z8  
Chevrolet  
    Corvette ZR1 (2009-13)  
Dodge  
    Viper (NOC)  
Ford  
    Mustang Boss 302 Laguna Seca (2012-13)  
    Mustang Cobra R  
Lotus  
    Elise (non-SC) (2005-11) (see Appendix F)  
    Evora S (2011-13)  
    Exige (normally-aspirated) (2005)  
Mercedes Benz  
    AMG NOC  
Porsche  
    911 (997 chassis)  
    911 GT3 (997 chassis, non-RS)  
    911 GT3 (996 chassis)  
    911 Turbo (930 chassis) (1974-89)  
    Boxster S (2009-13)  
    Boxster Spyder (2011-2012)  
    Cayman R (2012)  
    Cayman S (2009-14)  
Tesla  
    Roadster (all) (2008-13)

### **A Street (AS)**

Acura  
    NSX Alex Zanardi Signature Edition  
Cadillac  
    XLR  
Chevrolet  
    Corvette (C6 chassis, non-ZR1) (2005-13)  
    Corvette Z06 (C5 chassis) (2001-04)  
    Camaro ZL1 (2012-13)  
Dodge  
    Viper (non-ACR) (2008-10)  
    Viper GTS (1996-2005)  
    Viper R/T (1992-2003)  
    Viper SRT-10 (2003-07)

Ford

Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
Mustang Shelby GT500 (2007-13)

Honda

S2000 (CR)

Lotus

Esprit Turbo (1996-2004)  
Evora (non-supercharged) (2010-11)

Mazda

RX-7 (Turbo) (1993-95)

Pontiac

Solstice GXP (2007-09)

Porsche

911 (996 chassis) (1998-2005)  
Boxster S (2005-08)  
Boxster (non-S, non-Spyder) (2009-13)  
Cayman (non-R, non-S) (2009-13)  
Cayman S (2006-08)

*Saturn*

*Sky Redline (2007-2010)*

**B Street (BS)**

Acura

NSX

Audi

RS4  
RS5 (2010-13)  
RS6 (C5 chassis) (2003-04)  
S4 (2010-13)  
S5 (2008-13)  
TTS (2009-13)

BMW

1 Series M Coupe (2011-12)  
M Coupe & Roadster (2001-02)  
M5 (2004-10)  
Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions

Chevrolet

Corvette (C4 chassis, all) (1984-96)  
Corvette (C5 chassis, non-Z06) (1997-2004)

DeTomaso

Pantera  
Mangusta

Honda

S2000 (non CR)

Jaguar

XKR Coupe

Maserati

Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

Mazda

MX-5 Miata (MSR) (2007)  
Miata Club Sport (2003)

Mercedes-Benz

C32 AMG (2002-04)  
CLK55 AMG (2001-06)  
SLK32 AMG (2002-04)  
SLK350 (2005-13)  
SLK55 AMG (2005-11)

Mitsubishi

Lancer Evolution (2003-13)

Nissan

Nismo 370Z (2009-13)  
Nismo 350Z (2004-2008)

Pontiac

Solstice (NA) (2006-~~10~~)

Porsche

911 (993 chassis, non-turbo) (1995-98)  
Boxster S (986 chassis) (2000-04)  
Boxster (non-S) (1997-2008)  
Cayman (non-S) (2005-08)

Saleen

Mustang (N/A)

Saturn

Sky (~~NA~~) (~~2007-2010~~)

Shelby

Cobra (all)

Subaru

Impreza WRX STI (including Special Edition) (2004-13)

Toyota

Supra Turbo (1993½-98)

**C Street (CS)**

BMW

M Coupe & M Roadster (1996-2000)  
M3 (E30 & E36 chassis) (1988-91 & 1995-99)  
Z3 (6-cyl, NOC) (1997-2002)

Chevrolet

Corvette (1963-82)

Chrysler & Plymouth

Prowler

Ferrari

308 & 328

Jaguar

XKE

Jensen

Jensen Healey

Lotus

7 & 7A  
Eclat  
Elan (RWD)  
Elan +2  
Elite (1216cc)  
Elite 2+2  
Esprit (non-turbo)



- Europa
- Maserati
  - BiTurbo
- Mazda
  - MX-5 Miata (not including 2007 MSR) (2006-13)
  - RX-7 Turbo (1987-91)
  - RX-8
- Mercedes-Benz
  - SLK
- Morgan
  - Plus 8
- Nissan
  - 300ZX Turbo (1990-96)
  - 350Z (all) (2003-09, except Nismo)
  - 370Z (2009-13, except Nismo)
- Porsche
  - 356 Carrera (4-cam)
  - 911 (non-turbo, NOC)
  - 911 Club Sport
  - 914 (all)
  - 928 (all)
  - 944 (16v)
  - 944 Turbo (all)
  - 968
  - Carrera 2 & Carrera 4 (964 chassis)
- Scion*
  - FR-S*
- Subaru*
  - BRZ*
- Toyota
  - MR2 Supercharged
  - MR2 Turbo
- TVR
  - 8-cyl & V6

#### **D Street (DS)**

- Acura
  - Integra Type R
- Audi
  - A3 quattro (3.2L V6, AWD) (2006-09)
  - A5 (2008-13)
  - S4 (2000-03)
  - TT Quattro (AWD)
- Chevrolet
  - Cobalt SS (2.0L Turbo) (2008-10)
- Eagle
  - Talon Turbo (AWD)
- Mazda
  - MazdaSpeed3
  - MazdaSpeed6
- MINI
  - Clubman S

- Clubman S JCW (2009-13)
- Cooper S
- Cooper S Coupe (2013)
- Cooper S Coupe JCW (2013)
- Cooper S JCW (2006-13)
- Mitsubishi
  - Eclipse Turbo (AWD)
  - Lancer Ralliart (2009-13)
- Saab
  - 9-2X Aero (2.0L Turbo)
- Subaru
  - Forester 2.5XT
  - Legacy 2.5GT (2005-12)
  - Impreza WRX (non-STI)
- Volkswagen
  - Golf R (2012-13)
  - R32 (Golf chassis)

### **E Street (ES)**

- Alfa Romeo
  - 2000 Spider
  - 2000 GTV
- BMW
  - Z3 (4-cyl) (1996-98)
- Datsun
  - 2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)
- Dodge
  - Charger Turbo
  - GLH Turbo
- Fiat & Bertone
  - X1/9 (all)
- Mazda
  - Mazdaspeed Miata (2004-05)
  - Miata (1.8L) (1994-2005)
  - Miata (1.6L)
  - RX-7 (non-turbo, all)
- Morgan
  - Plus 4, 4/4
- Pontiac
  - Fiero (V6)
- Porsche
  - 924 Turbo (Audi engine) (1979-81)
  - 924S
  - 944 (8v)
- Shelby
  - Charger GLH-S (1987)
- Sunbeam
  - Tiger
- Triumph
  - TR-8
- Toyota
  - MR2 Spyder

- MR2 (non-turbo) (1985-95)
- TVR
  - 4-cyl & inline-6
  - V8
  - V12
- F Street (FS)**
  - AMC
    - AMX
    - Javelin (V8)
  - Audi
    - S4 (V8) (2004-09)
  - BMW
    - 128i, 135i & 135is (2008-13)
    - 335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)
    - 3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)
    - 5 series (NOC)
    - 6 series coupe
    - 8 series coupe (all)
    - M3 (E46 chassis) (2001-06)
    - M3 (E90/92/93 chassis) (2008-13)
    - M5 (1988-93)
    - M5 (2000-03)
  - Buick
    - Regal & Grand National (Turbo V6)
  - Cadillac
    - CTS
    - CTS-V
  - Chevrolet
    - Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
    - Camaro SS (incl. 1LE) (2010-13)
    - Camaro (V8, NOC)
    - Camaro (V6) (2010-13)
    - Corvette (1953-62)
  - Chrysler
    - 300 & 300C (2004-13)
    - 300 (incl. SRT8) (2010-13)
    - Crossfire
    - SRT-6 (2005-06)
  - Datsun
    - 280ZX Turbo
  - Dodge
    - Challenger (all) (2008-13)
    - Magnum (2005-08)
    - Magnum SRT8 (2006-08)
    - Ram SRT10 (2004-06)
    - Stealth Turbo
  - Ford
    - Crown Victoria
    - Mustang V6 (2011-13)
    - Mustang (V8, NOC)
    - Mustang Cobra (2003-04)
    - Mustang GT (2010-13)

Mustang Mach 1 (2003-04)  
Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)  
Mustang SVT Cobra  
Thunderbird (V8 & V6 Supercharged)

GMC  
Syclone  
Typhoon

Hyundai  
Genesis Coupe (4-cyl Turbo) (2013)  
Genesis Coupe (V6) (2010-13)

Infiniti  
G35 Coupe  
G35 Sedan  
G37 Coupe  
G37 Sedan  
Q45

Jaguar  
X Type (3.0L) (2002-08)  
XJ (1998-2013)  
XJ-S (1976-96)  
XK8 (1997-2006)  
S-Type (6-cyl)  
S-Type R  
Sedans (12-cyl)

Lexus  
IS 250 (2006-13)  
IS 300  
IS 350 (2006-13)  
IS F (2008-13)  
GS400  
SC400 (1992-2000)

Lincoln  
LS (V8 sedans)  
Mark VIII

Mercedes-Benz  
C280 (2001-07)  
C300 (2007-13)  
C320 (2001-05)  
C350 (2007-13)  
C36 AMG  
C63 AMG (non-Black Series) (2008-13)  
CLK  
E55 AMG

Mercury  
Capri (V8)  
Cougar (V8 & V6 Supercharged)

Mitsubishi  
3000 GT Turbo

Nissan  
300ZX (non-turbo) (1990-96)  
300ZX Turbo (1984-90)

Pontiac  
Firebird (V8, NOC)

- Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
- G8 (V8 & NOC) (2008-09)
- GTO (2004-06)
- Trans Am Turbo (V-6)
- Shelby
  - GT350 (1965-70)
  - GT500 (1967-70)
- Tesla
  - Model S (2012-13)
- Toyota
  - Supra (non-turbo) (1993-98)
  - Supra Turbo (1987-92)
- Triumph
  - Stag
- V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

- Acura
  - CL
  - Integra (1986-89)
  - Integra (incl. GS-R) (1990-2001)
  - Legend
  - RSX incl. Type S
  - TL (all)
  - TSX
  - Vigor
- Alfa Romeo
  - 164 (non-S) (1991-93)
  - 1300
  - 1600
  - 1750 & 1750 GTV
  - 2000 (4-door sedans)
  - GTV V6
  - Milano
  - Sedans (NOC)
- AMC
  - Gremlin (4-cyl & 6-cyl)
  - Spirit (4-cyl & 6-cyl)
- Audi
  - 80 & 90 (all)
  - 100 (non-S4)
  - 4000 (all)
  - 200 Turbo quattro
  - 5000
  - A3 (FWD) (2006-13)
  - A4 (V6 & 4-cyl Turbo)
  - A6
  - A8 & V8 quattro (AWD)
  - Quattro Coupe (Turbo)
  - S4 (100 CS chassis) (1992-94)
  - TT (non-quattro/FWD) (2000-06)
  - TT 2.0 Turbo (non-quattro/FWD) (2008-12)

Austin

Mini (all)

Austin-Healey

100/4

100/6

3000

Sprite (all)

BMW

1600

1800

1800ti

1800 TiSA

2000 CS Coupe

2002 (all)

318 (NOC)

318i & 318is (1992-98)

318i & 318is (1991)

318ti (1995-99)

320

325e (eta engine)

325i, 325is (1987-91), & 325ix (1988-91)

3 series (6-cyl E36 except M3), (1992-99)

7 series (6-cyl)

Buick

Reatta

Cadillac

Catera

Chevrolet

Aveo

Beretta (NOC)

Camaro (inline-4 & inline-6)

Camaro (V6) (1980-2002)

Chevette

Cobalt (2.2L, all) (2005-10)

Cobalt Sport (2.4L) (2008)

Cobalt SS (2.4L) (2006-07)

Cobalt SS (2.0L SC) (2005-07)

Corvair

Cruze

Malibu (all) (2008-13)

Nova (4- & 6-cyl, RWD) (1962-79)

Nova (FWD) (1986-88)

Sonic (2012-13)

Spectrum (all)

Sprint (all)

Vega & Cosworth Vega

Volt (2012-13)

Chrysler

300M (1999-2004)

Cirrus (V6)

Conquest Turbo

Laser

PT Cruiser (non-turbo) (2001-2010)

- Sebring
- Daewoo
  - 4 and 6-cyl models
- Datsun
  - 1200
  - 1500 & 1600 Roadsters
  - 210 & B-210
  - 310 & 310 GX
  - 510
  - 610
  - 710
  - 810
  - F10
- Dodge
  - 024 (1.7L)
  - Avenger
  - Caliber SRT4
  - Challenger (2.6L)
  - Charger (non-turbo, FWD) (1981-87)
  - Colt (1600, FWD)
  - Colt (1.8L 16v) (1993-94)
  - Colt (1.4L & 1.5L, FWD)
  - Colt (RWD)
  - Colt Turbo (1984-88)
  - Colt Turbo (16v)
  - Conquest Turbo
  - Daytona IROC R/T
  - Daytona
  - Dart (FWD) 2013
  - GLH (non-turbo)
  - Intrepid
  - Lancer
  - Neon (1995-05)
  - Omni (1.7L & 2.2L)
  - Rampage (2.2L)
  - Shadow
  - Spirit
  - SRT-4 (Neon chassis)
  - Stealth (non-turbo)
  - Stratus
- Eagle
  - Summit (1.8L 16v) (1993-96)
  - Summit (non-turbo, NOC)
  - Summit Turbo (16v)
  - Talon (16v non-turbo)
  - Talon Turbo (FWD)
- Fiat
  - 124 (all)
  - 128
  - 131 (Mirafiori)
  - 500 Abarth (2012-13)
  - 850 (all)
  - Brava

- Strada
- Ford
  - Aspire
  - Contour
  - Cortina (all)
  - Escort (all)
  - EXP (all)
  - Festiva
  - Fiesta (2011-13)
  - Fiesta (1976-80)
  - Five Hundred
  - Focus
  - Fusion
  - Mustang (Inline-4 & Inline-6)
  - Mustang II (4-cyl & 6-cyl)
  - Mustang (4-cyl Turbo & V6) (1979-93)
  - Mustang (V6) (1994-2010)
  - Mustang SVO
  - Pinto
  - Probe (1989-97)
  - Taurus (NOC)
  - Taurus SHO (1989-99, 2010-13)
  - Tempo
  - Thunderbird (1989-97)
  - ZX-2 & Escort ZX-2 (incl. SR)
- General Motors
  - FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)
  - FWD models (NOC)
  - Geo
  - Metro
  - Prizm
  - RWD V6 models (NOC)
  - Spectrum
  - Storm (all)
- Hyundai
  - Accent (1995-2012)
  - Genesis Coupe (4-cyl Turbo) (2010-12)
  - Scoupe (all)
  - Tiburon (all)
  - Veloster
  - NOC
- Honda
  - 600
  - 800
  - Accord
  - Civic (2006-13)
  - Civic (NOC)
  - Civic del Sol DX
  - Civic del Sol S & Si (1994-97)
  - Civic del Sol VTEC
  - Civic EX & Civic LX (1988-2013)
  - Civic Si (1986-91)
  - Civic Si (1999-2000)



- Civic Si (2002-13)
- Civic Si Mugen (2008)
- CRX Si
- CRX (non-Si)
- CR-Z
- Fit
- Insight
- Prelude
- Infiniti
  - G20
  - M30
- Isuzu
  - I-Mark (all)
  - Impulse
  - Stylus (all)
- Jaguar
  - 120
  - 140
  - 150
  - X-type (2.5L) (2002-05)
- Kia
  - Forte & Forte Koup
  - Optima
  - Sephia (1.8L)
  - Spectra5
- Lancia
  - Beta (all)
  - Scorpion
- Lexus
  - ES 250
  - ES 300
  - GS 300
  - SC300
- Lincoln
  - LS (V6 sedans)
- Lotus
  - Cortina
- Mazda
  - 323
  - 6 (4-cyl)
  - 626 (all)
  - 808
  - 929
  - Cosmo
  - GLC (all)
  - Mazda2 (2011-13)
  - Mazda3 (2004-13)
  - Mazda6 (V6) (2003-13)
  - Mazdaspeed Protege
  - Millenia
  - MX-3
  - MX-6
  - Protégé MP3 (2001)

Protégé (NOC)  
R100  
RX-2  
RX-3  
RX-4  
Mercedes  
190 (16v)  
190 (2.6L)  
280 (1995-2000)  
C230 (1999-2007)  
NOC  
Mercury  
Bobcat  
Capri (FWD)  
Capri  
Cougar  
LN-7 (all)  
Lynx (all)  
Milan  
Montego  
Mystique  
Sable  
Scorpio  
Topaz  
Tracer (all)  
MG  
MGA  
MGB & MGB-GT  
MGC  
Midget (all)  
"T" Series  
Merkur  
XR4Ti  
MINI  
Clubman (non-S) (2008-13)  
Cooper (non-S) (2002-13)  
Cooper Coupe (non-S) (2012-13)  
Mitsubishi  
3000 GT (non-turbo)  
Cordia  
Eclipse  
Galant  
Lancer (non-turbo)  
Mirage  
Precis  
Premier  
Starion  
Tredia  
Nissan/Datsun  
200SX  
240SX  
300ZX (non-turbo) (1984-89)  
Altima

- Maxima
- NX1600
- NX2000 (1991-93)
- Pulsar (all)
- Sentra
- Stanza
- Versa (2007-13)
- Oldsmobile
  - Calais W41
  - Opel
  - 1100
  - 1900 (all)
  - GT
  - Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
  - 405 Mi16 (1989-92)
  - 505 (1979-91)
- Pininfarina
  - 2000
- Plymouth
  - Acclaim
  - Arrow
  - Champ
  - Colt (1.5L)
  - Colt (1.8L 16v) (1993-94)
  - Horizon
  - Laser (non-turbo)
  - Neon (1995-01)
  - Sapporo
  - Scamp (2.2L)
  - Sundance
  - TC3
  - Turismo
- Pontiac
  - G5 (2.2L) (2007-09)
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4, inline-6 & V6)
  - G5 GT (2.4L) (2007-08)
  - G8 (V6) (2008-09)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)
- Renault
  - NOC
- Saab
  - 900 (V6) (1994-97)

- 9-2X Linear (2.5L)
- Turbo models (NOC)
- NOC
- Saturn
  - 8v
  - Astra (2008-09)
  - DOHC models (NOC)
  - Ion
  - ION Redline
  - L series
- Scion
  - tC (incl. Release Series 5.0,2009) (2005-13)
  - xA (2004-06)
  - xB (2008-12)
- Shelby
  - Charger (non-turbo)
- Subaru
  - Impreza 2.0i
  - Impreza 2.5 (non-turbo)
  - Impreza (NOC)
  - Legacy (NOC)
  - Sedan Turbo (NOC)
  - SVX
  - NOC
- Sunbeam
  - Alpine (4-cyl)
- Suzuki
  - Esteem GL
  - Forenza
  - Kizashi (2010-13)
  - Swift (all)
  - SX4 sedan (2007-13)
- Toyota
  - Camry (4-cyl)
  - Camry (V-6) (1988-13)
  - Celica
  - Corolla
  - Cressida
  - Echo
  - Matrix (all)
  - Paseo
  - Prius
  - Starlet
  - Supra (1979-92)
  - Tercel
  - Yaris
- Triumph
  - GT6
  - Spitfire
  - TR2
  - TR250
  - TR3
  - TR4

TR4A  
TR6  
TR7  
Volkswagen  
1.8L Turbo models (NOC) (2002-06)  
air-cooled models (all)  
diesel models (all)  
Beetle & New Beetle  
Corrado (all)  
Dasher  
Fox  
Golf/GTI & Jetta (8v, all)  
Golf TDI  
Golf/GTI & Jetta (16v)  
Golf/GTI & Jetta (1.8L Turbo)  
Golf/GTI & Jetta (VR6 24v) (2002-05)  
GTI (2006-13)  
Jetta  
Passat  
Scirocco (16v)  
Quantum  
Rabbit & GTI (all, NOC)  
Rabbit (2007-09)  
Scirocco (8v)  
VR6 (FWD, NOC)  
Volvo  
C30  
P1800  
S60R  
V70R  
NOC  
Yugo  
All  
RWD pickup trucks (NOC)

### **Street Touring**

#10191 EGR Clarification

Please see item 9618, which is being recommended to the BOD.

#10249, 10251, 10262, 10310, 10377, 10433, 10487, 11217 Boxster in ST Comments

Thank you for your input, please see the response to letter 9146.

#10346 Mustang Classing Proposal

See item #10437 Cars Move to STU Proposal

#10382, 10394, 11530, 11554, 11557 Mustang Move to STX/STU Proposals

Please see item #10437

#10429 Mustang move to STU Proposal

See item #10437

#10439, 11602 FRS/BRZ Move to STR Proposal

The SEB and STAC will continue to monitor the performance of the FRS/BRZ.

**#10568 VW TDI in STF Proposal**

Thank you for your input.

**#10710 ST Tire Proposal**

Thank you for the commentary on proposed treadwear changes.

**#11218, 11258, 11259, 11266, 11267, 11273, 11281, 11282, 11335, 11345, 11418 Exhaust Allowance Proposal**

Thank you for your input. This issue was addressed by a change published in last month's Fastrack (page 27).

**#11229 Heavier cars in STX**

Please see item #10437

**#11375, 11457, 11534, 11535 Steering Wheel Allowances**

Please see item #11316

**#11395 Z4M in STR Comments**

Please see item #11191

**Street Prepared**

**#10731, 11084, 11172 Differential Cover Comments**

Thank you for your comments. Please see item #9961.

**#11081, 11123, 11125 Shelby GT500 Classing**

Thank you for your comments. Please see item #10808.

**#11175 BMW Move from DSP To FSP Proposal**

Thank you for your input. As a reminder, the PAX index is not set by the SPAC, SEB, or BOD.

**#11448, 11462, 11633, 240SX Move to FSP Proposal**

Thank you for your comments. Please see item #11396.

**#11495 Porsche 924 Move to FSP Proposal**

Thank you for your input. Please see item #10402 in last month's Fastrack.

**#11523, 11524, 11533, 11538 CRX/Civic in FSP Comments**

The SPAC thanks you for your input. We welcome any additional comments regarding letter #9922 regarding the CSP Civic/CRX re-classing to FSP.

**#11555 Alfa Move to FSP Comments**

Thank you for your comment. This item has been recommended to the BOD for 1/1/2014 implementation, per the normal classing change process.

**Kart**

**#11075, 11171 KM Age Comments**

Thank you for your input. Item #9526 has been recommended to the BOD.

**#11502, 11509 KM Weight Clarification**

Please see the Member Advisory pertaining to item #8535

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | July 24, 2013

The Solo Events Board met by conference call July 24th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Bruce Lindstrand, Jerry Wannarka, and 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 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).

## CHANGE PROPOSALS

### Prepared

#### #9672 XP Front Endplate Proposal

The PAC has provided the following corrected version of a previously-published rule change proposal for 2014: In Appendix A, under Prepared Class X (XP) change the second paragraph of 1.c to read as follows:

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2sq ft. Wing endplate surface area is limited to 100 sq in (645.16cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

## MEMBER ADVISORIES

### Street Touring

#### #11792 Fuel Clarification

The SEB is not aware of a list of approved fuels, or of specifically how fuels become federally approved for street use. Distributors/retailers sell fuel marketed as "street legal" and the SEB believes that this is sufficient documentation, as the penalty for selling fuel not meeting federal requirements would be severe. Should a protest be lodged, the Protest Committee would look at the facts and make a ruling.

## NOT RECOMMENDED

### Stock

#### #11768 997 911 Move to AS Proposal

The SAC believes the 997 911 base model is appropriately classed in S-Street.

#### #10455, #10576 Boss 302 Move to FS Proposal and Mustang Classing Proposal

The SAC does not recommend moving the Ford Mustang Boss 302 (non-Laguna Seca) (2012-2013) to F-Street.

#### #11716 Seat Allowance Proposal

This change is considered inconsistent with the limited preparation philosophy of the Street Category.

#### #11813 Mazdaspeed 3 Classing Proposal

The Mazdaspeed is believed to be classed appropriately in D-Street.

#### #11820 Crossfire Classing Proposal

The Crossfire is believed to be classed appropriately in F-Street.

#### #11709 Short Shifter Allowance Proposal

This change is considered inconsistent with the limited preparation philosophy of the Street Category.

#### #11705 Focus ST Classing Proposal

Thank you for your input. The SAC believes the current classing is appropriate.

## **Street Modified**

### **#11491 Steering Allowance Proposal**

The SMAC does not recommend this proposal. The steering column within the passenger compartment is specifically excluded from modifications for safety concerns being these are "Street" cars. The current rule set already enables many options to increase steering rack speed (changing racks, changing internal box gearing, modifying idler arms/steering knuckles, etc.).

### **#11162 Alternate Subframe Proposal**

The SMAC does not recommend the proposed change. The intent of 16.2.T is to facilitate engine swaps ONLY and not to save weight.

### **#11269 Minimum Weight with Driver Proposal**

The SMAC does not recommend this change. Currently only the Modified category includes the driver, due to significantly lower vehicle weights. Also, ballast changes for two driver cars are considered problematic for the SM category.

### **#11631 Front Bumper Allowance Proposal**

The SMAC does not recommend this proposal. The committee does not believe modification or replacement of a safety item of this nature should be allowed within the SM category. The current rule set allows more than adequate provisions for installing an upgraded cooling system.

### **#11640 SM/SSM Classing Proposal**

SM and SSM participation at Nationals has been on an upward trend over the past 5 years. The SMAC will look at category restructuring if and when it becomes necessary.

### **#11660 Diffuser Allowance Proposal**

The SMAC does not agree with a diffuser allowance. Unlike a wing, a diffuser would need to be custom engineered for the specific vehicle it is being installed upon. The committee believes the requirements necessary in producing an effective diffuser are too costly and not healthy for the category.

### **#11795 Steering Column Allowance Proposal**

The SMAC does not recommend this proposal. The steering column within the passenger compartment is specifically excluded from modifications for safety concerns being these are "Street" cars. Any hydraulic power steering system can be converted to an electric system without modifying the steering column.

## **Prepared**

### **#9240 More LP Cars Proposal**

The PAC will continue to monitor and address the competitive balance in GP between the full-prep and limited preparation vehicles for addition of vehicles in the future. The PAC thanks the member for the request and input.

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#### **#11845 Shelby GT350 Classing Proposal**

The 2013 Shelby GT350 is not available through US Ford dealerships, and can only be obtained as an aftermarket modification by Shelby America. Therefore the SAC doesn't recommend classifying the car in Street category.

### **Street Touring**

#### **#11743 Mustang Move to STU Proposal**

Thank you for your input. Please see Street Touring item #10437, published in the August Fastrack.



## Street Modified

### #11213 Exhaust Proposal

Street Modified allowances for exhaust system and E85 have not changed, please see sections 15.10.I and 3.6 of the Solo Rules, respectively. Another reference suggested is the May 2013 Fastrack, item #9998.

## Prepared

### #11805 Charger & 300 Classing Comments

The PAC thanks the member for the input. This matter has been resolved by the Tech Bulletin in response to item #11819, found elsewhere in this issue of Fastrack.

## TECH BULLETINS

## Stock

### #11350 Spacer Clarification

The SAC has provided the following clarification of Section 13.4. This wording will also be added to the Street rules proposal.

#### "13.4 WHEELS

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  $\pm 1/4"$  ( $\pm 6.35\text{mm}$ ) from a standard wheel for the car. The resultant change in track dimensions is allowed. Tire pressure monitoring sensors may be removed.

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. *On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel.* Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed.

Vehicles equipped with rims having metric specifications may use alternate rims as determined by using the following procedure:

Diameter: converting the metric measurement to inches and using the nearest smaller inch diameter rim.

Width: converting the metric measurement to inches and using the nearest smaller  $1/2"$  (12.7mm) width rim. Offset and track must still comply with the requirements of this section."

Note: This adjustment to the existing 13.4 rule will allow a competitor in this situation to follow a more common practice to utilize a single spacer to achieve the proper offset.

## Street Modified

### #11868 16.1R Side Mirrors

Per the SMAC, clarify 16.1.R. to read:

OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in. *per mirror.*

## Prepared

### #11819 Charger & 300 Classing Comments

In response to member feedback, the previously published Tech Bulletin which was provided in response to item #10417 has been clarified to exclude the AWD models. It now reads as follows:

The PAC recommends the following new vehicle classifications in Appendix A, Class C Prepared, effective immediately:

Dodge:

Challenger (2008-2013)

Charger (2006-2013) (*RWD*)

Chrysler:

300 (C/SRT8) (2006-2013) (*RWD*)

#10197 Turbo Restrictor Clarification

The PAC has provided the following clarification for Section 17.10.C.2:

Add a new third sentence as follows: "*Induction system restrictors may be located within or be integral to the compressor housing, provided that all dimensional requirements of 17.10.C.2 are maintained.*"

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | August 26th, 2013

The Solo Events Board met by conference call August 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Connors; 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 new rule, class, and listing change proposals herein is 1/1/2015. The effective date for items being recommended to the BOD is 1/1/2014.

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

## MEMBER ADVISORIES

### Awards Nominations

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

### #11932 Convertible Top Removal Clarification

There have been multiple letters written expressing concerns about the SPAC clarification regarding the tonneau cover needing to be in place if the soft top has been removed on a non-CR S2000. Many of these letters have focused on costs associated with this change. It is not the desire of the SPAC to make the sport more expensive for its membership, but the ruleset must apply equally to all cars in all SP classes. It is not always possible to reconcile the cost of preparing a particular vehicle with these rules without causing numerous unintended consequences for other vehicles.

## RECOMMENDED TO THE BOD

The following comprises the full list of change items which the SEB is recommending to the BOD for 1/1/2014 implementation, including both new items approved during the recent conference call and items which were previously published as being recommended.

### Safety

#### #10374 Face Protection Proposal

Change 4.3.3 to read as follows:

“4.3.3 *Face* Protection

*Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart.* Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any *other* car with less than a full sized windshield.”

### Stock/Street

The Street proposal is being recommended to the BoD for approval with one significant change from the most recently published version. Based on member feedback and discussions at the Nationals Town Hall meeting, G Street and H Street will be separate classes for 2014. The SEB will monitor participation and may propose future adjustments.

#### #8966 SC300 Classing Proposal

Change the applicable listings for Lexus models as follows:

In FS: Change Lexus 400 to Lexus SC400 (1992-2000)

In DS: *Add Lexus SC400 (DS) (1992-2000)*

In GS: *Add Lexus SC300 (GS) (1992-2000)*

#### #9275 BMW E36 Move Out of DS Proposal

Change the DS and GS listings for applicable BMW models as follows:

In DS change:

BMW

3 series (6-cyl *E30, E46, E9X* except M3) (*1984-1993, 1999-2013*)  
In GS add:  
BMW  
*3 series (6-cyl E36 except M3), (1992-99)*

## Street Touring

#9305, 9998 E85 usage proposal

Replace the last sentence in 3.6.A with the following:

*Fuels comprised of more than 15% Ethanol may only be used when specified by the manufacturer (e.g. in the owner's manual for Flex-Fuel vehicles).*

Also change the first sentence of 3.6.B to read:

In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or the federally approved fuel known as E85.*

Rationale: The use of E85 is becoming more and more widespread within the Street Touring category. In some vehicles it can enable significant power increases, while in others it cannot. Cars have not been classed with this in mind. With inconsistent availability across the nation, it gives significant advantage to those willing to trailer their cars, as opposed to those who choose to daily-drive them. Unlike high octane pump fuels, E85 is relatively easy to police as its use is quite obvious due to smell. Ethanol content in a fuel sample can also be tested easily in the field.

In the Stock category, there is no option to retune a car for the use of E85 so only those designed as Flex-Fuel vehicles can use the fuel anyway. This change will have no effect there.

#9618 EGR Clarification

Modify 14.10.D to include associated EGR tubes:

"D. Exhaust manifolds, headers, downpipes, *and associated EGR tubes* may be replaced with alternate units."

#10218 Watts Link Proposal

Add a new 14.8.G.6 as follows:

*6. Differential covers and attaching hardware may be replaced.*

#10366 Solid Rear Axle Clarification

Add wording to 14.8.G as follows:

G. Solid axle *rear wheel drive* suspension allowances:

Rationale: Few, if any, manufactures market solid axle panhard bars, watts link and other suspension arms for FWD vehicles, and these types of suspensions are becoming more common in classes such as STF. This proposed rule change eliminates the need for custom fabricated parts for these vehicles competing in ST classes.

#10426 Alignment Allowance Proposal

Add new 14.8.H.4 as follows:

*4. Front wheel drive cars with rear beam axles may use shims between the rear axle and hubs.*

#10437 Cars Move to STU Proposal

In Appendix A, Street Touring Category, move the following listings to STU:

*Ford Mustang (N/A)*  
*Chevrolet Camaro (N/A)*  
*Pontiac Firebird (N/A)*  
*350Z non-NISMO*  
*Infiniti G35*  
*Hyundai Genesis (2.0L turbo) (2010-2013)*

In conjunction with the above, add the following new listings to STU:

*Chevrolet Corvette (1997-2004) (non-Z06)*  
*Hyundai Genesis V6*

### *Infinity G37*

Rationale: the STAC and SEB are recommending a package of RWD cars be moved into the STU class. The committee believes this will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classified in STX/STR. One thing they all have in common is the ability, and need, to fit more tire than allowed in the lower classes. Additionally, this proposal deals with numerous requests for the STAC to allow additional tire width for the RWD pony cars (solid axle RWD) currently in ST. The 350Z has also been reclassified in response to member request.

The C5 Corvette may appear out of place at first glance, but the STAC has done extensive analysis and does not believe it to have a competitive advantage due to its poor gearing. The C5 Corvette puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the C5 is a very inexpensive car and the ST allowances provide the ability to correct its poor seating and create a competitive, fun, dual purpose vehicle.

Tire width limitations remain the same at this time.

## **Street Prepared**

### #9228 Alfa Romeo Move to FSP Proposal

Move *from D Street Prepared to F Street Prepared*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders (all)*

Note: The SPAC and SEB have received all positive feedback for this proposal.

### #9315 200SX SE-R Move to FSP Proposal

Move the following listing items *from DSP to FSP*:

*Nissan 200SX SE-R*

*Nissan Sentra (2.0L) (1995-99)*

### #9922 '84-'87 CRX/Civic Move to FSP Proposal

Remove the following lines *from CSP*:

Civic (1.5L) (1984-87)

CRX (1.5L) (1984-87)

Change the applicable *FSP* listing line from:

Civic & CRX (1.3L) (1984-87)

to:

*Civic & CRX (1984-87)*

### #9961 Differential Allowance

Add the following new subsection 15.8.I 6:

*"6. Differential covers and attaching hardware may be replaced."*

### #9982 Crossfire Classing Proposal

Change the Crossfire *BSP* line listing from:

Crossfire and Crossfire SRT-6

to

*Crossfire SRT-6*

and *add to DSP*:

*Chrysler*

*Crossfire (NOC)*

Comment: It is believed that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP.

#### #10281 Electrical/Ignition Clarification

Change 15.9.E to read as follows:

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed.

*Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtails may be used.*

#### #10294 Clutch Allowance Proposal

Change 15.10.O to remove wording, as follows:

O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted. ~~, but this does not allow non-original methods of clutch actuation (e.g., pull-type versus push-type).~~

#### #10402 Porsche 924 Move to FSP Proposal

Move the following listing item *from DSP to FSP*:

*Porsche 924 (Audi engine)*

#### #10808 Shelby GT500 Classing Proposal

Add a new line listing item *to ASP* as follows:

Ford *Mustang S197 GT500 (2011-13)*

Also change the applicable ESP listing item to:

Ford Mustang (S197 chassis incl. Boss 302 & Laguna Seca ) (2005-13), *GT500 (2007-10)*

Rationale: The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this recommendation.

#### #10970 Neons on Same Line Proposal

Combine the lines *in FSP* under Chrysler, Plymouth and Dodge from:

Neon (all) (1994-99)

Neon (2000-05)

to:

Neon (1994-*2005*)

### Street Modified

#### #8936 Tow Hook Allowance

Add new section 16.1.U as follows:

*U. Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.*

Rationale: Removal of bolt-on factory tow hooks and tie downs is believed to be within the spirit of the class and not a burden on competitors.

#### #11594 SMF Minimum Weight Proposal

Change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations to read:

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

*1750 lbs + 125 lbs per liter*

Supercharged or Turbocharged SMF engines: Add 1.0L to the actual displacement.

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

(Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight adjustment as stated in the SM class.)

Rationale: With the recent increase in base weights it is believed that there is no longer a need for a 2-seater weight penalty in this class.

## Prepared

### #8267 Hood Vent Clarification

Change 17.2.S to remove text, as follows:

S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1"; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled. Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than 1/2 inch (0.500"; 12.7 mm).~~

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0", 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A.

### #8312 Belly Pan Proposal

Change 17.2.B, second sentence, to read:

Reinforcing does not authorize the use of ~~underbody or~~ belly pans aft of the front edge of the front wheel opening.

Also change 17.2.S, fifth sentence, to read:

"The approval of alternate body panels does not authorize the use of ~~underbody or~~ belly pans aft of the front edge of the front wheel opening."

Rationale: The proposed set of rule changes clarifies a contradiction in Section 17.2 that previously permitted streamlining/body pans between the front and rear firewalls.

### #8672 Bigger wheels in CP Clarification

REMOVE 17.4.G.2, which currently reads: Wheels greater than 16" in diameter will receive a 50lb penalty.

Rationale: The weight penalty for wheels over 16" has incrementally decreased over the last decade. The current 50lb penalty is relatively insignificant in view of the current minimum weights. The PAC believes that eliminating the weight penalty for wheels over 16" provides members building newer model cars additional options without modification of original equipment (OE) brake systems. Additionally, the proposal improves the wheel and tire options for all CP competitors.

### #8752 ABS Brake Proposal

Change Section 17.6.C to remove text as follows:

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control and proportioning valves~~, and computers ~~and master cylinders~~ are considered part of the ABS system and may be not altered nor relocated.

Rationale: The proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment improves progression from the Street Prepared category by eliminating a potential take-back between the categories.

#### #9672 XP Front Endplate Proposal

In Appendix A, Prepared Class X, change 1.c as follows:

c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq ft (0.7432m<sup>2</sup>) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24cm) forward of the rear axle, more than 0" (0.0mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq in (129.0cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2sq ft. Wing endplate surface area is limited to 100 sq in (645.16cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

#### Modified

#### #9018 Baby Grand Classing Proposal

In Appendix A, under Modified Class F, change subsection G as follows:

G. Dwarf Cars, 600 Racing, Inc. Legends Cars, ~~and Baby Grands~~ cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, ~~or MMRA Baby Grands~~ specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA, US Legend Cars, ~~or Baby Grands~~ Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, ~~and Baby Grands~~ specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements

Quick-release steering wheels



Fire extinguishers  
Fire-retardant driver suit and gloves  
Neck braces  
Head and neck restraints (HNR)

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

Helmets  
Car number and class designation  
Exhaust system, muffler, and tailpipe

#### #9074, 9981 F600 Classification

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

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

Rationale: Members have requested the addition of such a listing. While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the recommendation contains the explicit listing of the weight in the Solo Rules to address concerns expressed by members.

#### #9231 Aero Clarification

The following package of rule changes is recommended by the MAC in order to address various questions posed by the membership.

Add to 18.1.F.3.d:

*Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.*

Change 18.1.F.3.d to read:

*d. Front splitters are allowed but must be installed parallel to the ground (within +/- 1 inches fore to aft). Splitters may not be wider than, nor extend more than 6” forward of, the top-view outline of the car. The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

Also add new subsections to 18.1.F.3 as follows:

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.*

Change 18.1.F.3.b to read as follows:

*b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore to aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10” as viewed from above.*

#### #9251 Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

*“7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate.”*

#### #9616 FM Weight Proposal

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

##### 4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>

*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.

Rationale: the bulk of the changes above simply provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc moto engine listing. The weight for the 440 engine is reduced by 25 lbs.

#### #9889 BM Turbo Engine Clarification

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

*1. Turbocharged and supercharged engines are not permitted.*

Also remove "naturally-aspirated" from C.4

Comment: This proposal has received significant and unanimous member feedback.

#### #10033 Solo Vee Compression Proposal

In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~

Rationale: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

#### #10277 Spoiler Strake Comment

Change 18.1.F.17, to read as follows:

*7. Vanes, strakes and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6 inches must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:*

*- up to 56 sq in (362.9cm<sup>2</sup>) for a roof spoiler;*

*- up to 100 sq in (645.16cm<sup>2</sup>) for a trunk spoiler;*

*- up to 36 sq in (232.26 cm<sup>2</sup>) for a front splitter.*

Rationale: the area dimensions are unchanged from the present rule; the intent of this change is to establish the minimum spacing of 6 inches, and to clean up and clarify the rule.

#### #11802 Club Racing Sports Racers Classing Proposal

Change the first sentence under "Modified Class B" in Appendix A to read as follows:

All Formula Cars or Sports Racers compliant under the **2013** Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

Also change the reference to "current GCR" in subsection E to read "**2013** GCR".

Also change the reference to "current Club Racing GCR" in subsection F to read "**2013** Club Racing GCR."

Rationale: The new GCR classes SR1 and SR2 contain a variety of allowances which are of concern for their potential negative effects upon competitive balance in B Modified. This minor change retains the 2013 status quo in BM for 2014, and provides time for the MAC and SEB to thoroughly evaluate these classes and their GCR rules.

## Kart

### #9363 KML Weights

Change various weight references in 19.1 as follows:

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

19.1.D.2. KZ (ICC): All current or prior approved CIK/FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK/FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the Section 19.1 and ~~incur an additional 25-lb weight adjustment must run at 410lbs.~~

Note: The KAC and SEB wish to proceed with this proposal, as the weight changes to KM Open have been tabled.

### #9526 Age Exception for KM

Replace 4.1.A with:

*Drivers must be SCCA members. A Weekend Membership meets this requirement.*

*Drivers in all categories except Kart must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent / legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.*

*Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:*

- 1. Minimum age is 15 years old.*
- 2. Have approval of the event Chairman and event Solo® Safety Steward.*
- 3. Participated in at least four National Solo Events in Formula Junior A (JA).*

*Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.*

*The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.*

Also add the following new section 19.1.H:

*H Minimum age requirement is 15 years old for participation in KM.*

Also change 1.3.2.B to read:

All competitors, except those in *Kart* classes, must have a valid driver's license.

Also change the last sentence of the first paragraph in 4.13.A to read:

All competitors, except participants in *Kart classes*, must also have a valid driver's license.

Rationale: Per the KAC, the logic behind this is licensed 15 year old drivers can race heavily modified cars just based on what state they reside in, and the committee feels they present less of a danger in a kart. It's common in national karting organizations to allow 15 year olds to race wheel to wheel in shifter karts.

### #11138 Change to allowable bolt on weights

Change 19.1.A.5 to read as follows:

"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along with *an oversized washer to prevent the weight from pulling through the seat, with* a locking nut, pinch nut, double nut, or safety wire. No more than

10 lbs of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."

## **TECH BULLETINS**

### **Stock/Street**

#### **#12184 Mini Roadster Classing Proposal**

Effective immediately upon publication, add the following new listings:

*D Stock*      *MINI Cooper Roadster S (2013-2014)*  
*D Stock*      *MINI Cooper Roadster JCW (2013-2014)*  
*H Stock*      *MINI Cooper Roadster (2013-2014)*  
*D Street*      *MINI Cooper Roadster S (2013-2014)*  
*D Street*      *MINI Cooper Roadster JCW (2013-2014)*  
*H Street*      *MINI Cooper Roadster (2013-2014)*

### **Street Touring**

#### **#11816 STX Classing Proposals**

Effective immediately upon publication, add the following new listings:

*STX*          *Saab 9-3 (non-Viggen) (1998-2012)*  
*STU*          *Mercedes CLK430 (1999-2003)*

#### **#12037 Fiat 500 Turbo Classing Proposal**

Effective immediately upon publication, add the following new listing:

*STC*          *Fiat 500 Sport Turbo (2013)*

#### **#11968 Sonic Classing Comments**

Effective immediately upon publication, add the following new listings:

*STF*          *Chevrolet Sonic n/a (2012-2013)*  
*STC*          *Chevrolet Sonic turbo (2012-2013)*

#### **#12031 New Beetle Classing Proposal**

Effective immediately upon publication, add the following new listings:

*STF*          *Volkswagen Jetta (2.0I, 8V) (2000-2004)*  
*STF*          *Volkswagen Jetta (2.5I)*  
*STF*          *Volkswagen Beetle (2.0I 8V) (1998-2005)*  
*STF*          *Volkswagen Beetle (2.5I) (2006-2010)*

#### **#11907 E39 M5 Classing Proposal**

Effective immediately upon publication, add the following new listing:

*STX*          *BMW E39 M5 (1998-2003)*

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock/Street**

#11783, 11876, 11887, 11912, 11939, #11940, 11956, 11966, 11969, 11978, 11986, 11987, 11988, 12004, 12039 Street Comments

Thank you for your input.

#### **#12025 4th Version Street Comments**

The alternate steering wheel allowance (13.2.F) has been restored in the final version of the Street proposal.

Rationale: The SAC would like to keep this allowance in the Street rules due to cars up to 1993 still having 9 years of

national eligibility left.

### **Street Prepared**

#11523, 11524, 11533, 11538, 11643 CRX/Civic in FSP Comments

The SPAC thanks you for your input. The proposal is being recommended to the BOD.

#11917, 11918, 11928 Hardtop Clarification Comments

Please see item #11932 elsewhere herein for clarification/explanation.

### **Modified**

#11714 Aero Comments

Thank you for your input.

### **Kart**

#11390 Kart Inspection Proposal

The KAC is researching minimum kart widths and kart heights for proper safety. It is expected that a proposal for a 2015 rule change will be forthcoming.

#11575 Kart Weight Clarification

The KAC prefers to make no changes to KM Open for now. Thanks for your input.

#11578 KM Weight Clarification

Thank you for your input.

#11592 Kart Comments

The age rule change has been recommended. The KML 20lb weight reduction has been recommended. The weight per bolt proposal has been recommended. The KM Open class changes have been tabled. Thanks for your input.

#11649 KML Weight Comments

The 20lbs reduction has been recommended, but the Open class changes have been tabled at this time. Thanks for your input.

#11713, 11715, 11720, 11989, 11990, 11991, 11993, 11994, 11996, 12006, 12009, 12019, 12020, 12021, 12033, 12035 Weight Comments

Thank you for your input.

#11718 KM Age Comments

Thank you for your input.

#11962 Spec Honda weight proposal feedback

Thank you for your input.

### **NOT RECOMMENDED**

### **Stock**

#9385 Shock Allowance Comments

The proposal to add wording regarding drilling a hole in a strut bar for shock adjustment has been withdrawn per SAC recommendation.

### **Street Touring**

#11586 FRS/BRZ Move to STR Proposal

The SEB has reviewed the results of STX competition at the Solo Nationals, along with member input regarding the classification of these models, and is not recommending moving the BRZ and FRS out of STX. The cars neither won

nor dominated the top placements in the class at Nationals, and at this time the SEB believes they are a good fit.

**#11857 MR2 Turbo Classing Proposal**

The STAC believes the Turbo MR2 exceeds the performance parameters of the ST category.

**#11886 Cam Gear Allowance Proposal**

Per the STAC, adjustable cam gears are not within the ST category philosophy.

**#11895 Oil Cooler Allowance Proposal**

The STAC continues to believe that oil coolers are not appropriate for ST.

**Street Prepared**

**#11647 S2000 Move to SSP Proposal**

The SPAC does not believe the requested change is necessary.

**#10992 Aero Allowance Proposal**

At this time the SPAC feels the aero rules are sufficient. Thank you for your input.

**#11791 C5 Non Z Move to BSP Proposal**

The SPAC feels that this car would be too fast for the current BSP; in addition, splitting the line would strand those members who have already built an SSP car from a non-Z06 C5 using Z06 components.

**#11880 Convertible Allowance Proposal**

The SPAC feels that this change is not consistent with the philosophy of Street Prepared. Thank you for your input.

**Prepared**

**#9238 GP Limited Prep Adjustment Proposal**

This proposal is being withdrawn.

**Kart**

**#8535 Proposal to provide Spec Honda and modify weights**

This proposal is being withdrawn.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | September 25, 2013

The Solo Events Board met by conference call September 25th. Attending were SEB members Dave Feighner, Dave Hardy, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand 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 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

#### #11794, 11874, 11933 Allowing Cars at Events Clarification

Regions are free to make classing changes to suit local needs, provided they comply with all of the mandatory provisions in the Solo Rules. Section 3 lists requirements for eligible vehicles. As such, a region is allowed to ban a car model from competition even if that car is classed in Appendix A. Competitors are encouraged to support those regions that value their participation.

#### PAC Vacancies

The SEB is seeking to fill positions on the Prepared Advisory Committee. Members interested in serving on this committee are invited to submit their qualifications in writing to the SEB at the above website.

The SEB thanks Steve Garnjobst for his service to the Club as a PAC member.

### Change Proposals

#### **Prepared**

##### #12423 CP Wheel Width Allowance Proposal

The PAC recommends publishing the following rule change proposal:

Change Section 17.4.F to read: For class CP, any size wheel may be used. Wheel size does not affect minimum weight.

Comment: The PAC believes that changes in the tire availability for CP cars necessitates the proposed rule change. Track dimensions must comply with 17.8.B.5 and Appendix A, and increasing the width of the wheels effectively increases the width of the car.

##### #12419 E-Prepared/D-Prepared Reorganizing Proposal

The PAC recommends publishing the following preliminary proposal for member comment:

Move rear-wheel drive EP cars to DP, effective Jan 1, 2015. These cars will use the current DP weight formulas and rotary engines will use the Appendix A listed displacements.

Weight formulas (lbs):

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

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

Weight Adjustments (lbs):

Solid Axle: -50lbs

Comment: The PAC believes this reorganization will ensure the health of EP as a FWD Prepared class. The inclusion of these vehicles without adding excessive weight under the DP weight formula will supplement the competition in DP.

##### #11625 Subaru on the Same Line Proposal

The PAC recommends publishing the following rule change for member comment:

Appendix A, F-Prepared:

Impreza/WRX (AWD) ALL

Comment: The PAC believes that the wheel base and track dimensions between the 1992-2000 Impreza ("GC" chassis) and the 2000+ WRX/STi ("GD" and "GE" chassis) are insignificant in view of the FP weight formula for turbo and AWD vehicles.

## **Other Member Items Reviewed**

### **General**

#12401 Nationals Participation Data comments

The SEB thanks member Ryan Otis for the very useful information.

#12443 PAX Committee Proposal

Thank you for your input. The creation of PAX/RTP indexes, and the use of them at Pro Solo and Match Tour events, are outside the scope of the SEB's rule-making authority. The SCCA National Staff administers the rules for Pro Solo and Match Tour events.

### **Stock/Street**

#12053, 12059, 12060, 12067, 12073, 12078, 12189, 12193, 12200, 12220, 12250 Version 4 Street Comments

Thank you for your input. The details of the Street proposal have been finalized in response to member input, and the proposal is being recommended to the BOD.

#12047 Mustang V6 Classing Clarification

Per the SAC, Mustang Stock classing isn't linear from DS-FS-GS as to performance.

#12262, 12266 Version 4 Street Comments - Save HS!!

Thank you for your input. The final version of the Street proposal, as recommended to the BOD, retains HS and GS as separate classes.

### **Street Touring**

#11905, 11915, 11925, 11927, 11930, 11935, 11942, 11945, 11967, 12005, 12007, 12015, 12029, 12038, 12040, 12062, 12069, 12070, 12072, 12076, 12079, 12097, 12188, 12224, 12258, 12295, New Cars in STU Comments

Thank you for your input. The SEB has recommended the listing changes associated with item #10437 to the BOD, as shown in the October Fastrack.

#11924, 11936, 11975, 11976, 11992, 12000 Steering Wheel Allowance Comments

Thank you for your input. Please see item #11316.

### **Prepared**

#12307 Fiat X1/9 Intake Clarification

The member's concern was addressed in the July 2013 FastTrack by Tech Bulletin item #10335.

## **Not Recommended**

### **Stock/Street**

#12243 BMW Classing Clarification

The SAC feels the 5 series BMW is appropriately classed.

#12263 Boss Mustang Move to FS Proposal

The SAC feels the Mustang Boss 302 is classed appropriately.

#12354 Street Class Tire Exclusion - Toyo R1R

The SEB does not feel it is necessary to exclude the R1R from the Street category.

### **Street Touring**



#### #11316 Steering Wheel Clarification

Based on member feedback, the previously-published proposal regarding this item has been withdrawn per STAC recommendation.

### **Tech Bulletins**

#### **Stock/Street**

##### #12077 Fiesta Classing Proposal

Per the SAC, the following new listing is added in both G-Stock (effective immediately upon publication) and G-Street.

Ford

Fiesta ST (2014)

# Fastrack<sup>®</sup> news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

December 2013

## SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | October 23, 2013

The Solo Events Board met by conference call October 23rd. Attending were SEB members Dave Feighner, Dave Hardy, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, 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).

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### Member Advisories

#### **Stock/Street**

For 2014, the existing Stock category will be renamed to Street-R and will run with the class letters SSR, ASR, BSR, CSR, DSR, ESR, FSR, GSR, and HSR. In 2015, all Street-R classes except SSR will be removed.

#### **Street Touring**

##### **#12098 Control Arm Clarification**

Per the STAC, ball joints and heim joints are considered to be of the same type, and thus replacement control arms utilizing one or the other versus Stock would be in compliance with 14.8.B. Note that this allowance does not open up modification of the mounting point (i.e., tapered holes may not be converted to non-tapered).

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

The SEB thanks KJ Christopher for his service to the club as a STAC member.

#### **Street Modified**

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

#### **Modified**

The SEB thanks Dan Wasdahl for his service as MAC member and Chairman.

#### **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.

### Change Proposals

#### **Street Prepared**

The SPAC has provided the following group of listing change proposals 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)

Add the following listing in **ASP**:

- Eagle and Mitsubishi
- 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 (2004-07)

Comment: The SPAC feels that these AWD turbo cars in ESP are not a good fit. ESP has shown strong growth, nearly all of which has been fueled by ponycars. Also, the STIs in ASP may be a more attractive option with the additional UD/BD.

## Kart

### #12430 KM Tire Proposal

The KAC is seeking member feedback for the following change to 19.1.B.2.A - allowing rear tires up to 8.0" wide.

Tires must be no larger than 12.5" in diameter and no smaller than 9.0" in diameter as imprinted on tire. Tire width is limited to 5.5" for the front and ~~7.4~~ 8.0" for the rear as imprinted on tire.

### #12431 Rotax DD2 Engine Allowance Proposal

The KAC is seeking member feedback for classing the Rotax DD2 engine into KM for 2014 season, with the caveat that section 3.2 applies. This would be done as follows:

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

Change 19.1.A.4 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.

The added subsection 19.1.D.3 describes the newly-added Rotax DD2 engine, as follows:

*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.*

## Safety

### #12872 Formula Junior Grid Rules and Helmets

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

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 Prepared**

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

The SPAC does not believe that this car is a good fit for ESP, despite its on-paper similarity to a Mustang in stock trim.

Per the SEB, member feedback is requested on an alternative proposal to move this car to BSP.

### **Street Touring**

#### **#9999 E85 Comments**

Add to the last sentence in 3.6.A the following:

*“Pump gasoline above 95 octane is prohibited.”*

Comment: Per the STAC, higher octane fuels have many of the disadvantages of E85, while costing more and being difficult to source. This gives advantage to those willing to trailer their cars, which is not within the spirit of the category.

#### **#11982 Lexus CT200H Classing Proposal**

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.”

#### **#12465 STS & STC Combining Proposal**

The STAC has provided the following proposal for member review and feedback:

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

### **Other Member Items Reviewed**

#### **Stock**

#### **#12330 GS/HS Combine Comments**

Thank you for your input. Per the approved BOD Item 37 as published in last month's Fastrack, GS and HS will remain separate classes.

#### **#12352 Boxster and Cayman Classing Proposal**

There are many Appendix A classings that will need their model year ranges to be updated from -13 to -14 in both Stock and Street. This happens every year.

#### **#12367 Fiesta ST Classing Proposal**

Per Fastrack item #12077 (November) this car has been classed in GS.

#### **#12386, 12403, 12455, 12574 Street Comments**

Thank you for your input.

#### **#12394 Wheel Allowance Clarification**

Thank you for your input. The SAC recommends that the member ask Porsche for clarification on their conflicting wheel width documentation.

#### **#12417 HS Comments**

Thank you for your input.

### **Street Touring**

#### **#12131 Steering Wheel Allowance Comments**

Thank you for your input, the subject proposal has been withdrawn (November Fastrack, #11316).

#12387, 12388 FR-S/BRZ Classing Comments

Thank you for your input.

#12402, 12414, 12445, 12489, 12490, 12573 New Cars in STU Comments

Thank you for your input.

#12428 C5 FRC Classing Proposal

Thank you for your input. The C5 FRC was included in STU package sent to board.

#12517 ST Class Proposal

Thank you for your comments.

#12577 Infiniti G37 Clarification

Thank you for your item, the typo has been noted. Will be fixed in final publication.

### **Street Prepared**

#11914, 12032 240SX Move to FSP Comments

Thank you for your input.

#12377 Boxster/Cayman Classing Proposal

Thank you for your input.

### **Kart**

#12057 KM Weight Comments

Thank you for your input. The proposal pertaining to item #8535 was withdrawn.

### **Handled Elsewhere**

#### **Street Touring**

#11779 STC and STS Combining Proposal

Please see item #12465

#12424 Supra Turbo Classing Proposal

Please see item #11979.

#12509 Supra Turbo in STU Proposal

Please see letter #11979.

### **Not Recommended**

#### **Safety**

#12586 Minimum Age for Passengers Proposal

The SSC does not recommend this change. Laws vary greatly between states and there is also consideration of the maturity of children who are passengers.

#### **Stock**

#12306 Street Comments

Thank you for your input.

#12327 XKE and Miata Classing Proposal

Thank you for your input.

#12341 Fiat 500 Turbo Classing Proposal

Classification of this model is not recommended, as it does not meet the requirements of 3.1.A.

#12368 Audi TT AWD Move from DS Proposal

Thank you for your input.

#12371 Toyo R1R Proposal

Thank you for your input.

#12375 Toyo R1R Proposal

Thank you for your input.

#12380 Street Comments

The SAC would like to see how things shake out in Street before moving any cars at this time.

#12425 4.6L Mustang Classing Proposal

The SAC doesn't believe it is appropriate to split the V8 Mustangs into different classes.

#12476 Crossfire Move to GS Proposal

The SAC believes the Crossfire's performance potential is not appropriate for GS at this time.

#12593 Suzuki SX4 Sportback Classing Proposal

Classification of the Suzuki SX4 is not recommended, as this model doesn't meet the requirements of 3.1.A

**Street Touring**

#11961 New Street Touring Class Proposal

The STAC does not believe there is enough national demand for an ST class above STU at this time. Members are reminded that Regions may create their own STU-plus class as needs arise.

#11979 Supra Turbo Classing Proposal

The STAC believes the turbo Supra exceeds the performance parameters of the ST classing structure.

#12332 BMW Classing Proposal

The STAC believes the BMW E30 and E36 are appropriately classed.

#12344 Merkur XR4Ti Classing Proposal

The STAC doesn't feel that it would be appropriate to class the XR4Ti in the national ST structure. Regions may classify the car locally as needed.

#12382 Pontiac Solstice GXP / Saturn Sky Redline Classing Proposal

Per the STAC, the Pontiac Solstice GXP and Saturn Sky Redline exceed the performance parameters of STU.

#12398 ECU Allowance Proposal

In the interest of rules stability, the STAC does not believe 14.10.F should be modified in the requested manner.

**Street Prepared**

#12381 Fuel Lobe Allowance Proposal

The SPAC feels that cam swaps are not consistent with the Street Prepared category philosophy.

#12547 Splitter Allowance Proposal

The SPAC feels that the splitter allowance is sufficient as currently written.

## Formula Junior

### #12363 Formula Junior Spec. Gearing Proposal

The KAC feels that spec gearing is not consistent with category philosophy.

## Tech Bulletins

### Safety

The following Tech Bulletins have been recommended by the SSC:

In 1.3.2.o, change the second sentence to read "Drivers from *five (5)* to twelve (12) ..."

In 4.3.1, add to the third paragraph: *"Helmets for Formula Junior drivers must be of closed face design incorporating full face shields and chin bars."*

### Stock/Street

#### #12318 MR2 Classing Proposal

The SAC recommends moving the Toyota MR2 Supercharged from C-Street to E-Street per the provisions of 3.2.

#### #12320 Lotus Evora Classing Proposal

Per the SAC, correct the A-Stock and A-Street Evora listings with the updated years as shown below:

Lotus

Evora (non-supercharged) (2010-*14*)

#### #12581 Porsche 911 Classing Proposal

Per the SAC, the following new listing is added to both Super Stock and Super Street.

Porsche

*911 (991 chassis) non-GT3 (2012-2014)*

#### #12634 Chevrolet Corvette C7 classing

Per the SAC, the following new listing is added in both Super Stock and Super Street.

Chevrolet

*Corvette (C7 chassis) (2014)*

### Street Touring

#### #11806 Bodywork Clarification

Per the STAC, add to Appendix F under Street Touring Clarifications:

*In the absence of manufacturer supplied instructions, it is recommended to look to other sources (such as a manufacturer's assembly manual) in determining what constitutes "installed as directed".*

*With regard to the S2000 CR wing, it is not believed that there is an issue with drilling holes to mount the wing. However, the factory included trunk reinforments when using the wing, and there has been no evidence presented that this is not required by the manufacturer. Therefore, absent an allowance to include the trunk reinforcement, the addition of the CR wing is not allowed under 14.F. It would be allowed as part of a complete CR conversion.*

#### #12355 Cruze and Cobalt Classing Proposal

Per the STAC, effective upon publication, add the following new listings in class STF:

*Saturn Ion 2.2I*

*Pontiac G5 2.2I*

*Hyundai Elantra (2011-13)*

*Nissan Versa (2007-13)*

*Nissan Sentra (2.0) (2007-12)*

*Nissan Sentra (2013)*

*Scion xD (2008-13)*

Effective upon publication, also add the following new listings in class STX:

*Saturn Ion NOC*

*Pontiac G5 NOC*

#12603 1993-1998 Golf Cabriolet Classing Proposal

Effective upon publication, add the following new listings in class STC:

*Volkswagen Golf, GTI, Cabrio, Jetta (1993-98) (2.0)*