

# SOLO EVENTS BOARD

## SEB MINUTES | November 15, 2010

The Solo Events Board met by conference call November 15th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; BOD members Dick Patullo and John Sheridan; 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 1/1/2012**

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

### GENERAL

- Recipients were selected by the SEB for the 2010 Driver of the Year, Rookie of the Year, and Divisional Event of the Year awards. (ref. #2473, 3068, 3163).
- The SEB thanks National Appeals Committee members Art Trier (Chairman), Paul Brown, Neal Bellamy, and G.H. Sharp for their service on the NAC.
- The SEB is accepting resumes for members interested in a Course Designer position for the Solo Nationals at Lincoln.

### DIVISIONAL POSITIONS

- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).
- The SEB thanks Velma Boreen and Marlene Obenour for their service to the Club as Divisional Solo Events Stewards.
- The SEB also expresses thanks to Al Mitchell for his years of service as a Divisional Solo Safety Steward.

### STOCK

- A vacancy is anticipated on the SAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).
- Per the SAC, the following rule change proposal is published here for member comment:
  - Add to section 13.4 as a new third paragraph:  
"Vehicle option packages equipped only with 20" wheels as standard, may use 19-inch diameter wheels of the same width as standard and offset within +/- 0.25 inch of standard." (ref. #2678)
- In addition to those items reflected elsewhere herein, the following member items regarding Stock category matters have been reviewed by the SAC and SEB: #2852, 2965, 3002, 3024. The SEB and SAC thank these members for their input.

### STREET TOURING

- Per request by the BOD, the SEB and STAC have reviewed and amended a previously-published proposal regarding bodywork allowances in ST. The updated version of the proposal is being recommended to the BOD for 1/1/2011 implementation. It now consists of following (ref. #3321):
  - Change the third paragraph of 14.0 to read as follows:  
Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the ST concept which meets their local needs. *In particular, some tolerance in the area of bodywork allowances (e.g. wings/spoilers beyond those allowed in 14.2.F) is encouraged at this level.*
  - Modify 14.2.C to read as follows (ref. 10-127):  
"C. Factory rub strips, emblems, mud flaps, *bolt on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*"
  - Replace 14.2.F with the following:  
*14.2.F Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and nonfunctional scoops/vents is allowed provided that either:*
    - 1) *it is a production part which is standard or optional equipment of a US model of the vehicle*
    - 2) *it is listed in the vehicle manufacturer's US accessory catalog for that vehicle, for normal highway use*

*Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.*

## **STREET PREPARED**

- Vacancies are anticipated on the SPAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).
- The SEB thanks departing SPAC members Mike Shields and Jinx Jordan for their service to the Club as members of this committee.

## **STREET MODIFIED**

- A vacancy is anticipated on the SMAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).
- Per the SMAC, the following rule change proposal is being submitted for member comment:
  - Replace 16.1.D.1 with the following:

“1. Engine blocks must be from production automobiles. Engines must meet minimum production quantities of 1,000 units built for street use, spanning all models of cars so equipped. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted. This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

The intent of this proposal is to allow cross-make engine swaps into Street Modified vehicles, using engines produced in sufficient quantities that replacement parts are readily available. Subframe restrictions are not expanded from the existing rules. (ref. #3313)

- In addition to those items reflected elsewhere herein, the following member items regarding Street Modified category matters have been reviewed by the SMAC and SEB: #1702, 3048. The SEB and SMAC thank these members for their input.

## **PREPARED**

- A vacancy is anticipated on the PAC. The committee is particularly interested in adding someone who is active in the CP class. Members interested in serving on this committee should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

## **MODIFIED**

- The previously-published proposal to require bolt-on valve covers on FM Vees has been withdrawn. Instead, the requirements for Tech Inspection, and for re-inspection after a failure, will be amended in the National event Supplemental Regulations. (ref. #2668, 2674, 2682, 2716, 3179, 3200)
- The following rule change proposals have been recommended by the MAC and are published for member comment:
  - In Appendix A, under Modified Class F, section C.2.j, change the sentence “Dry sump systems are prohibited.” to read “Dry sump systems are permitted.” (ref. #2669)
  - Add in Appendix A, under Modified Class F, a new sentence to section A.7 as follows: “Electric water pumps may be used.” (ref. #2812)

## **FORMULA JUNIOR / F125**

- A vacancy is anticipated on the KAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).
- The SEB thanks Pete Mottaz for his service to the Club as a member of the KAC.

## **NOT RECOMMENDED**

- Stock tire sizes (ref. #3039) The SAC believes that this would drastically change the balance of competitive cars in the Stock classes, and that having the option to choose tire sizes is part of competition.
- IT cars in DSP (ref. #3141, 3142)
- SM street tire class (ref. #3197) Regions are encouraged to create classes that will create local interest in the club and promote new memberships. Not all of these classes are necessarily suited for National status.

## **TECH BULLETINS**

1. Stock: The following new listings have been recommended by the SAC and are effective immediately upon publication (ref. #2475, 3199):

Pontiac G5 GT (2.4L) ('07-'08)	GS
Ford Fiesta ('11)	HS
Mazda 2 ('11)	HS
Pontiac G5 (2.2L) ('07-'09)	HS

2. Street Touring: Per the STAC, the second sentence of 14.8.I is clarified as follows: "These kits consist of either adjustable length arms or arm mounts (*including ball joints*) that provide a lateral adjustment to the effective length of a control arm." (ref. #2024)
3. Street Prepared: The following new listings have been recommended by the SPAC and are effective immediately upon publication:
 

Audi TTS ('09-'11)	BSP (ref. #2705)
Audi A3 ('05-'11)	DSP (ref. #3227)
4. Street Prepared: Per the SPAC, 15.2.F, requires that the seating surface of the seat would need to be fully covered by fabric that is attached to the seat in some fashion. An aftermarket seat cover would suffice to fulfill this requirement. (ref. #3226)
5. Prepared: Per the PAC, the following new listings are added to class XP (ref. #3183):
 

Shelby
Cobra ('63-'67)
TVR
Griffith Series 200 & Series 400

Note: these are cars which are currently listed only in the supplemental BP class (the automatic XP eligibility of which is being eliminated on 01/01/11), and which don't meet the requirements of 17.A.2.
6. Modified: Section 18.1.B.1 permits removal of a headlight unit but not of the bodywork component (e.g. section of fender or hood) which houses it. (ref. #3249, 3298)

# SOLO EVENTS BOARD

## SEB MINUTES | December 15, 2010

The Solo Events Board met by conference call December 15th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, Dave Hardy, and Bryan Nemy; BOD members Dick Patullo and Lisa Noble; Doug Gill, Brian Harmer and Ryan Miles 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 1/1/2012**

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

### GENERAL

- The SEB thanks Tina Reeves for her service to the club as a Solo Events Board member and as its Chair.

### DIVISIONAL POSITIONS

- The SEB has appointed David Steger as the SEDIV Divisional Solo Safety Steward.
- The SEB has appointed Scott Hearne as the GLDIV Divisional Solo Events Steward (ref. #3037).
- The SEB expresses thanks to Chuck Jarvie for his service as a Divisional Solo Safety Steward.

### STOCK

- The SEB has appointed Mike Wood and Sam Strano to the SAC.
- The SAC has indicated its intention to place the Ford Boss 302 Mustang Laguna Seca Edition on the Stock exclusion list when the car becomes available. It is anticipated that the regular edition of the Boss 302 Mustang will be classed in BS.

### STREET TOURING

- The SEB has appointed Jason Rhoades to the STAC (ref. #3202).
- Per the STAC, the following package of rules/classing changes is submitted for member comment, effective 1/1/2012. This package of changes is designed to achieve the following:
  - Make a wider variety of cars competitive. Specifically, the ST class will now be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD "microcars" (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
  - Give competitors a wider variety of solutions to the allowed modifications.
  - Maintain as much of the current competitive landscape as possible.
  - Eliminate "class-hopping", where a car is run in multiple ST classes
  - Make it easier to verify rules compliance, both for competitors and for officials
  - Unify allowances across the category to minimize impact of classing changes

Where multiple options appear, members are requested to indicate their preference in that particular area.

#### Classing:

All eligible vehicles for a class will be specifically listed in Appendix A, as opposed to the current formula-based method. Future versions of this proposal will include the actual vehicle lists, but a summary of the classes is as follows:

ST – All currently eligible ST cars with the exception of the following:

Honda Civic (86-2000)  
Acura Integra (90-2001)  
Sentra SE-R (91-94)  
Nissan NX2000 (91-94)  
Toyota Celica (94-2005)  
Dodge/Chrysler Neon  
Subaru Impreza 2.5 RS (98-2001)  
Nissan 240SX

STS – All currently eligible STS cars plus those excluded from ST above.

STX – All currently eligible vehicles except those currently eligible for ST

STU – All currently eligible vehicles except those currently eligible for STX

STR – All currently eligible vehicles

Preamble:

Replace first paragraph of 14.0 with:

*The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.*

Note: While maintaining the original vision of the category, this softens the “legality” language to better match the proposed allowance changes.

Brakes:

Replace the 14.6 subsections with the following:

*A. Non-Standard brake rotors are permitted, provided they are of equal or larger weight and dimensions (diameter and thickness), and the rotor disc is made of ferrous material (e.g. iron).*

*B. Brake lines may be substituted with alternate DOT approved flexible brake lines.*

*C. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/ structure for their use. They may serve no other purpose.*

*D. Original equipment ABS braking systems may be electrically disabled, but may not be removed or altered in any other way.*

*E. Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Drum-to-disc brake conversions must be bolted, not welded to the axle/control arm/upright.*

*F. A functioning emergency brake of the same type, operation, and actuation as OE must be present*

*G. Brake calipers may be replaced, provided the number of pistons is equal to or greater than the original number of pistons. Caliper mounting brackets may be replaced to accommodate this change, but may serve no other purpose. Alternate caliper brackets must bolt to the original caliper bracket mounting location(s). The alternate caliper and bracket assembly must be no lighter than the Standard assembly.*

*H. Changes to backing plates/mounting brackets/brake lines to accommodate the above are permitted but may serve no other purpose.”*

Note: This standardizes the ST category on a modified version of the STX/STU allowance, the intent of which was to accommodate track-day “big brake” packages, not as a means to reduce weight.

Engine Management (ECU):

Remove Appendix F clarification under Street Touring titled “Emissions System”.

Change 14.10.F to read as follows:

*“14.10.F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*

*1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing*

*2. Supplementary (“Piggyback”) ECU may be used subject to the following restrictions:*

*a) Connects between the standard ECU and its wiring harness only.*

*b) Must be plug-compatible with the standard ECU (no splices).*

3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of

engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.

4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.

5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.

6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems."

Note: This expands the methods of allowed ECU tuning with the introduction of popular "plug n' play" piggyback controllers. Restrictions limit the applicability and value of high end standalone ECUs masquerading as piggybacks. It also removes the emissions legality language, allowing the disabling of Check Engine Lights.

#### Catalytic Converters – Option #1:

Replace 14.10.E with the following:

*"14.10.E Non-standard catalytic converter(s) are allowed, but must mount in the same location (relative to the chassis), as the OE converter(s). All but the primary converter(s) may be removed. Catalytic converters must be of the OE type (i.e. oxidation, three-way, etc.). If the replacement catalyst substrate/core is shorter than the original, it must be located entirely within the length of the original".*

Note: This standardizes the category on a compromise version of the existing ST/STS/STR & STX/STU rules variants, allowing removal of pre-cats, but requiring a specific location for the remaining main converter. This supports the street-oriented exhaust aftermarket's use of the main cat's inlet/outlet as locators for header termination and cat-back inlets while minimizing any benefit to custom-built long-tube race headers. At the same time, it removes the application-specific EPA labeling requirements making sourcing easier.

#### Catalytic Converters – Option #2:

Replace 14.10.E with the following:

*"14.10.E Non-standard catalytic converter(s) are allowed. All but the primary converter(s) may be removed. Catalytic converters must be of the OE type (i.e. oxidation, three-way, etc.). The inlet of the primary converter(s) may be relocated within 6" rearward along the piping flow path."*

Note: This standardizes the category on a reworked version of the existing STX/STU allowance. This gives ST/STS/STR competitors additional leeway in fabricating exhausts, while facilitating use of long-tube headers. It also removes all EPA labeling requirements.

#### Limited Slip Differentials – Option #1:

Status quo, no change to 14.10.K.

Note: Maintains parity by limiting the advantage of higher horsepower cars in both ST and STS. If cars need to be down-classed in the future, then competitors may have to remove LSD's.

#### Limited Slip Differentials – Option #2:

*Modify 14.10.K to apply the existing STR/STX/STU LSD allowance to all ST classes.*

Note: This would minimize the LSD-removal impact of any future down-classing of cars, at the expense of an immediate upgrade for most current ST/STS competitors. Street Touring is premised as a bolt on category and aftermarket diff installation is not generally bolt on. LSDs are not available for many of the newer target ST cars which may hurt diversity. May require moving some cars to different classes than those listed in the above proposal to compensate for the addition of an LSD (e.g. 94-97 Miata -> STR).

## **STREET PREPARED**

- The SEB has appointed Matt Palombi to the SPAC (ref. #3017)

- Per the SPAC, the following class change proposals are published for member comment:

- Move from DSP to FSP as follows (ref. #2170):

Honda

Prelude ('83-'87)

Prelude ('88-'91)

- Move from BSP to ESP as follows (ref. #3462):

Nissan

350Z ('03-'08)

- Per the SPAC, the following rule change proposal is published for member comment:

- Add to 15.6.A as follows (ref. #2447):

*"A single master cylinder brace may be added provided it is bolt on and serves no other purpose."*

#### **STREET MODIFIED**

- Vacancies are anticipated on the SMAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### **PREPARED**

- The SEB has appointed Chris Raglin to the PAC (ref. #2829).
- The PAC and SEB are interested in adding someone to the PAC who is active in the CP class. Members interested in serving on this committee should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).
- The following listing change proposal (ref. #3496) is published here for member comment: change the listing for the Lotus Elise/Exige in Appendix A, class F Prepared, to read as follows:

Lotus

Elise & Exige – Series 2 (normally-aspirated) (2005-2010)

- The PAC is recommending the following rule change proposal is being submitted for member review and comment (ref. #3272, 3167, 3343):
- Change Section 9.b.of Appendix A for X Prepared to read as follows:

*"b. Minimum Weight Calculations*

*All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. Example: weight for a 1837cc RWD car is 1200 + (1.837 x 200) = 1567 lbs.*

*Engines with displacement less than 4.0 liters:*

*RWD: 1200 lbs + 200 lbs per liter*

*FWD: 1200 lbs + 150 lbs per liter*

*AWD: 1200 lbs + 250 lbs per liter*

*Engines with displacement of 4.0 liters or greater:*

*RWD: 1200 lbs + 180 lbs per liter*

*FWD: 1200 lbs + 130 lbs per liter*

*AWD: 1200 lbs + 250 lbs per liter*

*Regardless of the weight formulas above, no car shall be required to weigh more than 2,300 lbs before applicable weight adjustments.*

*Weight Adjustments:*

*Cars with engine located behind driver: + 20 lbs/liter*

*Cars equipped with traction/stability control: + 50 lbs/liter*

*Cars equipped with active/reactive suspension: + 100 lbs*

*Cars equipped with ABS: + 50 lbs"*

Comment: The intent of this proposed change is to reduce minimum weights for larger displacement engines.



- In addition to those items reflected elsewhere herein, the following member items regarding Prepared category matters have been reviewed by the PAC and SEB: # 3144. The SEB and PAC thank this member for the input.

## FORMULA JUNIOR / F125

- The KAC is seeking preliminary member feedback on the allowance of a 250cc four-stroke Shifter motor in stock form at a minimum weight of 420 lbs. as a Regional-only motor. This is for the purpose of evaluation and comparison to the current allowance of motors in F125 (ref. #2001).
- The KAC is seeking preliminary member feedback on increasing the current weight penalty for programmable ignition from 20 lbs. to 25 lbs. Along with this proposal, the KAC is looking for feedback on decreasing the current weight penalty of ICC motors from 35 lbs. to 25 lbs., to help align SCCA Solo with other current karting organizations (ref. #2056).
- The KAC is seeking preliminary member feedback regarding changing the class designation of Formula 125, otherwise known as "F125" to Kart Modified, otherwise known as "KM" (ref. #2835, 2836, 2847, 2888, 2904).
- The KAC is seeking preliminary member feedback regarding changing the class designation of Formula Junior A, B, C, otherwise known as "FJA", "FJB", "FJC", to Junior A, B, C, otherwise known as "JA", "JB", & "JC" (ref. #2904).
- The KAC has discussed the issue of Methanol use in the FJB Briggs Raptor motor. Due to the extra power it provides the FJB motor, the KAC has deemed it necessary to eliminate methanol as a fuel for FJB, **effective 6/1/2011**. The applicable rule will be changed to read as follows (ref. #3241, 3273):

"19.2.A.2.b.1.Briggs & Stratton Raptor

A. FUEL: *Gasoline*

B. WEIGHT: *Gasoline - 245 lbs*

C. Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors."

- Per the KAC, all tires which were legal for Formula Junior classes in 2010 will again be legal for 2011. However, due to an apparent significant change in tread compound, the next version of the Bridgestone Y\*C series (following YHC, YKC), tentatively designated the YLC, will NOT be approved, pending further review. For 2012 the KAC is anticipating instituting a spec tire for the FJ classes. At this time, the KAC is asking for member comment regarding what brand and designation that tire should be, taking into consideration the concepts of a long-wearing and a moderate-traction-level tire, as the current rules allow. Initial possibilities under consideration are the Hoosier R60, and the MG HZ or "Red" tires. Appropriate sizes, 4.5-5 (front or rear) and 6.0-5 (rear) will remain unchanged. Interested parties are requested to post comments via [www.sebscca.com](http://www.sebscca.com) (ref. #3589).
- In addition to those items reflected elsewhere herein, the following member items regarding Kart and FJ category matters have been reviewed by the KAC and SEB: #3320, 3648. The SEB and KAC thank these members for their input.

## NOT RECOMMENDED

- Stock classification of Cadillac CTS-V (ref. #3045). The SAC has reviewed this car and finds it consistent with the performance level of its current class (F Stock).
- Street Prepared AWD wheel/tire allowances (ref. #3417). The SPAC does not feel this change is necessary.
- Formula Junior class status (ref. #3358). The SEB does not feel this change would be in the best interests of these classes.
- Formula Junior spec class (ref. #2899). The KAC has reviewed the rules and is taking the idea under advisement but currently does not believe this will benefit the class as a whole.

## TECH BULLETINS

1. Street Prepared: Add new subsection 15.2.J.4 as follows: "*Cages which utilize door bars that protrude into the door panel must comply with all other GCR requirements for roll cages.*" (ref. #1758)
2. Street Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, Street Prepared Category (ref. #3328):
 

Volvo S40 ('95-'04)	DSP
Volvo S40 ('05-'11)	DSP
3. Street Prepared: Per the SPAC, add as a new 6<sup>th</sup> sentence of 15.8.H.4 as follows: "*A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from stock the spindle mounting location from the control arm plane.*" (ref. #3355)



4. Prepared: Per the PAC, the Mazda Rx-7 and Rx-8 listings in Appendix A, class F Prepared, are clarified to read as follows (ref. #3369):

RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)

Alt engine: Renesis

*Displacement: 12A – 2292 cc; Renesis/13B – 2616 cc*

RX-7 (13B, bridge or peripheral porting allowed) (1986-91)

Alternate Engine: Renesis

*Displacement: Renesis/13B – 2616 cc*

RX-8 (bridge or peripheral porting allowed)

Alternate engines: 12A or 13B

*Displacement: 12A – 2292 cc; Renesis/13B – 2616 cc*

Standard intake manifold may be used.

Comment: The revised listings specify the effective displacement for each vehicle.

5. Formula Junior: per the KAC, effective immediately, the following subsection is added to 19.2.A.2.b (ref. #3379):

*“6. Clone Motors (REGIONAL ONLY)*

*A. FUEL: Gasoline*

*B. WEIGHT: 250lbs*

*C. Motor must remain completely STOCK with the exception that the “governor” may be removed”*

Comment: Per the KAC, the Clone motor has been reviewed by the committee many times in recent years since its introduction in the Sprint racing community. The most recent input has given the KAC much more data with which to make a decision and the KAC would like to phase in this motor as a very inexpensive (\$150) option for Formula Junior B.

6. Formula Junior: per the KAC, effective immediately, The Rotax Mini-Max subsection of 19.2.A.1.b is updated to read as follows (ref. #3587):

*“4. Rotax Mini-Max*

*A. FUEL: Gasoline and oil*

*B. WEIGHT: 305 lbs*

*C. Carburetor, clutch, radiator, and exhaust as supplied with engine from Manufacturer. Exhaust and carburetor restrictors must be used in accordance with Rotax Mini-Max rules.*

*D. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.*

*E. Rotax Motor Identity Card (AKA Passport) is required for proof of sealed motor.”*

Comment: The KAC feels that bringing the weight up 20 lbs, equal to that of the KT100, will solve the performance discrepancy. It is believed that the Rotax would be faster than anything else in FJA.

# SOLO EVENTS BOARD

## SEB MINUTES | Jan. 26, 2011

The Solo Events Board met by conference call January 26th. Attending were SEB members Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD member John Walsh; Doug Gill, Nancy Downing, Brian Harmer and Ryan Miles 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 1/1/2012**

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

### GENERAL

- The following items have been reviewed by the SEB, and EOC or SSC where applicable, and the SEB and the committees thank these members for their input: #2470, 3413
- The SEB thanks John Scheier for his service to the Club as a Divisional Solo Safety Steward.
- The 2011 Solo National Appeals Committee will consist of Art Trier, Paul Brown, Kathy Barnes, and Karen Babb.

### DIVISIONAL POSITIONS

- The SEB has appointed James Shepherd as the NorPac Divisional Solo Safety Steward (ref. #3584)
- The following correspondence item pertaining to Divisional positions has been reviewed by the SEB, and the board thanks this member for his input: #2336.

### STOCK

- Per the SAC, the following rule change proposal is being published for member comment:
  - Change 13.2.H to read as follows:

"H. Roll Bars and Roll Cages

    1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. 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 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."
- Per the SAC, the following class listing change proposals are published for member comment (ref. #3303):
  - Move from BS to GS: BMW 325i & 325is ('87-'91)
  - Move from BS to GS: BMW 325ix ('88-'91)
- The following correspondence items pertaining to Stock items have been reviewed by the SAC and SEB, and the committee and board thank these members for their input: #3359, 3524

### STREET TOURING

- The following correspondence items pertaining to Street Touring items have been reviewed by the STAC and SEB, and the committee and board thank these members for their input: #3341, 3579, 3715.

### STREET MODIFIED

- The SEB has decided that the SMF class will continue to be offered as a Supplemental class (per 4.8) at the Solo Nationals through at least 2012.
- The SMAC is still seeking input regarding the following rule change proposal, and thanks those members who have provided feedback so far (ref. #3605, 3609, 3619, 3620, 3630, 3670, 3671, 3676, 3685, 3690, 3691, 3692, 3694, 3696, 3702):
  - Replace 16.1.D.1 with the following:

"1. Engine blocks must be *from production automobiles*. *Engines must meet minimum production quantities of 1,000 units built for street use, spanning all models of cars so equipped. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.* This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany."

The intent of this proposal is to allow cross-make engine swaps into Street Modified vehicles, using engines produced in sufficient quantities that replacement parts are readily available. Subframe restrictions are not expanded from the

existing rules. (ref. #3313)

- The SEB has appointed Jim Thompson to the SMAC (ref. #3782)
- Per the SMAC, the following rule change proposals are published for member feedback:
  - Change the last sentence of 16.1.Q to read: "It must be securely mounted within the bodywork."
  - In Appendix A, Class Street Modified (SM), change the fourth item under "Minimum Weight Calculations" to read: "*Greater than 51% weight on rear wheels: +25 lbs per liter*" (ref. #1823, 3787)
- The SEB thanks Mike Feldpusch for his service as a SMAC member.

#### PREPARED

- Per the PAC, the previously-published proposal concerning traction control weight penalties in XP contained an error; the second line under "Weight Adjustments" should have read as follows: "*Cars equipped with traction/stability control: +50 lbs.*" (ref. #3494)
- The SEB thanks Myron Steere and Dwayne Komush for their service to the Club as members of the PAC.
- The following correspondence items pertaining to Prepared items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input: #3229, 3495.

#### MODIFIED

- In response to member input (ref. #3504, 3551, 3596, 3597, 3600, 3601) the MAC is recommending the following revised version of the previously-published proposal pertaining to aerodynamic modifications in class B Modified:
  - In Appendix A under Modified Class B (BM) change subsection F to read as follows:

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

1) *Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.*

2) *Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.*

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

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

Also change the last sentence of subsection H to read: "All cars must prepare to Formula Atlantic aerodynamic rules as specified in F."

- The MAC is recommending the following rule change proposal (ref. #2231), which is being published here for member feedback:

- Add the following new section 18.6:

**18.6 LEGENDS AND DWARF CARS**

*Vehicles conforming to the US Legends Cars International racing series specifications (<http://www.uslegendcars.com>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F.*

*Vehicles conforming to the Western States Dwarf Cars Association specifications (<http://www.dwarfworld.com/WSDCA-07.html>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F.*

- In conjunction with the above, add the following in Appendix A, Modified Class F (current section D should be increased one outline level to be under item C):

**D. Dwarf Cars and Legends/600Racing Cars**

*Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.*

**NOTE:** *If any conflict exists between the Dwarf Car Rules or US Legends 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 3.3 are allowed.  
 Any differential and rear end 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.  
 Engine does not need to be sealed, but must conform to the appropriate rule set.  
 Minimum Weight – 1250 lbs with driver.  
 Any air filter is allowed.  
 Any ballast is allowed provided it is mounted securely per Solo rules.  
 Any battery may be used.

*Dwarf Car or Legends specific items not required are as follows:*

*INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.*  
*Seatbelt harness aging requirements*  
*Quick Release steering wheels*  
*Fire extinguishers*  
*Fire Retardant driver's suits and gloves*  
*Neck Braces*  
*Head and Neck Restraints*

*Current Solo Rules override Dwarf/Legends rules for the following items:*

*Helmets*  
*Car Numbers*  
*Exhaust system, muffler and tailpipe*

- The following rule change proposal is published here for member review and comment (ref. #3484, 3545):
- In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:

*"7. F5 cars may utilize the Rotax 593 engine as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use 25mm intake restrictors. The restrictor specifications are as follows:*

*1.680 inches outside diameter*  
*Thickness 0.020 inches*  
*Slot length top to bottom 1.475 inches*  
*Slot width 1.0 inch = 25.4mm*  
*Slot radius .5 inches "*

The SEB encourages Regional programs to implement this allowance at the local level in 2011, in order to permit drivers of F5 cars using the 593 to participate in the class and to acquire additional data pertaining to the performance of such cars.

- The following correspondence items pertaining to Modified items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input: #3179, 3200, 3653, 3659.

#### **FORMULA JUNIOR / F125**

- The SEB approved the appointment of Danny Kao to the KAC (ref. #2848).
- The following correspondence items pertaining to KAC positions have been reviewed by the SEB, and the board thanks these members for their input: #3320, 3648.

#### **NOT RECOMMENDED**

- Transaxle update/backdate (#2155) Per the SPAC, this is not considered consistent with the category philosophy.
- V6 Mustang classing (#2600). The SAC has indicated it believes the potential risk of moving this car as requested outweighs the potential benefit.
- Street tire classes (#2857) Regions are encouraged to create classes that will create local interest in the club and promote new memberships. Not all of these classes are necessarily suited for National status.
- Harness bar rule (#3164) This rule change was published in 2009 and approved by the BOD for inclusion in the 2010 Solo Rules; the change was omitted via an editing error and has subsequently been corrected.
- Cone sizes (#3168) Selection of cone sizes is left up to the Regions so that they can best meet the needs of their particular programs.
- Master Cylinder brace (#3174) The STAC believes this modification is very application –specific, provides little benefit for

the class as a whole, and has considerable potential for abuse.

- Seat weights (#3280) The STAC believes this change would have potential for abuse, and could create new safety concerns.
- Saab 9-3 classing (#3285) The SAC has researched the specifications of the 2009 2.8-liter Saab 9-3 Aero and believes that it falls within the performance range of its current class.
- Helmet grace period (#3576). A sufficient grace period has already been granted, and helmets meeting the current requirements are now readily available.

## TECH BULLETINS

1. Event Operations: per the EOC, abuses of mechanical delays are believed to be adequately addressed by 6.8.D, which states: "Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. **Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run.** Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under section 9.1.F." (ref. #3315)
2. Stock: The following new listings, effective immediately upon publication, are added to Appendix A, Stock Category (ref. #2503):

Ford Mustang Boss 302, Laguna Seca ('12)	Stock exclusion list
Ford Mustang Boss 302 NOC ('12)	BS
3. Stock: Per the SAC, the DDMWorks Oil Catch Can Kit for the GM 2.0L I4 ECOTEC engine does comply with 13.10.G (ref. #3405).
4. Stock: The following new listing, effective immediately upon publication, is added in Appendix A (ref. #3569):

Jaguar XK8 1997-2006	FS
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5. Stock, Errors and Omissions: The following corrected listing, effective immediately upon publication, is updated in Appendix A:

Audi S4 ('10-'11)	BS
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6. Street Touring: Add new item 5 to 14.8.I, as follows: "Changes in suspension geometry are not allowed except as incidental to the effective arm length change."
7. Street Modified: Per the SMAC, hood liners are covered under "associated hardware" in 16.1.I. They will be added to the list of examples. (ref. #3476)
8. Modified: Per the MAC, the Henney Kilowatt is not eligible for DM or EM as a production car due to its failure to meet the eligibility requirements of 18.1.A. (ref. #3723)
9. Modified: Per the MAC, the "such as..." list in 18.1.C.1.a should no longer include the reference to doors (this should have been removed when the change was made to B.8 which allows alternate door materials). (ref #3956)
10. Modified: Per the MAC, item 13 under "Safety Rules" in Section 18, under A.7, should read "Reverse gear in B and F Modified vehicles" Comment: this should have been changed with the addition of "A reverse gear is not required" to Appendix A, C.2.m. (ref #3956)
11. Modified: Per the MAC, correct "in 12.9" in 18.4.B.12 to "in Section 18" Comment: this reference was overlooked when the decision was made to retain Section 18 wing measurement methods for Modified classes. (ref #3956)
12. Modified: Per the MAC, in Appendix A, Modified Class B, remove the parenthetical "(weights shown are with driver)" from the opening sentence. Comment: this is redundant with the statement at the beginning of the category listings. (ref #3956)
13. Modified: Per the MAC, in Section 18 under Safety Rules, change item A.7.11 to read "11) Deformable structures". Comment: this is a general GCR item and applies to all GCR open wheel and SR classes. (ref #3956)
14. Modified: Per the MAC, in Appendix A, Modified Class C, clarify the first sentence to read: "Modified Class C allows the following GCR-compliant cars: Spec Racer Ford, Formula F, & Sports 2000. Comment: this clarifies the reference to use the GCR, to avoid confusion. (ref #3956)

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD MINUTES | Feb. 13 and 23, 2011

The Solo Events Board met at the SCCA Convention February 13th and by conference call February 23rd. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD members R. David Jones and John Walsh; Doug Gill, Howard Duncan, Nancy Downing, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and 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 1/1/2012**

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

### GENERAL

- The following item is being added to the National Solo event Supplemental Regulations (ref. 2668, 2674, 2682, 2716, 3179, 3200):
  - At the request of the Event Chairman or Chief Steward, a vehicle may be re-inspected at any time for any mechanical concern by the Chief of Tech or his/her designate per Sections 3.3.4 and 5.6.B (safety, delay of event, etc). The Event Chairman or Chief Steward may be notified of the mechanical concern by the Operating Steward or other officials.
- The following update to the sound policy has been approved by the SEB and will be in effect at all National Solo events:

#### **"Sound Measurements at SCCA National Solo Events**

*The goal is to protect the hearing of course workers, and to further efforts at site retention and acquisition.*

The maximum limit will be 100 dBA. *Participants are reminded that this is a limit, not a design goal. Sound measurement is affected by external factors such as temperature, humidity, topography, and other environmental conditions. A margin of error to account for such eventualities is encouraged when designing exhaust systems.*

The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings, etc.) as is practical.

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

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

Any "repair actions" to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward or representative. If the "repair" has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Chief Steward or representative has the right to disallow a repeat of the "repair action" that deteriorated. The "repair action" may be changed or modified to improve the quality of the "repair" and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound limits must make further "repair actions" to reduce the sound level to compliant readings before starting runs the next day.

*Redirecting the exhaust away from the sound meter between days is not a valid repair action and may be referred to the Chief Steward for action under 1.3.2.L.*

These general sound limit regulations WILL NOT override specific local area and/or SCCA Regional sound limit requirements, regulations, and/or penalties."

- The following correspondence items have been reviewed by SEB, and the board thanks these members for their input:
  - SSF Comments (2297)
  - Sound Restrictions Proposal (2725)



### **TIRE RACK SOLO NATIONAL CHAMPIONSHIPS**

- The SEB approved the recommendations of Mari and Eric Clements regarding class run days; these will be available via the SCCA website.
- Recommendations were also approved by the SEB for various Nationals Chief positions, including Chief Stewards.
- The SEB approved Kevin Youngers and Andy Hollis as the course designers.

### **STOCK**

- The SEB does not anticipate changes to class A Stock until at least 1/1/2013, and will be watching participation patterns in the class.
- Per the SAC, the following class change proposal is published for member review and comment :
  - Move from DS to GS, Honda Prelude (1997-2001) (ref. 3989)
- The following correspondence items pertaining to Stock items have been reviewed by the SAC and SEB, and the committee and board thank these members for their input:
  - 20" Wheel Comments (3621, 3629, 3804)
  - Boss 302 in BS Proposal (3823)

### **STREET TOURING**

- The following correspondence items pertaining to Street Touring items have been reviewed by the STAC and SEB, and the committee and board thank this member for their input:
  - ST Treadwear Rating Comments (3341)

### **STREET PREPARED**

- Based on feedback received from the membership the SPAC feels that it is time for an additional Street Prepared class to be added to the category. This class will fit "between" the current CSP and BSP classes by creating a new class designated G Street Prepared and re-lettering other classes. Cars currently classed in FSP will be moved to GSP, cars classed in DSP moved to FSP, and most cars classed in CSP moved to DSP. This will leave a "new" CSP to be filled with popular 2 and 4 seat sports cars and sports sedans such as the BMW E36 M3, Nissan 350Z, Honda S2000, Chevy Corvette (C4), Audi TT and other cars of similar drive train configurations and/or performance potential. The proposed changes are as follows:
  - Create a new class named G Street Prepared
  - Move from FSP to GSP all cars currently classed in FSP
  - Move from DSP to FSP all cars currently classed in DSP
  - Move from CSP to DSP all cars currently classed in CSP with the exception of the cars listed below:
    - Audi
      - TT (1.8T, FWD & Quattro)
      - TT (3.2L, Quattro)
      - Quattro Turbo Coupe
    - Pontiac & Saturn
      - Fiero (V6)
  - Move from BSP to CSP:
    - BMW
      - M Coupe, M Roadster, & Z3 (6-cyl)
      - M3 (All E36 chassis)
      - M3 (E46 chassis)
      - Z4 30i
    - Chevrolet
      - Corvette (1953-54)
      - Corvette (1955-57)
      - Corvette (1958-62)
      - Corvette (1963-67)
      - Corvette (1968-82)
      - Corvette (1984-96) (all)
    - Chrysler
      - Crossfire & Crossfire SRT6
    - Honda

- S2000 (All)
- Mazda
  - RX-7 Turbo (1986-92)
  - RX-8
- Mercedes-Benz
  - CLK 320 & CLK 32 AMG
  - SLK 350
- Nissan & Datsun
  - 240Z, 260Z, 280Z
  - 280ZX & 280ZX Turbo
  - 300ZX Turbo (1984-89)
  - 300ZX Turbo (1990-96)
  - 350Z
- Pontiac & Saturn
  - Firebird Firehawk SLP (1990-92) (3rd gen, 383cid)
  - Firebird Firehawk SLP (1993-2002) (4th gen, 383cid)
- Porsche
  - 911 (3.2L max, non-turbo) (1965-89)
  - 911 Carrera 2
  - 911 Club Sport
  - 911 (non-turbo, NOC)
  - 914/6 (all)
  - 924 (all incl. Turbo)
  - 944 (all incl. Turbo)
  - 928
  - 968
  - Boxster & Cayman (all)
- Saleen
  - Mustang S281E & Mustang (NOC)
- Toyota
  - MR2 (all incl. Turbo) (1991-95)
- Move from ASP to BSP:
  - Mazda
    - RX-7 (1993-95) (Turbo)
  - Nissan
    - GT-R (R35)
- The SPAC and SEB are withdrawing the previously-published proposal (June '10 Fastrack) to move the Nissan non-turbo 300ZX to BSP with the turbo versions (ref. 2271)
- The SPAC and SEB are withdrawing the previously-published proposal (February '11 Fastrack, ref. 3462) to move the Nissan 350Z ('03-'08) from BSP to ESP (ref. 3862, 3887, 3888, 3891, 3893, 3937, 3941, 3949, 3950, 3967, 3979, 3982, 3988, 3991, 4027, 4047, 4122, 4136, 4141, 4208)

## FORMULA JUNIOR / F125

- The following rule change proposal has been recommended by the KAC and is published here for member comment:
  - Change 19.2.C to read as follows:
 

**"19.2.C. WHEELS AND TIRES**

*For Junior A and B classes: Maximum size for front tires is 4.60/10.0-5. Maximum size for rear tires is 6.00/11.0-5. Tire brand and compound is restricted to the MG Brand - HZ model or MG "Red".*

*For Junior C class: Maximum size for front tires is 4.60/10.0-5. Maximum size for rear tires is 5.00/11.0-5. Tire brand and compound is restricted to the MG Brand - HZ model or MG "Red". Also, "Cadet" designated tires from any manufacturer are allowed.*

Kart-specific "rain tread" tires of any durometer reading may be used at a rain event. This does not allow the use of slick type tires with compounds or designations softer than class specifications, even if grooved to show a defined three dimensional tread pattern. Declaration of a rain event is at the discretion of the Youth Steward." (3846)

## NOT RECOMMENDED

- Appendix C, Roll Bar/Cage Wording Comments (3185) The SEB does not believe this change is necessary.
- Classing, Ladies Class Proposal (3532)

- General, Tire Pre Heating (4105) The SEB does not believe it would be feasible to police this.
- Stock, E36 M3 to F Stock Proposal (3805): The SAC feels the E36 BMW M3 meets the current competitive landscape and classing philosophy of CS.
- Street Prepared, Fuel Tank Allowance Proposal (3525) The SPAC does not feel that the fuel tank allowance being requested fits the category philosophy.
- Street Prepared, Club Racing Compliance Proposal (3526) The SPAC believes the current rule covers the subject of this request sufficiently.
- Street Prepared, GSP Proposal (3753) The SPAC does not believe a class based upon this particular list of cars would provide maximum benefit to the category.
- Prepared, Lotus Elise Series 1 Classing (3239): The PAC recommends against classing the Lotus S1 Elise in Prepared. This generation of the Elise was never Federally-certified for sale in the United States as a passenger vehicle. A very limited quantity of S1's were sold in the U.S. for off-road/track use only. As a result, the S1 Elise does not meet the requirements of Section 17.A.2 of the Solo Rules.
- Kart, Junior Clone Motor Comments (3943) The KAC is not recommending changes to the new Clone motor ruling at this time.
- Kart, Box Stock Allowance Proposal (4013) The KAC is not recommending changes to the new Clone motor ruling at this time.
- Kart, FJC at National Tour Proposal (4147)

## TECH BULLETINS

1. Street Prepared: The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:
 

Infiniti G37	ESP (3564)
Nissan Sentra (B-15) ('02-'06)	DSP (3821)
Nissan Sentra (B-16) ('07-'11)	DSP (3821)
Nissan 370Z ('09-'11)	BSP (4079, 4080)
2. Street Prepared: The SPAC has recommended and the SEB has approved the following update to the "Mustang (S197 Chassis) listing in ESP:
 

Mustang (S197 Chassis) 2005-2012 (NOC including Boss 302 and Laguna Seca) (3489, 3939)
3. Street Prepared: The re-issued Ford Kent blocks for the Lotus Twincam engines are only considered rules-compliant for use in the SP category if they meet all requirements of Section 15.11. The burden of proof lies entirely with the competitor to show that these requirements have been met. (3770)
4. Modified, Errors and Omissions: Per the MAC, in Appendix A, Modified Class C, the 2011 change to item B under "Exceptions to the GCR..." should have read as follows:
 

"B. For S2000 minimum weight with driver is as follows:

  - 1280 lbs. for cast iron head and no cam change
  - 1305 lbs. for aluminum head OR cam change

FF and S2000 are open only to "series-produced" cars. Only cars produced by the following manufacturers are eligible for FF in this class: ADF, Alexis, Caldwell, Citation, Crossle, Dulon, Eagle, Elden, Forsgrini, Gemini, Hawke, Konig-Heath, LeGrand, Lola, Lotus, March, Merlyn, Mondiale, PRS, Reynard, Royale, Swift, Tiga, Titan, Van Diemen, Winkleman, and Zink. Only cars produced by the following manufacturers are eligible for S2000 in this class: Bobsy, Chevron, Daedalus, KBHMariah, Lola, March-Apache, Reynard, Royale, Shannon, Shrike, Swift, and Tiga. The SEB may add to this list at any time, effective upon notification of the membership." (4074)

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | March 23, 2011

The Solo Events Board met by conference call March 23rd. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD members R. David Jones, Marcus Merideth, and John Walsh; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and 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 1/1/2012**

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

## SAFETY

- The SEB has approved Mark Mauro as a new Rocky Mountain Divisional Solo Safety Steward.

## GENERAL

- The following rule change proposals have been reviewed by the SEB and are being published here for member comment:
  - Change section 1.3.2.D to read as follows:

"D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old;
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet;
4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.

In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. *The only passengers who may be allowed during competition runs in Divisional, National Tour, and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their drivers license requiring a passenger.*" (3984)

- Change section 4.8 to read as follows:

### "4.8 DEFINITION OF CLASS TYPES

*A. National Class – Any class defined in this rule book that is recognized as eligible for a National Championship. This explicitly does not include Supplemental classes. These classes are automatically offered at Divisional, National Tour, and National Championship events.*

*B. Supplemental Class – Any non-National class running under a proposed rule set for purposes of evaluation. It may be run alone or within a parent class. Its drivers may or may not be eligible for awards. In determining whether or not a supplemental class will achieve National Class status, that class will be evaluated on whether it:*

- (1) has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships or*
- (2) has at least 40 participants (Open and Ladies Classes) for 2 of 3 consecutive National Championships or*
- (3) fits with the long-term vision for the continued growth of Solo according to Introductory Section 1.2.3 of the Solo Rules.*

*C. Regional Class – Any class not listed in these Solo Rules but created by a Region or other entity for local purposes."*

## STOCK

- The previously-published proposal (April Fastrack) to move the Honda Prelude (1997-2001) to GS has been withdrawn by the SAC after determining that this move had been previously completed.
- The following set of class listing change proposals has been recommended by the SAC and is published here for member comment (4322):

Chevrolet Camaro (V6) ('10-'11) – From GS to DS  
Dodge Challenger (V6) ('09-'11) – From GS to DS  
Hyundai Genesis Coupe (V6) ('10-'11) – From FS to DS  
Infiniti G35 Coupe – From FS to DS  
Infiniti G37 Coupe – From FS to DS  
Chevrolet Camaro (V6) (NOC) – GS

- The SAC and SEB have reviewed the following item, and thank this member for his input:
  - 20" wheel comments (3662)

#### STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Z car listing comments (2292)
  - Master cylinder brace comments (3918, 3936, 4121)
  - 350Z Move to ESP comments (3950)
  - Mustang classing (3986)
  - 370Z classing (4083, 4089, 4349)

#### STREET MODIFIED

- Per the SMAC, the following rule change proposal is submitted for member comment:
  - Add new subsection 16.1.T as follows:

*"T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit."*

In conjunction with the above, remove 16.1.P line which currently reads: "These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment." (3786)

- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Engine allowance comments (3869, 4003, 4268, 4274)
  - SMF comments (3922)

#### PREPARED

- The following rule change proposal has been recommended by the PAC and is published here for member comment:
  - Change 17.10.C.2 to read as follows:

*"2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500" (one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor shall be as follows, unless specified otherwise in Appendix A:*

- a. 38mm for class FP*
- b. 52mm for class CP*
- c. Restrictor is not required for class XP" (2116)*

- The previously-published proposal (12/2010 Fastrack) to permit subframe modifications and substitutions is withdrawn per recommendation of the PAC. (2687, 3400)

#### MODIFIED

- The following amended version of a previously-published proposal is presented here for further member review and comment (new wording shown in bold type):
  - Add the following new section 18.6:

##### **"18.6 LEGENDS AND DWARF CARS**

*Vehicles conforming to the US Legends Cars International racing series specifications (<http://www.uslegendcars.com>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F. **Bandolero and Thunder Roadster vehicles are prohibited.***

*Vehicles conforming to the Western States Dwarf Cars Association specifications (<http://www.dwarfworld.com/WSDCA-07.html>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F." (4280)*

- In conjunction with the above, add the following in Appendix A, Modified Class F (current section D should be increased

one outline level to be under item C):

*"D. Dwarf Cars and Legends/600Racing Cars*

*Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.*

*NOTE: If any conflict exists between the Dwarf Car Rules or US Legends 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 3.3 are allowed.*

*Any differential and rear end 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.*

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

*Minimum Weight – 1250 lbs with driver.*

*Any air filter is allowed.*

*Any ballast is allowed provided it is mounted securely per Solo rules.*

*Any battery may be used.*

*Dwarf Car or Legends specific items not required are as follows:*

*INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.*

*Seatbelt harness aging requirements*

*Quick Release steering wheels*

*Fire extinguishers*

*Fire Retardant driver's suits and gloves*

*Neck Braces*

*Head and Neck Restraints*

*Current Solo Rules override Dwarf/Legends rules for the following items:*

*Helmets*

*Car Numbers*

*Exhaust system, muffler and tailpipe"*

- Per the MAC, the following previously-published proposal pertaining to aerodynamic modifications in class B Modified is provided here for further member review and comment (4384):

- In Appendix A under Modified Class B (BM) change subsection F to read as follows:

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

*1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.*

*2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.*

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

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

*Also change the last sentence of subsection H to read: "All cars must prepare to Formula Atlantic aerodynamic rules as specified in F."*

- The following amended version of a previously-published proposal is provided here for further member review and comment (new wording shown in bold type):

- In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:

*"7. F5 cars may utilize the Rotax 593 engine, **1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors** as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use 25mm intake restrictors. The restrictor specifications are*



as follows:

1.680 inches outside diameter  
Thickness 0.020 inches  
Slot length top to bottom 1.475 inches  
Slot width 1.0 inch = 25.4mm  
Slot radius .5 inches

**Use of the 2003 and up "HO", "SDI", "RS", & "E-TEC" 593 variants is not permitted." (4425)**

The SEB encourages Regional programs to implement this allowance at the local level in 2011, in order to permit drivers of F5 cars using the 593 to participate in the class and to acquire additional data pertaining to the performance of such cars.

- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - BM aero comments (4384)
  - Legends cars in FM (4282, 4290, 4291, 4294, 4306)

## FORMULA JUNIOR / F125

- The following rule change proposals have been recommended by the KAC and are published here for member comment:
  - Change 19.1.D.1.f.2 to read as follows:

"2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty." (2056, 3843, 3975, 4006, 4044, 4125)
  - Change the first paragraph of 19.1.D.2 to read as follows:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc 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 SCCA Solo Rules Section 19.1 and incur an additional **25 lb** weight adjustment." (3843, 3975, 4006, 4044, 4125)
- The KAC and SEB have reviewed the following items, and thank these members for their input:
  - 250cc 4-stroke comments (3852, 3976, 4127)
  - Class naming comments (3977, 4007, 4045, 4046, 4126)

## NOT RECOMMENDED

- General: Solo dress code (4343).
- Prepared: Hood scoop allowances (4160). The PAC believes that existing allowances for venting and ducting are sufficient.
- Prepared: Classing of Ultima GTR in XP (3792). The PAC does not feel this car meets the eligibility requirements for the Prepared category (17.0.A). The SEB reminds members that cars of this type may be submitted for review to add to DM and EM, per 18.1.A.1.
- Modified: Motorcycle drivetrains in DM/EM (3329). The MAC has revisited this subject multiple times and based on competitor input the committee continues to feel that this change would not be good for the overall health of the production-based Modified classes. Some vehicles with motorcycle drivetrains may currently be legal in AM or BM.

## TECH BULLETINS

1. General: The SEB has determined that the Goodyear Eagle RS AC meets the requirements of Section 13.3 and is thus eligible for use in the applicable categories. (4090)
2. Stock: The following new listings, effective immediately upon publication, have been approved by the SEB:

Lotus Evora (n/a)(2010-2011)	AS (4239)
Porsche Cayman R (2011)	SS (4371, 4283)
BMW 1 Series M Coupe (2011)	AS (4372)
Ford Mustang V6 (2012)	DS (2617, 4004, 4373)]
Ford Mustang Boss 302 Laguna Seca (2012)	Stock exclusion list

3. Stock: The SEB has approved the following reclassifications, effective immediately upon publication per the provisions of 3.2:
  - Ford Mustang V6 (2011) – From FS to DS (2617, 4004, 4373)
  - Ford Mustang Boss 302 (2012) – From Stock exclusion list to AS (3985)
4. Street Prepared: The previously-published Tech Bulletin (April Fastrack) to add a new listing in BSP for the 370Z is clarified to read as follows:
  - Nissan 370Z (all) (2009-2011) BSP
5. Street Prepared: The listing in BSP for the 350Z is clarified to read as follows:
  - Nissan 350Z (all)

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | April 16-17, 2011

The Solo Events Board met in Kansas City April 16-17. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and 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 1/1/2012**

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

## SAFETY

- The following rule change proposal has been recommended by the SSC and is being published for member comment (4326):
    - Add a new subsection to 1.3.2 Other Operating Requirements as follows:

*"U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle. Jacks used alone are not sufficient."*
- Note: this is simply codifying a safety requirement which has been understood for many years.

## GENERAL

- The following change to the previously-published sound policy has been approved by the SEB:
  - Change the last paragraph to read:

*"Directing the exhaust away from the sound meter can be considered unsportsmanlike conduct and may be referred to the Chief Steward for action under 1.3.2.L."*
- The following rule change proposal is being published here for member comment:
  - Change section 9.4.1 Penalties to read as follows:

"9.4.1 Penalties  
The penalties in increasing order of severity are as follows:  
9.4.1.1 Reprimand  
A reprimand against an SCCA member shall be noted in the official results of the event  
9.4.1.2 Time or Position  
Penalties expressed as addition of time or loss of finishing position may be imposed.  
9.4.1.3 Disqualification from Competition  
Disqualification from competition may be imposed on an entrant, driver, or car.  
9.4.1.4 Probation  
*Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.*  
9.4.1.5 Suspension  
*Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.*  
9.4.1.6 Expulsion from SCCA  
Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."
- The following group of rule change proposals, intended to be implemented as a package, is being published here for member comment:
  - Modify 4.1.D to read as follows:

"D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat. *For this purpose the event organizer is defined as:*

*Regional event: event chairman or region Solo chairman*

*Divisional Event: Host Region RE or Divisional Solo Steward*

*National Tour and Championship events: Committee of Vice President of Rally/Solo, Event Chairman and SEB Chairman*

*Pro Solo: Vice President of Rally/Solo or designee."*

- Add a new paragraph to 8.3.9 Notifications as follows:

*"If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the PC Chairman will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty, background information, and any appeals to the NAC."*

- Change 10.8 to read as follows:

#### "10.8 PUBLICATION AND EFFECT OF DECISION

The SCCA will distribute all final NAC decisions, including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision shall have no right of action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the AC shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the AC shall be effective immediately as stated in its decision. *If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the NAC will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty."*

- The following rule change proposals have been reviewed by the SEB and are being published here for member comment:

- Change section 4.9 to read as follows:

#### "4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES

A. *A class is eligible for a National Championship when:*

1. *At least 12 competitors, combined between Open and Ladies, participated in the prior year's Nationals or*

2. *At least 18 competitors, combined between Open and Ladies, participate in the current year's Nationals.*

B. *A National Winner will be declared when the conditions above are not met."*

Comment: The proposed 4.9 rule change eliminates the requirement for the SEB to take action when a class falls below the minimum participation level of 17 competitors (combined) in Open and Ladies at the National Championship event. However, classes which have a low participation level as described in the proposed rule will not be eligible for a National Championship.

- Change section 11 to read as follows:

#### "11. AWARDS

A. Awards shall be presented to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).

B. *At the Solo Nationals, a National Championship award will be presented when a competitor competes in a National Championship eligible class which has 3 or more participants."*

- The following rule change proposal is published here for member comment:

- Change the third paragraph of 6.10 to read as follows:

*"All vehicles in classes subject to weight requirements and in trophy positions as determined by the official results will be weighed. If there is any question about compliance with weight requirements, the vehicle will be weighed in both directions."*

## STOCK

- The following classing change proposal is published here for member comment:

- Move from DS to FS: Ford Mustang V6 (2012) *Comment:* this move is linked to the published proposal to move a variety of other cars to DS from either GS or FS. The desired result is that the '11 Mustang V6 and those other cars (Genesis V6, G35 coupe, Infiniti G37 coupe, '10-'11 Camaro V6, '10-'11 Challenger V6) will be classed together in DS or not moved from their current classes.

## STREET PREPARED

- Per the SPAC, the following classing change proposal is submitted for member comment:

- Based on feedback received from the membership the SPAC feels that it is time for additional Street Prepared class to be added to the category. This class will fit between the current CSP and BSP classes by creating a new class designated S (Super) Street Prepared. Cars currently classed in ASP will be moved to SSP, designated cars classed

in BSP moved to ASP , and several cars classed in CSP moved to BSP. This will leave BSP to be filled with popular 2 and 4 seat sports cars and sports sedans like the BMW M3, Nissan 350Z, Honda S2000, Chevy Corvette (C4), Mazda RX8, Audi TT, and other cars of similar drive train configurations and/or performance potential. Classes DSP, ESP, and FSP remain unchanged.

This proposal also addresses the issues of the Evo and STi, which are currently classed in BSP. The membership has repeatedly requested action on the so-called "rally cars," but member feedback has also repeatedly opposed moving them to ASP.

The details of the proposed new listings are shown below:

**Street Prepared Class S-Super (SSP)**

Chevrolet

Corvette '97-'04 (C5 Chassis)

Corvette '05-'11 (C6 Chassis)

Dodge

Viper

Elva

Courier

Ferrari

355

360

Dino 206 & 246 (all)

F430 (all)

Ford

GT

Griffith

(all)

Lotus

7 & 7A

Elan (RWD)

Elan M100(FWD, all)

Europa (all)

Elise, Exige, & Exige S ('05-'11)

Elite 2+2 & Elcat

Esprit (4-cyl, all)

Esprit (V8)

Morgan

V8 all

+4 (2138cc, all)

Nissan

GT-R (R35)

Porsche

911 Turbo (AWD)

911 GT2 ('02-'05)

911 GT3 (996 & 997, all)

911 (3.6L air-cooled, non-turbo)

911 Turbo & 930 (to 3.3L)

911 Turbo & Turbo S (3.6L air-cooled)

Tesla

Roadster ('08-'11)

TVR

4-cyl & 6-cyl (all)

V8 (all)

Sports cars over 2.0L not otherwise classified.

(See section 15.1.C for update/backdate limitations)

**Street Prepared Class A (ASP)**

BMW

128 & 135 ('08-'11)

328 & 335 ('06-'11)

Z4 35i & 35is (Coupe & Roadster)

Z8

- Bricklin
- DeLorean
- DeTomaso
  - Mangusta (all)
  - Pantera (all)
- Dodge
  - Stealth Turbo
- Ferrari
  - 250 (non-LM)
  - 275
  - 308 Coupe & Spider
  - 330
  - 365 Daytona GTB & GTC
- Jaguar
  - E-type (all)
- Mazda
  - MazdaSpeed Miata
  - RX7 ('93-'95)
- Mercedes Benz
  - CLK 320 & CLK 32 AMG
- Mitsubishi
  - Lancer Evolution XIII & IX ('03-'07)
  - Lancer Evolution X & RalliArt ('08-'11)
  - 3000GT Turbo
- Nissan
  - 370Z
- Pontiac & Saturn
  - Solstice GXP & Sky Redline
- Porsche
  - Boxster & Cayman (all)
- Shelby
  - Cobra 289
- Subaru
  - Impreza WRX STI ('04-'07)
  - Impreza GT, WRX, & WRX Sti ('08-'11)
- Sunbeam
  - Tiger 260 & 286
- Toyota
  - MR2 (all incl. Turbo) '91-'95
  - Supra Turbo ('93.5-'98)

#### **Street Prepared Class B (BSP)**

- Audi
  - TT (1.8T, FWD & Quattro)
  - TT (3.2L, Quattro)
  - Quattro Turbo Coupe
- BMW
  - M Coupe, M Roadster, & Z3 (6-cyl)
  - M3 (E36 chassis, all)
  - M3 (E46 chassis)
  - Z4 30i
- Chevrolet
  - Corvette ('53-'54)
  - Corvette ('55-'57)
  - Corvette ('58-'62)
  - Corvette ('63-'67)
  - Corvette ('68-'82)
  - Corvette ('84-'96) (all)
- Chrysler
  - Crossfire & Crossfire SRT6
- Honda
  - S2000 (All)



Mazda  
     RX-7 Turbo ('86-'92)  
     RX-8  
 Nissan & Datsun  
     240Z, 260Z, 280Z  
     280ZX & 280ZX Turbo  
     300ZX Turbo ('84-'89)  
     300ZX Turbo ('90-'96)  
     350Z  
 Pontiac  
     Fiero (V6)  
     Firebird Firehawk SLP ('90-'92) (3rd gen, 383cid)  
     Firebird Firehawk SLP ('93-'02) (4th gen, 383cid)  
 Porsche  
     911 (3.2L max, non-turbo) ('65-'89)  
     911 Carrera 2  
     911 Club Sport  
     911 (non-turbo, NOC)  
     914/6 (all)  
     924 (all incl. Turbo)  
     944 (all incl. Turbo)  
     928  
     968  
 Saleen  
     Mustang S281E & Mustang (NOC)  
 Toyota  
     MR2 (all incl. Turbo) ('91-'95)  
 Triumph  
     TR-8

#### **Street Prepared Class C (CSP)**

BMW  
     Z3 (4-cyl)  
     M3 (E30 chassis)  
 Datsun  
     Roadster (1500, 1600, & 2000)  
 Fiat  
     Abarth (all)  
     124 Spider ('75-'78) & 2000 Spider (non-Turbo)  
     2000 Spider Turbo  
 Honda  
     Civic (1.5L) '84-'87  
     Civic & CRX '88-'91  
     CRX (1.5L) '84-'87  
 Jensen-Healey  
 Lancia  
     Scorpion  
 Lotus  
     Cortina  
     Elite (1216cc)  
 Mazda  
     MX-5 Miata ('90-'05)  
     MX-5 ('06-'11)  
     RX-2 & 616  
     RX-3, RX-3SP, & 808 Mizer  
     RX-7 (non-turbo) '78-'85  
     RX-7 (non-turbo) '86-'92  
 Mercedes Benz  
     190E 16v  
 Morgan  
     4/4  
 Pininfarina  
     2000

Pontiac & Saturn  
Solstice & Sky  
Porsche  
356 & 1600  
924S & 944 (8v)  
Carrera (4-cyl only)  
Toyota  
MR2 & MR2 Supercharged ('85-'89)  
MR2 Spyder ('00-'05)  
Supra ('79-'81)

Sedans over 1.7L & under 3.0L not otherwise classified.  
Sports cars under 2.0L not otherwise classified.

(See Section 14.1.C for update/backdate limitations.)

## SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 27, 2011

The Solo Events Board met by conference call April 27th. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, and Dave Hardy; BOD members Dick Patullo and John Walsh; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and 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 1/1/2012**

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

### AWARDS

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

### STOCK

- Per the SAC, the following rule change proposal is provided for member comment:
  - Change 13.8.E to read as follows:

*"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."* (3801, 3827, 4142, 4152, 4205)
- Per the SAC, the origin of Stock sway bar rule was an allowance to improve vehicle dynamics at a time when sway bars were not commonplace in new cars, and RWD was the most common layout in the automobile industry. FWD and AWD are common today, and throughout the years there have been comments pointing out that FWD cars would benefit more from a rear sway bar change. In an effort to broaden the field of competitive vehicles across the entire range of the Stock classes, the SAC would like to introduce the option of changing or adding the front OR rear sway bar. The committee believes this promotes the core values of the club by increasing participation with broader choices of competitive models, improved tire wear and improved handling for specific vehicle drive trains. To that end, the following rule change proposal is submitted for member comment (4530):
  - Change 13.7 to read as follows:

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

    - A. Substitution, addition, or removal of a *single* anti-roll bar and supporting hardware (brackets, end links, bushings, etc.) is permitted.
    - B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.
    - C. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
    - D. 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.

- Per the SAC, the following classing change proposal is published for member comment:
  - Nissan GTR from exclusion list to SS (4560)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - AS proposal (2448, 2493)

## **STREET TOURING**

- The STAC has provided the following proposed Appendix A detailed listings, which are intended to accompany its previously-published (February) proposed category rules re-organization. As called out in Appendix A, only cars which are specifically classed are eligible for competition at National Tours, Divisionals, and the National Championships. Competitors currently competing in a car that is covered by an "NOC" classing are advised to request specific classing in order to maintain eligibility. Specific class names are still under discussion by the STAC.
  - Change the Appendix A listings under STREET TOURING CATEGORY to read as follows:

### **ST "New"**

Only cars listed below are eligible:

MINI Cooper (non-S)  
Mazda 3  
Acura RSX  
Toyota Corolla (98-2011)  
Scion tC, xA, xB  
Mazda 2  
Honda Fit  
Ford Fiesta  
Toyota Yaris  
VW Golf 2.5  
Honda CR-Z  
Honda Civic (2001-2011)(non-Si)

### **ST**

Only cars listed below are eligible:

Honda Civic (84-2000)  
Acura Integra (86-2001)  
Sentra SE-R (91-94)  
Nissan NX2000 (91-94)  
Toyota Celica (86-2005)  
Dodge/Chrysler Neon  
Subaru Impreza 2.5 RS (98-2001)  
Nissan 240SX  
Toyota Corolla FX16  
Audi A4 1.8T  
Audi TT Coupe and Roadster (non-quattro)  
Mazda 323 GT & GTX  
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)  
Volvo S40 (non-T5) & V40  
Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

### **STS**

Only cars listed below are eligible:

Honda CRX  
Honda del Sol  
Mazda Miata (1990-97, non-Torsen equipped)  
Mazda RX-7 (non-turbo, viscous lsd equipped)  
Toyota MR2 (1985-89)  
BMW Z3 4 cyl.  
Toyota MR2 1991-1995 (non-turbo)  
Pontiac Fiero (4-cyl)

### **STX**

Only cars listed below are eligible:

Audi A3, A4, & TT Quattro  
Acura Integra Type R  
BMW M3 (E30 chassis) (1988-91)  
Chevrolet Cobalt SS (Turbo)

Chevrolet Camaro (up to 5.0L)  
 Ford Mustang (up to 5.0L)  
 Honda Civic Si (2006-10)  
 Mazda RX-8  
 MazdaSpeed Protégé  
 Mazdaspeed 3  
 Mazdaspeed 6  
 MINI Cooper S & Cooper S JCW  
 Nissan Sentra SE-R Spec V  
 Pontiac Firebird (up to 5.0L)  
 Subaru Impreza WRX (2.0LTurbo, non-STI)  
 Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)  
 Volkswagen R32  
 Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

#### **STU**

Only cars listed below are eligible:

Audi S4  
 BMW 3 Series (E90 chassis, including M3) (2006-10)  
 BMW M3 (E36 chassis) (1995-99)  
 BMW M3 (E46 chassis) (2000-2005)  
 BMW 135i  
 Chevrolet Camaro (over 5.0L)  
 Ford Mustang (over 5.0L)  
 Mitsubishi Lancer Evolution  
 Mitsubishi Lancer Ralliart (all)  
 Pontiac GTO  
 Pontiac Firebird (over 5.0L)  
 Subaru Impreza WRX STI  
 Volvo S60R  
 Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

#### **STR**

Only cars listed below are eligible:

BMW M Coupe & M Roadster (1998-2000)  
 BMW Z3 (non-M)(6-cyl)  
 BMW Z4 (non-turbo, non-M)  
 Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)  
 Honda S2000  
 Mazda Miata (non-MazdaSpeed)  
 Mazda MX-5 Miata (2006-09)  
 Mazda RX7 (non-turbo, NOC)  
 Nissan 350Z  
 Pontiac Fiero (6-cyl)  
 Pontiac Solstice (non-turbo)  
 Porsche 911 Carrera (3.2L) (1984-89)  
 Porsche 924, 944 (non-turbo) & 968  
 Toyota MR2 Spyder  
 Saturn Sky (non-turbo)  
 2-seat sports cars and sports car-based models, up to 3.2L normally aspirated, NOC

#### **STREET PREPARED**

- The SEB has approved the addition of Brian Burdette to the SPAC (4167)
- Per the SPAC, the following group of class listing changes is proposed for member comment (3521):
  - FSP
    - Mazda 323 non-turbo (1986-1989)
    - Mazda 323, Protege, MX-3 4 cyl. (1990-1994)
    - Mazda Protege (1995-1998)

- Per the SPAC, the following reclassifications are proposed for member comment:
  - From DSP to FSP (3972, 3973):
    - Honda Prelude (1983-1987)
    - Honda Prelude (1988-1991)
  - From DSP to FSP (4516):
    - Ford Focus SVT (2002-2004)
- Per the SPAC, the following rule change proposal is submitted for member comment (4275):
  - Change 15.2.I.2 to read as follows:
 

"2. A spoiler may be added to the rear of the car provided it complies with either of the following:

    - a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.
    - b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original* bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."
- The SPAC believes that motor mounts have become essentially unconstrained, and that the transmission mount allowance should follow suit. Hence the following rule change proposal is submitted for member comment (4168)
  - Add new subsection 15.10.N as follows:
 

"N. Transmission mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Transmission position may not be changed. This part must retain factory dimensions and attachment points, including factory design."
- The following listing change proposal (breaking a one-line item into two separate lines) has been recommended by the SPAC and is submitted for member comment (4267):
  - Change the Lancer Evolution listing in BSP to read as follows:
    - Lancer Evolution (2003-2007)
    - Lancer Evolution & Lancer RalliArt (2008-2011)
- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Prelude move comments (4011)
  - 370Z classing (4083)
  - RX8 classing (4118)
  - Z car classing (4192)

## PREPARED

- Per the PAC, the following rule change proposal is being presented for member review and comment:
  - Add the following to 17.4.H:
 

*"3. For EP cars with 2 valve per cylinder piston engines, wheels up to 10 inches wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."*

Comment: The intent of this proposal is to provide a moderate competitive adjustment for vehicles in EP with less powerful 2 valve engines, without disruption to other cars in the class.
- The PAC is recommending the following listing change proposal be published for member comment:
  - Combine the listings for 1984-87 Honda Civic and CRX in Appendix A for GP Limited Preparation as follows:
    - Civic/CRX & Civic/CRX Si (1984-87) 13x6 1.07/1.30 58.8/59.1
    - 1488cc 1490
    - Fuel Inj or Carb
    - Comp ratio to 11.0:1, valve lift to 0.390"

Comment: The current listings for the 84-87 Civic and CRX have identical specifications. The primary intent of this proposal is to allow CRX's to install power steering, which was originally available only in the Civic. (4416)

- The SEB has approved the addition of Jeff Stroh to the PAC (4622)
- The PAC and SEB have reviewed the following items, and thank these members for their input:
  - EP and DP wheel widths (2956)
  - CP subframes (3401, 3402, 3438, 3486, 3560, 3581, 3610)
  - XP weight formula (4325)

#### **MODIFIED**

- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - Legends cars (4306)

#### **FORMULA JUNIOR / F125**

- Per the KAC, the following class name change proposals are published for member comment (3833, 3834, 3844, 3977, 4007, 4045, 4046, 4126):
  - F125 becomes KM
  - FJA becomes JA
  - FJB becomes JB
  - FJC becomes JC

#### **NOT RECOMMENDED**

- Roll cages (4273)
- Wings in Street Prepared (1726). The SPAC believes that wings are more appropriate in SM.
- Final drive allowances in Street Prepared (4123). The SPAC does not recommend this change.
- Bushing allowances in Street Prepared (4509)
- BMW 330 classing in Street Prepared (4590). The SPAC does not believe that results from a single event warrant a class change.

#### **TECH BULLETINS**

1. Stock: Errors and Omissions: The Ford Mustang Boss 302 is presently classed in AS. The Boss 302 Laguna Seca is presently on the Stock exclusion list.
2. Stock: The previously-published (May Fastrack) listing for the Cayman R contained an error, and should read:  
Porsche Cayman R (2012) SS (4283, 4371)
3. Stock: The following class listing clarification is effective immediately upon publication (4244, 4359):  
GS  
Mercedes C230 (1999-2007)
4. Stock: Per the SAC, the following new listings are effective immediately upon publication:
 

Mercedes C280 (1995-2000)	GS (4244)
Mercedes C280 (2001-2007)	DS (4244)
Mercedes C300 (2007-2011)	DS (4244)
Mercedes C350 (2007-2011)	DS (4244)
Suzuki Kizashi (2010-2011)	HS (4503)
5. Street Prepared: Per the SPAC, the following new listing is effective immediately upon publication (4596):  
DSP  
Nissan Altima (2007-2011) (all)
6. Street Prepared: Per the SPAC, 15.5 is clarified by adding an additional paragraph to 15.5.C as follows:  
"On strut type suspensions where a compliant camber kit replacement lower control arm (as defined by 15.8.H.2) is used, an alternate upper spring perch/seat and/or mounting block (bearing mount) as described in 15.5.C may be used, *provided it offers no camber or caster adjustment beyond standard.*"
7. Street Prepared: Per the SPAC, the following listing clarification is effective immediately upon publication (4235, 4331, 4332):  
FSP  
Toyota Corolla AE86 Chassis (1984-1987) (all)
8. Street Prepared: Per the SPAC, in 15.2.I.2 the restrictions on the spoiler refer to distance from body and total width of



spoiler. There is no restriction on vertical height other than as described by the restrictions above. (4431)

9. Prepared: Per the PAC, Competitors wishing to take advantage of the reduced roll bar height allowance in 3.3.2 are advised that OE clip mechanisms do not meet the requirements that hardtops must be 'bolted securely in place.' Non OE threaded fasteners, such as the hardtop attachment kits commonly used in Club Racing are acceptable. (3158)
10. Prepared: Per the PAC, 1988-'91 Honda Civic Si and CRX Si chassis are considered interchangeable with non-Si chassis of the same years for vehicles prepared to Limited Preparation rules in Class GP. Competitors are advised that any 1988-'91 Si chassis utilized in GP must be prepared to the specifications for non-Si vehicles (including engine restrictions), with the exception of the factory sunroof installed on the Si chassis, which is allowable as a comfort & convenience option. (3384)
11. Prepared: "Per the PAC, competitors are reminded that that 17.2.S requires all vents/louvers on hoods and engine covers be covered by wire mesh having openings no greater than ½. (4145)
12. Prepared: "Per the PAC, competitors are reminded that per 17.10.L.3, engine vents/breathers may not be in any way connected to the exhaust system." (4340)
13. Prepared: Per the PAC, aluminum side housings are permissible for rotary engines in Class XP. (4379)

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | May 25, 2011

The Solo Events Board met by conference call May 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Ryan Miles, 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 1/1/2012**

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

## GENERAL

- The SEB has reviewed the following items, and thanks these members for their input:
  - Sound policy feedback (4561, 4567, 4918)
  - Range of penalties, notifications (4907)
  - Jackstands (4906)
  - Participation, 4.9 (4908, 4928)

## STOCK

- The SEB thanks Robert Carpenter for his service to the Club as a SAC member.
- Per the SAC, the following class change proposal is published here for member comment:
  - Move from CS to DS (2487, 4744):
    - Mini Cooper S JCW (2006-'11)
    - Mini Clubman S JCW (2009-'11)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Factory roll hoop comments (4258, 4273, 4359, 4391)
  - 20" wheels (4671)
  - Porsche Cayman R classing (4706)
  - Suzuki Kizashi classing (4741)
  - V6 Mustang classing (4751)
  - Street tires in Stock (4818)
  - Boss 302 classing (4821)

## STREET TOURING

- As provided by the STAC, the updated proposed Appendix A content for the pending ST re-organization is as follows:

### STREET TOURING CATEGORY

*Note: As called out in Appendix A, only cars which are specifically classed are eligible for competition at National Tours, Divisionals, and the National Championships. Competitors currently competing in a car that is covered by a catch-all classing are advised to request specific classing in order to maintain eligibility.*

### Class Street Touring FWD (STF)

Acura RSX  
Acura TSX  
Honda CR-Z  
Honda Civic (2001-2005, all)  
Honda Civic (2006-2011, non-Si)  
Honda Fit  
Ford Fiesta  
Ford Focus (all)  
Kia Forte/Koup  
Lancer (non-turbo)  
MINI Cooper (non-S)  
Mazda 2  
Mazda 3  
Mazda 6  
Scion tC, xA, xB  
Toyota Corolla (1998-2011)  
Toyota Yaris  
VW Golf 2.5

**Class Street Touring Compact (STC)**

Acura Integra (1986-2001)  
Audi A4 1.8T  
Audi TT Coupe and Roadster (non-quattro)  
Dodge/Chrysler Neon  
Ford Escort GT (1991-1996)  
Ford ZX2 (1998-2003)  
Honda Civic (1984-2000)  
Mazda 323 GT & GTX  
Mazda Protégé (1999-2003, NOC)  
Nissan 240SX  
Nissan NX2000 (1991-1994)  
Sentra SE-R (1991-1994)  
Subaru Impreza 2.5 RS (1998-2001)  
Toyota Celica (1986-2005, non-turbo)  
Toyota Corolla FX16  
Toyota Corolla (1984-1987)  
Toyota Corolla (1988-1991)  
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)  
Volvo S40 (non-T5) & V40

Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

**Class Street Touring Sport (STS)**

BMW Z3 4 cyl.  
Honda CRX  
Honda del Sol  
Mazda Miata (1990-1997, non-Torsen equipped)  
Mazda RX-7 (non-turbo, NOC)  
Pontiac Fiero (4-cyl)  
Toyota MR2 (1985-1989, non-supercharged)  
Toyota MR2 (1991-1995, non-turbo)

**Class Street Touring Xtreme (STX)**

Audi A3, A4, & TT Quattro  
Acura Integra Type R  
BMW 3-series (E30 chassis, including M3)  
BMW 3-series (E36 chassis, non-M)  
BMW 3-series (E46 chassis, non-M)  
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)  
Chevrolet Cobalt SS (Turbo)  
Chevrolet Camaro (up to 5.0L)  
Eagle Talon Turbo (AWD)  
Ford Mustang (up to 5.0L)  
Honda Civic Si (2006-2010)  
Lexus IS300  
Mazda RX-8  
Mazda Protégé MP3  
MazdaSpeed Protégé  
Mazdaspeed 3  
Mazdaspeed 6  
MINI Cooper S & Cooper S JCW  
Mitsubishi Eclipse Turbo (AWD)  
Nissan Sentra SE-R Spec V  
Pontiac Firebird (up to 5.0L)  
Subaru Impreza WRX (2002-2008, non-STI)  
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)  
Volkswagen R32  
Volvo C30

Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

### **Class Street Touring Ultra (STU)**

Audi S4  
BMW 3 Series (E90 chassis, including M3) (2006-2010)  
BMW M3 (E36 chassis) (1995-1999)  
BMW M3 (E46 chassis) (2000-2005)  
BMW 135i  
Chevrolet Camaro (over 5.0L)  
Ford Mustang (over 5.0L)  
Mercedes CLK55 (2001-2006)  
Mitsubishi Lancer Evolution  
Mitsubishi Lancer Ralliart (2008-2010)  
Pontiac GTO  
Pontiac Firebird (over 5.0L)  
Subaru Impreza WRX STI  
Subaru Impreza WRX (2009-2011)  
Volvo S60R

Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

### **Class Street Touring Roadster (STR)**

BMW M Coupe & M Roadster (1998-2000)  
BMW Z3 (non-M)(6-cyl)  
BMW Z4 (non-turbo, non-M)  
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)  
Honda S2000  
Mazda Miata (1994-2005, non-turbo)  
Mazda MX-5 Miata (2006-2009)  
Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)  
Nissan 350Z  
Pontiac Fiero (6-cyl)  
Pontiac Solstice (non-turbo)  
Porsche 911 Carrera (3.2L) (1984-1989)  
Porsche 924, 944 (non-turbo) & 968  
Toyota MR2 Spyder  
Saturn Sky (non-turbo)

- Per the STAC, the following revised version of the updated ST rules (specifically, the Section 14 changes) is submitted for member comment (4965). This package of changes is designed to achieve the following:
  1. Make a wider variety of cars competitive. Specifically, the “new” class will be targeted at newer, heavier FWD sedans such as the Mini Cooper, Mazda 3, Acura RSX, Toyota Corolla and Scion tC, as well as the new small FWD microcars (e.g. Mazda 2, Honda Fit, Ford Fiesta, Toyota Yaris)
  2. Give competitors a wider variety of solutions to the allowed modifications.
  3. Maintain as much of the current competitive landscape as possible.
  4. Eliminate “class-hopping”, where a car is run in multiple ST classes
  5. Make it easier to verify rules compliance, both for competitors and for officials
  6. Unify allowances across the category to minimize impact of classing changes

The proposed changes are as follows:

- Replace the first paragraph of 14.0 with:

*“The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.”*

Note: While maintaining the original vision of the category, this softens the “legality” language to better match the proposed allowance changes.
- Replace 14.6.A with 14.6.E, and remove the words “STX and STU”.

Note: This standardizes the category on the existing STX and STU allowance.

- Remove the Appendix F clarification under Street Touring titled "Emissions System".

- Change 14.10.F to read as follows:

"F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. *Traction control parameters may not be altered. Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*"

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing
2. *Supplementary ("Piggyback") ECU may be used subject to the following restrictions:*
  - a) *Connects between the standard ECU and its wiring harness only.*
  - b) *Must be plug-compatible with the standard ECU (no splices).*
3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems."

Note: This expands the methods of allowed ECU tuning with the introduction of popular "plug n' play" piggyback controllers. Restrictions limit the applicability and value of high end standalone ECUs masquerading as piggybacks. It also removes the emissions legality language, allowing the disabling of Check Engine Lights.

- In 14.10.E, remove ST, STS & STR section.

Note: This standardizes the category on the existing STX/STU allowance.

- In 14.10.K, add the STF class to the first sentence ("ST, STS, STF –").

Note: this maintains the current status quo regarding aftermarket limited-slip differentials.

## **STREET PREPARED**

- Per the SPAC, the following updated versions of class listings for SSP, ASP, BSP, and CSP for the previously-published SP re-organization proposal are presented for member comment:

### **Street Prepared Class S-Super (SSP)**

Chevrolet

Corvette ('97-'04) (C5 Chassis)

Corvette ('05-'11) (C6 Chassis)

Dodge

Viper

Elva

Courier

Ferrari

355

360

Dino 206 & 246 (all)

F430 (all)

Ford

GT

Griffith

(all)

Lotus

7 & 7A

Elan (RWD)

Elan M100(FWD, all)

Europa (all)

Elise, Exige, & Exige S ('05-'11)  
Elite 2+2 & Elcat  
Esprit (4-cyl, all)  
Esprit (V8)

Morgan  
V8 all  
+4 (2138cc, all)

Nissan  
GT-R (R35)

Porsche  
911 Turbo (AWD) '01-'11  
911 GT2 (996 & 997, all)  
911 GT3 (996 & 997, all)

Tesla  
Roadster ('08-'11)

TVR  
4-cyl & 6-cyl (all)  
V8 (all)

Sports cars over 2.0L not otherwise classified.  
(See section 15.1.C for update/backdate limitations)

**Street Prepared Class A (ASP)**

BMW  
128 & 135 ('08-'11)  
328 & 335 ('06-'11)  
Z4 35i & 35is (Coupe & Roadster)  
Z8

Bricklin  
DeLorean  
DeTomaso  
Mangusta (all)  
Pantera (all)

Dodge  
Stealth Turbo

Ferrari  
250 (non-LM)  
275  
308 Coupe & Spider  
330  
365 Daytona GTB & GTC  
348

Jaguar  
E-type (all)

Mazda  
RX7 ('93-'95)

Mercedes Benz  
CLK 320 & CLK 32 AMG

Mitsubishi  
Lancer Evolution XIII & IX ('03-'07)  
Lancer Evolution X & Ralliart ('08-'11)  
3000GT Turbo

Nissan  
370Z

Pontiac & Saturn  
Solstice GXP & Sky Redline

Porsche  
Boxster & Cayman (all)  
911 Turbo '76-'89  
911 Turbo (964)  
911 Turbo (993)  
911 (996 & 997)

Shelby

Cobra 289  
Subaru  
Impreza WRX STI ('04-'07)  
Impreza GT, WRX, & WRX Sti ('08-'11)  
Sunbeam  
Tiger 260 & 289  
Toyota  
MR2 '91-'95 (All)  
Supra Turbo ('93.5-'98)

**Street Prepared Class B (BSP)**

Audi  
TT (1.8T, FWD & Quattro)  
TT (3.2L, Quattro)  
Quattro Turbo Coupe  
BMW  
M Coupe, M Roadster, & Z3 (6-cyl)  
M3 (E36 chassis, all)  
M3 (E46 chassis)  
Z4 30i  
Chevrolet  
Corvette ('53-'54)  
Corvette ('55-'57)  
Corvette ('58-'62)  
Corvette ('63-'67)  
Corvette ('68-'82)  
Corvette ('84-'96) (all)  
Chrysler  
Crossfire & Crossfire SRT6  
Honda  
S2000 (All)  
Mazda  
MazdaSpeed Miata  
RX-7 Turbo ('86-'92)  
RX-8  
Nissan & Datsun  
240Z, 260Z, 280Z  
280ZX & 280ZX Turbo  
300ZX Turbo ('84-'89)  
300ZX Turbo ('90-'96)  
350Z  
Pontiac  
Fiero (V6)  
Firebird Firehawk SLP ('90-'92) (3rd gen, 383cid)  
Firebird Firehawk SLP ('93-'02) (4th gen, 383cid)  
Porsche  
911 '65-'89  
911 (964 & 993)  
911 (non-turbo, NOC)  
914/6 (all)  
924 (all incl. Turbo)  
944 (all incl. Turbo)  
928  
968  
Saleen  
Mustang S281E & Mustang (NOC)  
Triumph  
TR-8

**Street Prepared Class C (CSP)**

BMW  
Z3 (4-cyl)  
M3 (E30)



Datsun  
 Roadster (1500, 1600, & 2000)

Fiat  
 Abarth (all)  
 124 Spider ('75-'78) & 2000 Spider (non-Turbo)  
 2000 Spider Turbo

Honda  
 Civic (1.5L) '84-'87  
 Civic & CRX '88-'91  
 CRX (1.5L) '84-'87

Jensen-Healey

Lancia  
 Scorpion

Lotus  
 Cortina  
 Elite (1216cc)

Mazda  
 MX-5 Miata ('90-'05)  
 MX-5 ('06-'11)  
 RX-2 & 616  
 RX-3, RX-3SP, & 808 Mizer  
 RX-7 (non-turbo) '78-'85  
 RX-7 (non-turbo) '86-'92

Mercedes Benz  
 190E 16v

Morgan  
 4/4

Pininfarina  
 2000

Pontiac & Saturn  
 Solstice & Sky

Porsche  
 356 & 1600  
 924S & 944 (8v)  
 Carrera (4-cyl only)

Toyota  
 MR2 & MR2 Supercharged ('85-'89)  
 MR2 Spyder ('00-'05)  
 Supra ('79-'81)

Sedans over 1.7L & under 3.0L not otherwise classified.

Sports cars under 2.0L not otherwise classified.

(See Section 14.1.C for update/backdate limitations.)

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - SP Re-org comments (4426, 4436, 4437, 4440, 4442, 4443, 4445, 4452, 4468, 4477, 4486, 4487, 4489, 4492, 4498, 4499, 4500, 4501, 4505, 4512, 4514, 4542, 4543, 4556, 4557, 4559, 4563, 4570, 4594, 4604, 4606, 4651, 4662, 4682, 4685, 4689, 4716, 4746, 4845, 4849)

## STREET MODIFIED

- The SMAC has recommended the following rule change proposals, which are published here for member comment:
  - Change Appendix A, Class SM, Minimum Weight Calculations to add:
 

*"Solid axle RWD cars subtract 25 lbs. per liter."* (4680)
  - Change Appendix A, Supplemental Class SMF, the first item under Minimum Weight Calculations to read:
 

*"2-seater: 1610 lbs. + 125 lbs. per liter."* (4696)
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Subframe allowance proposal comments (4726)
  - Engine allowance proposal comments (4274, 4544)

## PREPARED

- Per the PAC, the following rule change proposal is presented for member review and comment:
  - In Section 1.c of Appendix A for XP, increase the maximum allowable wing height from 12 inches to 18 inches for convertibles/roadsters with no roof and targas with no rear window. (4148)  
  
Comment: Members have indicated current wing height restriction place open cars to at a significant disadvantage, versus closed cars.
- Per the PAC, the following rule change proposal is being presented for member review and comment:
  - -Add the following to 17.4.H:  
  
*"3. For EP cars with 2 valve per cylinder piston engines, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."* (4723)  
  
Comment: The intent of this proposal is to provide a moderate competitive adjustment for vehicles in EP with less powerful 2 valve engines, without disruption to other cars in the class.
- The PAC and SEB have reviewed the following items, and thank these members for their input:
  - DP Weight Formula comments (3432, 3433, 3443, 3450, 3451, 3599, 3700, 3731, 3732)
  - XP Weight Formula comments (3925, 3927, 3932, 3962)

## MODIFIED

- Per the MAC, the following revised version of a previously-published rule change proposal is presented for member comment:
  - In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:  
  
*"7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use **inlet tract restrictors, Cometic gasket part number MA0242SP1020A, one in each tract immediately after the carburetor.** Use of the 2003 and up 'HO', 'SDI', 'RS', & 'E-TEC' 593 variants is not permitted."*  
  
Note: this change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.
- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - Headlight/bodywork allowances (4537)

## NOT RECOMMENDED

- Stock: Allow Club Racing B-spec cars (4740)
- Street Modified anti-lift kit (4473) Per the SMAC, this involves modifications which involve replacing a suspension mounting bracket with an alternate piece. Since the bracket does not move it is not considered part of the suspension, and the result is the attachment point is modified and thus it is not compliant. Additionally, these kits involve using spacers for the subframe for clearance with the replacement bracket, which is also not allowed.
- Street Modified, Super Touring cars (4745)

## TECH BULLETINS

1. Stock: The '08-'11 BMW M3 listing in AS is clarified to read as follows (4641):  
M3 (2008-2011)
2. Prepared: Per the PAC, the following new listing is effective immediately upon publication (4857):  
Mazdaspeed MX-5 Miata (2004-2005) FP
3. Prepared: The listing in FP for the Porsche 944 is clarified to read as follows (4705):  
944 (non-turbo, all) (1982-1991)
4. Modified: Per the MAC, the following make is added to the list of eligible manufacturers in Appendix A Modified Catgory, under Modified Class C, subsection B: Anson (4281)
5. Modified: Per the MAC, the allowances of 18.1.C.1.i and 18.1.C.3 permit the use of ferrous material for a transmission tunnel in a Stock Tub Modified production-based car, so long as all other relevant requirements (e.g. size) are met. (4536)

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD MINUTES** | June 22, 2011 The Solo Events Board met by conference call June 22nd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Ryan Miles, and Brian Harmer of the National Staff; Solo Nationals co-chair Eric Clements; BOD members R. David Jones, John Walsh, and Todd Butler. 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 1/1/2012**

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

## TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Eric Clements reported to the SEB regarding Chiefs and event staffing. Various improvements to event details were reported as being in progress.
- Compliance checks were discussed, and a variety of recommendations will be made to the Chief of Impound.
- Section M of the event Supplemental Regulations has been amended by the SEB, with BOD concurrence, to read as follows:

### "M. CLASSES

1. All Open and Ladies classes as defined by the 2011 Solo Rules.
2. Street Touring R will be a National Championship class for the 2011 National Championship if the total number of participants competing in Open and Ladies Classes combined is 51 or greater.
3. FSAE and FSAEL will run as supplemental classes.
4. FJA and FJB (8+ only) will run as supplemental classes.
5. SMF and SMFL will run as supplemental classes.
6. STR and STRL will run as supplemental classes providing Item #2 does not occur.

No other Supplemental Classes are approved for this event."

- Members are reminded that the early registration deadline is July 29<sup>th</sup>.

## GENERAL

- Nominations are open for the Driver of Eminence and Solo Cup awards. These awards are defined in the Solo Rules, Appendix V.
- The SEB and Staff discussed the Divisional Solo Events programs.
- The SEB has reviewed the following items, and thanks these members for their input:
  - Participation, 4.9 (4892)
  - Sound comments (4969)
  - STR class status (3858, 3933)
  - Weighing ST cars (4982)
  - Nationals Impound (5064)
  - Dynos in Impound (5188)

## STOCK

- Per the SAC, the following class listing change proposals (each an individual item) are provided for member comment:
  - Audi R8 (4.2): Move from the exclusion list to SS
  - Chevrolet Corvette ZR-1 (C6 chassis) (2009-11): Move from the exclusion list to SS
  - Dodge Viper (2008-09): Move from the exclusion list to SS
  - Porsche 911 GT3 (997chassis): Move from the exclusion list to SS
  - Porsche 996 Turbo: Move from the exclusion list to SS

The SAC believes these cars would be competitive in SS and don't represent a significant change to the competition level in the class. This proposal joins the Nissan GTR proposal released in a prior Fastrack. While all comments are welcome the committee is requesting specific comments focused on special versions that may have been produced in low volume and may have been overlooked in the decision-making process. (5305, 5307)

- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Roll bars (4299, 4335)

- Sway bar allowance proposal (4889, 4897, 4901, 4902, 4905, 4909, 4911, 4915, 4916, 4921, 4926, 4930, 4935, 4937, 4939, 4949, 4960, 4973, 4980, 4985, 5013, 5022, 5023, 5046, 5066, 5068, 5072)

## STREET PREPARED

- Per the SPAC, the following rule change proposal is published for member comment:
  - Add to 15.0 as a new 8<sup>th</sup> paragraph (following the Spec Miata item) as follows:
 

“Cars listed as eligible in and prepared to the current national B-SPEC/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-SPEC/SCC cars are permitted to interchange preparation rules. B-SPEC/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared.” (5058)
- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Re-organization comments (4895, 4900, 4917, 4929, 4933, 4942, 4954, 4959, 4996, 4997, 5040, 5074)

## STREET MODIFIED

- The SMAC has recommended the following rule change proposals, which are published here for member comment:
  - Change Appendix A, Class SM, Minimum Weight Calculations to add:
 

“Solid axle RWD cars subtract 25 lbs. per liter.” (4680)
  - Change Appendix A, Supplemental Class SMF, the first item under Minimum Weight Calculations to read:
 

“2-seater: 1610 lbs. + 125 lbs. per liter.” (4696)
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Engine allowance comments (4274)

## PREPARED

- The PAC has provided the following rule change proposal for member review and comment:
  - Change the first sentence of 17.11.A to read as follows:
 

“A. Vehicles prepared in excess of Solo allowances and prepared up to either the current *GT or Production rules* are permitted to compete in their respective Prepared classes.”

Comment: New classes added to the GCR since the last revision of 17.11.A have created a situation that allows for vehicles prepared far beyond the intended limits of Section 17. (4286)
- The PAC would like to revise the previously published proposal package regarding turbo inlet restrictors for Prepared classes. The following is submitted for member comment:
  - Change 17.10.C.2 to read as follows:
 

“2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500”(one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor *shall be as follows, unless specified otherwise in Appendix A:*

    - 46mm** for class *FP*
    - 52mm** for class *CP*

c. *Restrictor is not required for class XP*

- Also change Appendix A, Prepared Class F weight formulas to read as follows:

“ Forced Induction, +**0.450** x displacement (cc)

AWD, +**0.100** x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than **2700** lbs prior to addition of weight adjustments defined herein and in Section 17.” (5370)

- The PAC and SEB have reviewed the following items, and thank these members for their input:
  - Committee position (4202)

#### **MODIFIED**

- Regions are encouraged to permit Formula Hybrid vehicles to compete at Regional events. The MAC and SEB are discussing adding Formula Hybrid vehicles to the Solo Rules. (4987)
- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - BM Aero (4483, 4485, 4725)

#### **KART / FORMULA JUNIOR**

- The KAC and SEB have reviewed the following items, and thank these members for their input:
  - Cadet chassis, rear tires (4650)
  - Cadet usage (4791)
  - F125 weights (4904)
  - Class designations (4974)

#### **NOT RECOMMENDED**

- SP spherical bearings (3289) The SPAC feels this is not consistent with category philosophy.
- SP Porsche 914 classification (4990) The SPAC feels that there is no strong reason for splitting individual variants of this car across different classes.
- Yaris in Limited-prep GP (4545) The PAC is currently unconvinced the addition of modern “micro-cars” such as the Toyota Yaris, MINI Cooper and Honda Fit would have a positive impact on GP.
- FJ Dry clutch (4778) The KAC does not feel there is a safety issue with the dry clutch.
- Spec FJ engine (5095) The KAC feels that all current motors are competitive and there are enough choices. The committee will continue to monitor the situation.
- FJ Engine proposal (5118)

#### **TECH BULLETINS**

1. Stock: Per the SAC, the following correction is provided to the previously-published class change proposal (from the June Fastrack) (5025):  
Move from DS to FS: Ford Mustang V6 (2011-2012)
2. Stock: Per the SAC, the following listing update is effective immediately upon publication:  
FS  
Ford Mustang GT (2010-2012)
3. Prepared: Per the PAC, the following updated listing for EP is effective immediately upon publication (4888):  
Nissan & Datsun  
240SX (1989-98)  
Alt engine: L20B with cyl head P/N 11041-N7120/22010 or 11041-V9182/U0600A  
Hood may be modified for engine clearance.  
  
This updated listing adds 1995-98 vehicles to the 240SX listing in EP.
4. F125: The following is added as a new 19.1.C.3 and a new 19.2.E.4:  
“A ‘brake safety cable’ or redundant brake pedal connection is required in all Karts.” (5135)
5. F125/Safety: Add to 3.3.3 as follows: “For F125, chain guards are required on all engines.” Comment: this requirement already appears in 19.1.E.1. (4945)

## **RALLYCROSS BOARD**

## **Overview of Proposed Changes to National/Divisional Program**

I have been asked by the SEB to provide the Solo Community with some background and context for the proposed rule changes regarding Divisional events, for while the number of changes is relatively small, they represent some fundamental changes to the Solo program. These changes are motivated by the following factors: the desire to support the current SCCA slogan of "Make it Easy, Make it Fun", a stagnant Divisional Solo program, a saturated Solo calendar, the current economic realities, and declining Regional Solo attendance.

For the last several years the SEB and the National Office have been working with the Divisional Solo Events Stewards (DSES) to expand and grow the Divisional Solo program as part of the overall National Solo program. A number of strategies and tactics have been employed (financial, promotional, operational), but when all was said and done, the outcome had not changed very much, if at all, with relation to turnout or member interest. In some cases, Divisions were only holding a Divisional Championship event in order for a relatively small number of entrants to meet the requirements of Section 4.2.C.2 without having to pay the waiver fee, even though the waiver fee would have been far cheaper to the participants than all the expenses associated with running this Divisional event. Additionally, these events were not particularly successful for the hosting Region and added to an already crowded calendar.

This rule (4.2.C.2) pre-dates all but a few of us in the sport today and upon review, it was determined that it no longer served the purpose it was originally designed to address. Over the years in an effort to give the DSES's the flexibility and tools needed to address their varying situations of geography, traditions, and organizational structure, the requirements for Divisional events were relaxed. As a result, the concept of Divisional events serving as a training event for novices planning to attend "Nationals" was diminished due to the wide ranging nature of the events in recent years. Additionally, the "training" for Nationals seems less necessary now due to improved communications between competitors and the resulting unofficial mentoring by the seasoned competitors. This reality caused all of us to question whether the rule was now merely serving as an unneeded bureaucratic hurdle and not in keeping with the slogan referenced above. The SEB believes that this is true and the rule is proposed to be dropped.

After addressing this basic topic, we returned to the issue of Divisional Solo events and whether they made the best use of the limited number of slots on the Solo calendar and serviced the Solo Community in the best manner. With Regional Solo attendance waning, it was decided that encouraging Inter-Regional Solo events would be the best course of action to build interest and enthusiasm by showcasing existing Region events without putting strain on a crowded Solo calendar. Some current examples of these kinds of programs would be the Great Lakes Solo Series, the Midwest Solo Series, and the Rocky Mountain Solo Series. Each of these programs are planned, administered, and reviewed through a cooperative effort of interested Regions. Such cooperative efforts could even extend across Division boundaries, if that was the desire of the interested Regions. The SCCA National Office will be investigating various ways that might be employed to encourage and support the formation of new Inter-Regional programs.

Therefore, the rules proposed in the SEB minutes will drop the requirement of a Division based program from the duties of the DSS. The DSS will continue to serve as a resource for Regions in their divisions in a variety of ways, but their role will be under review during 2012 for possible organizational changes in the future.

One brief side note on the topic of calendar saturation; as we develop the 2012 National Solo schedule we will be putting more priority on being sure that we are not inadvertently adding to scheduling challenges in a particular area by loading up too many events in too short a period of time. In fact, we expect that our overall number of events will not grow and we may even decrease the number by a small amount.

I hope this brief overview has been helpful in understanding the thought process behind the rules proposals elsewhere herein.

Howard Duncan, SCCA VP of Rally/Solo

## **SOLO EVENTS BOARD**

### **SOLO EVENTS BOARD MINUTES | July 27, 2011**

The Solo Events Board met by conference call July 27th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, Nancy Downing, Ryan Miles, and Brian Harmer of the National Staff; Solo Nationals co-chair Eric Clements; BOD members John Walsh and Bill Kephart. 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 1/1/2012**

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



## SAFETY

- The following rule change proposal is submitted for member comment:
- Add in Section 3.1, under "Rollover Potential Guidelines"
- "As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating (per [www.safercar.gov](http://www.safercar.gov)) may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable." (4576)
- Effective immediately, add the following sentence to the end of Appendix H, Sec. A:  
"Every Solo event which has FJ drivers must have a licensed Youth Steward on the site and on duty at all times when FJ is competing." (ref #5368)

## TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Compliance checks for Impound were discussed in further detail, particularly as regards checking OBDII and other ECU and emissions-related parameters.

## GENERAL

- Nominations are requested for the Divisional of the Year award. This award is listed in Appendix V of the Solo Rules.
- The SEB has decided to table the pending proposed changes to Section 4.9, and will be continuing to refine a proposal with a target implementation date of 1/1/2013. This does not affect the separate proposal to modify Section 11, as published in the June Fastrack.
- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- Regions are reminded that they are permitted to use different classing structures at Regional events. It is recommended that Regions permit cars meeting the Formula Hybrid specifications (<http://www.formula-hybrid.org/rules.php>) to run in the same class as FSAE cars (Solo Rules Section 18.5). (4987)
- A proposal is currently being evaluated which would provide an indexed Street Tire class for vehicles legal for the Stock category, at National Tour events in 2012. Member comments regarding such a proposal should be directed to Howard Duncan ([hduncan@scca.com](mailto:hduncan@scca.com)). (3327, 4656)
- The SEB has reviewed the following items, and thank these members for their input:
  - 4.9 comments (5039, 5055, 5087, 5156, 5257, 5278, 5279, 5280, 5346, 5396, 5485)

## DIVISIONAL PROGRAMS

- The SEB, pursuant to the topics covered in Howard Duncan's memo elsewhere herein, is providing the following package of rules change proposals for member comment.
  - Delete Sections I.2.B thru G which outline Divisional Solo Stewards responsibilities.
  - Add a new section to I.2:  
*"Administer Solo events between regions (Inter-Regional events). Inter-Regional events may include regions in different Divisions. Inter-Regional events will be conducted using the mandatory rules listed in Section 1.1."*
  - Delete the following--  
"4.2.C.2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months. A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the Solo Department by the date specified in the Supplementary Regulations and accompanied by a check or money order in an amount which is twice the current National Tour event entry fee, payable to SCCA. The fee will be held by the National Office and earmarked for Divisional Solo program use."
  - Delete references to Divisional Solo events in the following sections:  
I.1.4, I.6.2.F, 1.1, 1.3.2.D.4, 1.5.H, 3.1, 3.7.H, 4.1.B, 4.8.A, 5.1, 5.1.A, 5.3.C, 6.1, 6.8.D, 6.9, 7.7, 7.8, 7.10, 8.2.1, 8.4, 13, Appendix A pg. 159, Triad Award pg. 343
  - Delete the first sentence in 1.4.3 and Appendix E IV,
  - Delete 1.4.2, 7.2.2, 4.2.B
  - Rewrite 1.2.8 as follows:

### 1.2.8 Inter-Regional Solo Event

*An Inter-Regional Solo Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA Solo Department.*



## STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Camber Allowances comments (4899, 4961, 4991, 5012, 5024, 5045, 5069, 5070)
  - Street Tire comments (4832, 4953, 5219, 5300, 5339)

## STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Prelude move to FSP (4388)
  - Transmission mount proposal (4764)
  - RalliArt classing (4765)
  - SVT Focus FSP proposal (4766)
  - Mazda 323, Protégé, MX-3 (4767)

## STREET MODIFIED

- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Solid axle comments (5263)
  - SMF weights (5333, 5411)

## PREPARED

- Per the PAC, the following package of rules changes for Limited Prep vehicles is submitted for member comment, effective 1/1/2012. These changes are intended to be implemented in conjunction with the clarifications and subsection relocations shown below.
  - Remove "The driver's normal seated position may not be relocated." from Section 17.2.I (Appendix A, GP, Limited-Preparation, 2.E.4 of the 2011 rulebook).
  - Remove "The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)." From Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook).
  - Remove "Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment." from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook).
  - Remove "Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains." From Section 17.8.C.4 12 (Appendix A, GP, Limited-Preparation, 2.E.2 of the 2011 rulebook).
  - Add to the Limited Prep section of 17.8.B "*Camber & caster may be adjusted by shims or modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1 inch of the original location.*"
- Per the PAC, the following package of clarifications/relocations is intended to take effect as Tech Bulletins, if the above package of rule changes is approved. The Limited Prep allowances in GP are being integrated into Section 17. This integration serves two purposes. First, it makes the Limited Prep rules easier to read, and second, it will allow for the expansion of the Limited Prep concept into other classes within the Prepared category in the future. These changes are as follows:
  - Replace Appendix A, GP Limited-Preparation Vehicles preamble and sections 1 through 3 with:

"This list of vehicles and the allowances below was developed from limited preparation (Level 2) vehicles listed in the GCR under G Production and H Production. The goal is make these cars less expensive and easier to prepare, but allow them to be fully competitive with the cars currently in G Prepared.

The following vehicles are classed in GP with the Limited Prep Allowances per Section 17, and the specifications listed below.

Permitted optional carburetors for single carburetor cars are:

- a. Weber 32 DGV/DGAV/DGEV
- b. Weber 32/36 DGV/DGAV/DGEV
- c. Weber 32/36 DFV/DFAV/DFEV
- d. Weber 34 DAT/DATR/DATRA/DMTR
- e. Holley-Weber 5200"

- Replace Section 17.2.I with:

"I. The driver seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin. Driver's seat must remain on the stock side of the car and may not cross the centerline of the car.

Full Prep Vehicles:

1. The seat may be relocated fore/aft by up to 12 inches based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate seat and driver's seat may not extend rearward past the bulkhead.

Limited Prep Vehicles:

2. The driver's normal seated position may not be relocated."

- Replace Section 17.5 with:

#### "17.5 SHOCK ABSORBERS & SPRINGS

- A. Bump stop rubbers and bracketry may be removed or replaced with others of unrestricted origin.
- B. Electrically controlled active shocks are prohibited.

Full Prep Vehicles:

- C. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.
- D. Alternately, all cars may fit "coil over" type springs with tubular, load bearing shock absorbers or struts. The shock absorber or MacPherson/Chapman strut shall be installed inside the spring. Such items shall not exceed one shock/strut per wheel. When load bearing shocks are used, the original springs may be removed.
- E. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.
- F. Attachment points for the shock absorbers may be changed. There shall be a metal panel, covering, or bulkhead separating non-stock rear attachment points from the driver.
- G. Lever shock absorbers may be modified or entirely eliminated. When lever shocks are replaced with tubular shocks, the entire shock assembly may be removed and replaced with a control link and bracket that approximates the control function of the original lever shock.

Limited Prep Vehicles:

- H. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
- I. Shock absorbers and struts are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock."

- Replace Section 17.6 with:

#### "17.6 BRAKES

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

- A. Brake rotors/drums shall be located in the original position (i.e. inboard vs. outboard).
- B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.
- 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 & proportioning valves, computers, and master cylinders are considered part of the ABS system and may be not altered nor relocated.

Limited Prep Vehicles:

- D. Stock calipers must be retained. Alternate discs and drums must be the stock diameter, width and design. Brake rotors shall not be cross drilled or slotted unless fitted as stock.
- E. Cars fitted with rear drum brakes can convert to rear disc brakes. When converting from rear drum brakes to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotor."

- Replace Section 17.7.A with:

"17.7 ANTI-ROLL (SWAY) BARS

A. Anti-Roll Bars

- 1. Any anti roll bar, camber compensating device, panhard rod, watts linkage, and/or other suspension stabilizer is permitted. Attachment points of such components are unrestricted. Components may pass through body panels, chassis panels, and frame members.

Full Prep Vehicles:

- 2. Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

Limited Prep Vehicles:

- 3. Components and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock."

- Replace Section 17.8.B with:

"B. Suspension Control

- 1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.
- 2. The manufacturer's original basic type of rear suspension (e.g. independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained, unless otherwise stated in Appendix A.
- 3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.
- 4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than +/- 1 inch.
- 5. The minimum track for all prepared cars is the OE track dimension. (Note: this minimum applies to cars utilizing Section 17.11.A to compete in Prepared.)

Full Prep Vehicles:

- 6. Suspension pick up points on the chassis or structure may be relocated. If such points are relocated, there shall be a metal panel, covering, or bulkhead separating the driver from the suspension components.
- 7. Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. All other vehicles must retain the manufacturer's system of front suspension. A-arm front suspension shall have the shocks attached outboard of the inner pickup point on the upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited, unless otherwise stated in Appendix A.
- 8. Rocker arms and push-pull rods may be used to augment the rear suspension members.

Limited Prep Vehicles:

- 9. Suspension pick up points on the chassis or subframe structure may be reinforced but may not be relocated. Allowed alternate bearings/bushings must contain the pivot point within the space occupied by the original bushing.
- 10. Vehicles equipped with MacPherson struts may slot the mounting holes or add additional adjustment plates provided that the center hole is not enlarged or relocated. The strut shaft must pass through the center hole. Mounting of adjustment plates is unrestricted.
- 11. All forms of suspension can adjust camber and caster by the use of shims.
- 12. Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment."

- Replace Section 17.8.C with:

“C. Steering

1. For model years 1983 and later, a steering column, if modified, shall be a collapsible-type, either by layout design or by column construction. A collapsible type column is one which has a layout and design and/or column structure exhibiting impact and energy-absorbing characteristics, as exemplified by those found in modern factory-original steering systems. A steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is in compliance with this requirement.
2. Any steering wheel and wheel quick release mechanism may be used. Steering wheel rake and steering column length may be altered. Steering ‘quickeners’ may be added to the steering column.”

Full Prep Vehicles:

3. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power steering components may be added, removed or modified. The steering system may be relocated or changed.

Limited Prep Vehicles:

4. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power steering components may be added, removed or modified. Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains.”

- Modify Section 17.10.A.1 to read:

“A. Component Modification

1. Where allowed, original and alternate components of the engine may be lightened, balanced, and modified by any mechanical or chemical means, provided that it is always possible to identify required components as original. Such means include, but are not limited to, shot peening, glass beading, heat treatment or hardening, plating, and milling or otherwise tooling.”

Comment: The addition of the ‘Where allowed’ facilitates the limiting of head porting for Limited Prep vehicles in Section 17.10.G.

- Replace Section 17.10.B and D with:

“B. Induction System

1. Any air filter(s), velocity stack(s) and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is contained within the engine compartment and that the air to be ducted is supplied through normal or specifically authorized openings in the bodywork. Headlight, front parking light, front signal light, and similar standard openings in the front of the car may be used for ducting air to the engine, and ducts may pass through interior panels for this purpose. “Standard openings in the front of the car” includes ventilation system intake grilles.
2. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. Any throttle pedal may be used.
3. All inducted air, with the exception of idle air, shall pass through the throttle venturi(s).

Full Prep Vehicles:

4. Unless specifically listed in Appendix A, carburetors and fuel injection systems are unrestricted
5. Intake manifolds are unrestricted except that no portion of any intake manifold may extend into the intake ports of the cylinder head or rotary engine end plate.

Limited Prep Vehicles:

6. All inducted air must pass through the venturi(s) of the carburetor(s) or throttle body and be subject to control by the throttle butterfly. All single-carbureted cars may fit a permitted optional carburetor per Appendix A. The stock or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.
7. Stock or permitted alternate carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate

the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25 inches. For the purpose of these rules an isolator is a spacer.

8. Fuel Injection: The stock throttle body must be retained and may not be modified. The number of injectors must remain stock. The mounting position and injection point must be stock. The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical). In all other respects the fuel injection system is unrestricted.
9. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified."

- Replace Section 17.10.G with:

"G. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.
2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).

Full Prep Vehicles:

3. Cylinder heads may be modified per 17.10.A.1.
4. Any valve guides and valve seats may be used.

Limited Prep Vehicles:

5. Cylinder heads may be ported within 1" of the manifold mounting surface.
6. Fuel injection ports may be plugged if carburetors are utilized.
7. Machining is allowed to accommodate the installation of O-rings to replace or supplement a cylinder head gasket.
8. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.
9. Valve guide material is unrestricted, but must have stock external dimensions."

- Replace Section 17.10.H with:

"H. Camshaft and Valve Gear

1. A timing chain/belt tensioner may be added to those engines not originally so equipped, provided that it acts upon that portion of the chain/belt that travels from the crank drive to the first cam sprocket/gear. The timing chain cover may be modified to facilitate its use. Adjustable cam timing sprockets are permitted.
2. Any metal valves may be used. Valve springs, valve retainers, keepers, seals, and adjusting shims are unrestricted.
3. Pushrods are unrestricted except they must be made of metal.
4. Any cam followers may be used.
5. Any valve covers may be used.

Full Prep Vehicles:

6. Cam timing chains, gears, belts, sprockets, and associated covers are unrestricted.
7. Any camshaft(s) may be used.
8. Valve sizes are unrestricted.
9. Valve rocker arms, shafts and attendant assemblies (such as rocker stud girdles) are unrestricted.

Limited Prep Vehicles:

10. Camshaft timing chains, gears, belts, and sprockets are unrestricted provided that they are of the same type, and outside diameter as fitted stock.
11. Camshafts are unrestricted except for lift limits described in Appendix A. Where maximum valve lift is

specified, valve lift is measured at the valve with zero lash or clearance.

12. Valve sizes are to remain as stock unless specifically allowed in Appendix A.

13. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, cam followers, rocker ratios and rocker/follower ratios must be stock."

- Replace Section 17.10.J with:

"J. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons shall be constructed of metal.

Full Prep Vehicles:

2. Alternate connecting rods made of ferrous material are permitted.

Limited Prep Vehicles:

3. Stock connecting rods are required, but can be lightened and balanced.
4. Connecting rod bolts and nuts are unrestricted."

- Replace Section 17.10.K with:

"K. Crank and Flywheel

1. The original direction of crankshaft rotation and firing order shall be maintained.
2. The use of any external crankshaft vibration dampener is permitted.
3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.

Full Prep Vehicles:

4. The crankshaft may be replaced with another of the same basic material, provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.
5. Any clutch is permitted.
6. Any steel or aluminum flywheel is permitted.

Limited Prep Vehicles:

7. Stock crankshafts are required. The Crankshaft can be lightened and balanced. Journal diameters can be a maximum undersize of 0.045" from stock diameter.
8. Any flywheel of stock diameter or larger can be used, provided it attaches to the standard or permitted alternate crankshaft at the stock location. Additional fasteners can be used. The diameter of the flywheel includes the diameter of the starter ring. Cars that are permitted a specific alternate transmission on the specification line can use a flywheel of stock diameter or larger for that alternate transmission.
9. Clutch assemblies, clutch linkage and release bearings are unrestricted. Carbon clutch components are prohibited."

- Replace Section 17.10.L with:

"L. Oiling System

1. The use of any oil pan/sump, scrapers, baffles, windage trays, oil pickup(s), pressure accumulator/"Accusump" and oil filter(s) is permitted. Filter and accumulator location is unrestricted, but they shall be securely mounted within the bodywork.
2. The installation of any type of vent or breather on the engine is permitted. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.

Full Prep Vehicles:

3. Any engine driven oil pump may be used, including a dry sump system. The dry sump tank shall be mounted within the bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or

leakage.

Limited Prep Vehicles:

4. Any engine driven oil pump can be used. Chassis components can be modified to allow installation of the oil pump. Dry sump systems are prohibited."

- Replace Section 17.10.Q with:

"Q. Transmission

1. The stock transmission without modification may be used.
2. Any mechanical shift linkage or mechanism for changing gears may be used, including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of an alternate shift linkage.

Full Prep Vehicles:

3. If a modified stock transmission, or a transmission from another source is used:
  - a. Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
  - b. Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.
  - c. Pneumatic, hydraulic, or electronically-controlled shifting is not allowed for manual transmissions, except for electronically-controlled overdrive manual transmissions in cars which were originally equipped with them.
  - d. Gear ratios may be modified.
  - e. A functional reverse gear is not required.
  - f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.

Limited Prep Vehicles:

4. All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver-operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
5. There is no weight penalty for the use of a stock transmission utilizing stock case, gear ratios and synchromesh style gear engagement. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty. An alternate transmission that uses a gear engagement mechanism different than stock type, circular, beveled synchronizers imposes a 5% weight penalty."

- Replace Section 17.10.R with:

"R. Final Drive

1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. All non-stock driveshafts must be made of metal.
2. Any gear ratio, limited slip or locked differential is permitted. Final drive units which permit ratio changes while the car is in motion are prohibited.
3. Any drive axle shafts, bearings, bearing carriers, hubs, and universal/ CV joints may be used.
4. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of shaft and/or U-joint failure.

Full Prep Vehicles:

5. Any axle tube or final drive housing is permitted.

Limited Prep Vehicles:

6. Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle."



- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:
  - Turbo restrictor comments (4734, 4761, 4769, 4812, 4879, 5270, 5274)

#### **MODIFIED**

- The MAC is reviewing the specifications of Formula Hybrid cars, which are based on FSAE cars, in order to determine the desirability and feasibility of a change proposal to permit FH cars to run with FSAE. (4987)
- The following items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input:
  - Legends Cars comments (4753)
  - B Modified Aero comments (4747, 5091)

#### **NOT RECOMMENDED**

- General, stalled car at start (5359) The EOC does not believe a rule change is necessary for this situation.
- Stock, Roush Mustang classification (4839). This package is not considered to meet the requirements of 13.0.
- Stock, aftermarket clutches (5431). The requested allowance is not believed to be consistent with category philosophy.
- SM, wiring allowances (4672). These changes are believed to be beyond the intent of the category.
- SM, heater core removal (4673). This allowance is not believed to be consistent with category philosophy.
- SM, bumper beam replacement (4922). The Street Modified rules already permit fitment changes.
- SM, subframe allowances (4999). The SMAC is not in favor of this change, which would allow suspension pickup points to be altered.

#### **TECH BULLETINS**

1. Stock: Per the SAC, the provisions of 13.9.A do not allow for modifications to the existing factory wiring harness or the addition of brackets for mounting alternate coils. (5420)
2. Stock: Per the SAC, the listing in Appendix A for the Mini Cooper S JCW refers to the John Cooper Works Edition of the Mini Cooper S as offered for sale by Mini USA and is considered a separate trim level. Option package conversions must be complete as defined in Section 13. Port Installed Options meeting the provisions of Section 12.4 are authorized. Section 13.5.A allows for alternate shock absorbers regardless of trim level. (5191, 5196)
3. Modified: Per the MAC, the first sentence of 18.1.B.1 is clarified to read as follows: "Respecting 18.1.F Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model." (4376)
4. Modified: Per the MAC, the following is added to 18.1.A.2: "c) A clone shall not benefit from kit car manufacturer 'running changes' unless those changes have also been submitted and approved." (4376)
5. Modified: Per the MAC, an electric vehicle which meets the requirements of Section 12.1, Section 18.4, the minimum weight of the A Modified class, and all applicable safety requirements is considered eligible and legal for A Modified. (4666)
6. Modified: Regions are reminded that they are permitted to use different classing structures at Regional events. It is recommended that Regions permit cars meeting the Formula Hybrid specifications (<http://www.formula-hybrid.org/rules.php>) to run in the same class as FSAE cars (Solo Rules Section 18.5). (4987)

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | Aug. 24, 2011

The Solo Events Board met by conference call August 24th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill and Brian Harmer of the National Staff; BOD member John Walsh. 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 1/1/2013**

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

## GENERAL

- Nominations are requested for the Divisional of the Year award. The description of this award is as follows: presented to the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor.
- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- Nominations are open for the Rookie of the Year and Driver of the Year awards. Descriptions of these are as follows:
  - Rookie of the Year: presented for an outstanding performance at a first Solo National Championship by a driver with limited competition experience.
  - Driver of the Year: presented to the Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship.

## STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - GTR move to SS comments (#4913)
  - GT3 move to SS comments (#5508)
  - Mustang V6 comment (#5520)
  - Sway bar allowance comments (#5209, 5220)
  - JCW Mini move to DS comments (#5260, 5298, 5430, 5466)
  - SS Cars addition comments (#5528, 5536, 5542, 5544, 5562, 5579)
  - AS comments (#5723)

## STREET PREPARED

- Per the SPAC, the following class listing change proposal is published here for member comment (#5203):
  - Move from CSP to DSP:  
Toyota Supra (1979-1981)
- Per the SPAC, the following rule change proposal is published here for member comment (#5371):
  - Add new 15.9.F as follows:  
"F. A hole may be drilled in the firewall to permit passage of electrical wiring. It may be no larger than necessary and may serve no other purpose."
- Per the SPAC, the following group of class listing changes is proposed for member comment (#5440):
  - Replace the DSP Subaru Impreza 2.5 listing with:  
Subaru Impreza (1993-2001) (all)  
Subaru Impreza 2.5, NOC
  - Remove from FSP:  
Subaru Impreza NOC
- The SPAC is submitting for member comment the following rule change proposal (#5441):
  - Change 15.10.AA to read:  
"AA. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. *Timing covers or valve covers may be altered for pulley clearance or access to adjustment.* Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain)

may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered *except as mentioned above*. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware)."

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Focus SVT move (#5038, 5073, 5149, 5152)
  - SP re-org comments (#5275, 5360, 5361, 5406, 5423)

### **STREET MODIFIED**

- The following rule change proposal has been recommended by the SMAC and is published here for member input (#5622):
  - Delete the following from 16.1.I: "*This does not permit removal of the remainder of the window washer system.*"
  - Also change the second sentence in 16.1.I as follows:

"Associated hardware including latches, hinges, *window washer nozzles and window washer reservoirs* may be modified, removed or replaced."

### **MODIFIED**

- The MAC is seeking input on possible modifications to the forced induction displacement modifier of 18.C. Potential changes could include increasing the value, or changing the displacement adjustment to be one of addition rather than multiplication, as used in the SM category. (#5348)

### **KART**

- The KAC is seeking feedback on potentially switching FJA/FJB to a spec engine. This engine would be the Briggs & Stratton World Formula as they are configured now in their respective classes. This would be phased in by a sunset rule making all current engines legal until 2016 at which point on the World Formula would be the only engine allowed. The committee is also looking for feedback on the exact year for the "sunset rule" implementation. (#5442)

### **NOT RECOMMENDED**

- General, roll bar bracing (#5776) The current rule is sufficient for the solo program and easily applied in the field at the events.
- Stock, alternate clutch proposal (#5431) This change is not believed to be consistent with category philosophy.
- Stock, control arm bushing proposal (#5678) This change is not believed to be consistent with category philosophy.
- ST, pedal kit (#5350) This change is not seen as consistent with ST preparation philosophy.
- ST, axle spacer (#5550) This change is not seen as consistent with ST preparation philosophy.
- ST, aftermarket LSD, STR (#5552) This takeback is not believed to be necessary.
- SP, alternate water pump (#4779) This change is not viewed as being consistent with SP category philosophy.
- SP, master cylinder allowance (#4873) This change is not viewed as being consistent with SP category philosophy.
- SP, final drive allowance (#5062) This change is not viewed as being consistent with SP category philosophy.
- SP, Mazda Protégé reclass (#5352) The SPAC believes this change would increase the competitive level of FSP, and does not believe the change is necessary at this time.
- SP, VW listing lines (#5706) The SPAC believes this change would increase the competitive level of FSP, and does not believe the change is necessary at this time.
- Formula Junior, clone motor proposal (#5656) At this time the KAC feels the prospect of a spec engine, at least for national competition, is perhaps a better option at this time. The committee will keep this engine package in mind for regional use only in the near future, pending feedback on the spec engine. The KAC appreciates the research conducted by this member.

### **TECH BULLETINS**

1. Stock: Per the SAC, 13.10.G is clarified as follows (#5719):

"G. 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."
2. Stock: Per the SAC, the Brey-Krause R-1115 harness bar is considered to be a truss-type harness bar. (#5429)
3. Stock: Per the SAC, the following listings from Appendix A are clarified as shown (#5425):

GS

Change "Volkswagen Passat (V6)(2002-2008)" to "Volkswagen Passat (V6)(all)"

Delete "Volkswagen Passat (V6, AWD)"

Note: The intent of this listing was to classify all V6 Passats in GS.

4. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC (#4808):

ASP

Lamborghini Gallardo (2003-2011)(all)

Note: if the proposed SP reorganization is approved, this car will be listed in SSP.

5. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC (#5128):

FSP

Chevrolet S10 (1994-2004)

6. Street Prepared: Per the SPAC, in the case of the RX8 changes to the PPF (power plant frame) can only be accomplished via update/backdate. A lightened/lightweight PPF would not be compliant. (#5150)
7. Street Prepared: The SPAC believes that the update/backdate allowance is sufficiently clear as written. Two cars from different generations which are listed on the same line in Appendix A are allowed to interchange parts, pursuant to the restrictions detailed in 15.1.C. This does not permit removal of a headlight splash guard from a 1990 Miata, since the later configuration which does not include the guard cannot be fitted to the earlier car without modification. (#5494)

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | Sept. 28, 2011

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

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

## GENERAL

- Nominations are requested for the Divisional of the Year award. The description of this award is as follows: presented to the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor.
- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- Nominations are open for the Rookie of the Year and Driver of the Year awards. Descriptions of these are as follows:
  - Rookie of the Year: presented for an outstanding performance at a first Solo National Championship by a driver with limited competition experience.
  - Driver of the Year: presented to the Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship.

## RECOMMENDED TO THE BOD

The following previously-published rule change proposals have been recommended to the BOD:

### GENERAL

**ITEM 1)** Delete Sections 1.2.B thru G which outline Divisional Solo Stewards responsibilities.

Add to 1.2:

*"Administer Solo events between regions (Inter-Regional events). Inter-Regional events may include regions in different Divisions. Inter-Regional events will be conducted using the mandatory rules listed in Section 1.1."*

Delete:

*"4.2.C.2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months. A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the Solo Department by the date specified in the Supplementary Regulations and accompanied by a check or money order in an amount which is twice the current National Tour event entry fee, payable to SCCA. The fee will be held by the National Office and earmarked for Divisional Solo program use."*

Delete references to Divisional Solo events in the following sections:

1.1.4; 1.6.2.F; 1.1, 1.3.2.D.4; 1.5.H; 3.1; 3.7.H; 4.1.B; 4.8.A; 5.1; 5.1.A; 5.3.C; 6.1; 6.8.D; 6.9; 7.7; 7.8; 7.10; 8.2.1; 8.4; 13; Appendix A, pg. 159; Triad Award, pg. 343.

Delete the first sentence in 1.4.3 and Appendix E.IV.

Delete 1.4.2, 7.2.2, 4.2.B.

Rewrite section 1.2.8:

*"1.2.8 Inter-Regional Solo Event*

*An Inter-Regional Solo Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA Solo Department.*

FasTrack September 2011

**ITEM 2)** Change section 1.3.2.D:

*"D. A passenger is allowed provided he/she:*

- 1. is no younger than twelve (12) years old;*
- 2. is in a vehicle which has passed tech inspection;*
- 3. is wearing a properly fitted seat belt and a properly fitted helmet;*
- 4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.*

*In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. ~~Passengers are not~~*

~~allowed during competition runs in Divisional, National Tour, and National Solo events. The only passengers who may be allowed during competition runs in National Tour and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their driver's license requiring a passenger."~~

FasTrack May 2011

**ITEM 3)** In Section 3.1, under "Rollover Potential Guidelines," add:

*"As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable."*

FasTrack September 2011

**ITEM 4)**

Modify 4.1.D to read as follows:

"D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat. *For this purpose the event organizer is defined as:*

*Regional event: event chairman or region Solo chairman*

*Divisional Event: Host Region RE or Divisional Solo Steward*

*National Tour and Championship events: Committee of Vice President of Rally/Solo, Event Chairman and SEB Chairman*

*Pro Solo: Vice President of Rally/Solo or designee."*

Add a new paragraph to 8.3.9 Notifications as follows:

*"If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the PC Chairman will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty, background information, and any appeals to the NAC."*

Change 10.8 to read as follows:

**"10.8 PUBLICATION AND EFFECT OF DECISION**

The SCCA will distribute all final NAC decisions, including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision shall have no right of action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the AC shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the AC shall be effective immediately as stated in its decision. *If a penalty is imposed as result of personal misconduct or unsportsmanlike conduct, the NAC will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo as soon as possible of the penalty."*

FasTrack June 2011

**ITEM 5)** Change the third paragraph of 6.10:

*"All vehicles in classes subject to weight requirements and in trophy positions as determined by the official results will be weighed. If there is any question about compliance with weight requirements, the vehicle must will be weighed in both directions and the scales should be recalibrated with test weights."*

FasTrack June 2011

**ITEM 6)** Change section 9.4.1 Penalties to read as follows:

**"9.4.1 Penalties**

The penalties in increasing order of severity are as follows:

**9.4.1.1 Reprimand**

A reprimand against an SCCA member shall be noted in the official results of the event

**9.4.1.2 Time or Position**

Penalties expressed as addition of time or loss of finishing position may be imposed.

**9.4.1.3 Disqualification from Competition**

Disqualification from competition may be imposed on an entrant, driver, or car.

**9.4.1.4 Probation**

*Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.*

**9.4.1.5 Suspension**

*Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.*

**9.4.1.6 Expulsion from SCCA**

Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."

FasTrack June 2011



**ITEM 7)** Change section 11 to read as follows:

**"11. AWARDS**

A. Awards shall be ~~presented~~ *awarded* to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).

B. *At the Solo Nationals, a National Championship award will be presented when a competitor competes in a National Championship eligible class which has 3 or more participants."*

FasTrack June 2011

**SAFETY**

**ITEM 8)** Add a new subsection to 1.3.2 Other Operating Requirements:

"U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle if any person is underneath the car."

FasTrack June 2011

**STOCK**

**ITEM 9)** Change 13.2.H to read as follows:

H. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. 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 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."

FasTrack March 2011

**ITEM 10)** Change 13.7 to read as follows:

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

A. Substitution, addition, or removal of *a single* anti-roll bar and supporting hardware (brackets, end links, bushings, etc.) is permitted.

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

C. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

D. 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.

FasTrack June 2011

**ITEM 11)** - Change 13.8.E as follows:

*"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."*

FasTrack June 2011

**ITEM 12)** Move to SS from exclusion list:

Dodge Viper (2008-09)

Porsche 911 GT3 (997chassis, non-RS)

FasTrack August 2011

**ITEM 13)** Move to DS:

Chevrolet Camaro (V6) ('10-'11) – From GS

Dodge Challenger (V6) ('09-'11) – From GS

Hyundai Genesis Coupe (V6) ('10-'11) – From FS

Infiniti G35 Coupe – From FS

Infiniti G37 Coupe – From FS

FasTrack May 2011

**ITEM 14)** Move to DS from CS:

Mini Cooper S JCW (2006-'11)



- ITEM 15)** Move to GS from BS:  
BMW 325i & 325is ('87-'91)  
BMW 325ix ('88-'91)

FasTrack March 2011

## STREET TOURING

- ITEM 16)** Replace first paragraph of 14.0 with:

*"The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use."*

Replace 14.6.A with the current wording of 14.6.E and remove the words "STX and STU".

Remove the Appendix F clarification under Street Touring titled "Emissions System".

Change 14.10.F to read as follows:

"F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. *Traction control parameters may not be altered. Any standard OBD communications port functionality must remain. Check Engine Lights (CEL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing
2. *Supplementary ("Piggyback") ECU may be used subject to the following restrictions:*
  - a) *Connects between the standard ECU and its wiring harness only.*
  - b) *Must be plug-compatible with the standard ECU (no splices).*
3. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of the engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
4. Fuel pressure regulators may be replaced in lieu of electronic alterations to fuel system *parameters*. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems."

In 14.10.E, remove the ST, STS, & STR section and remove "STX, STU" from the first sentence of what remains.

In 14.10.K – Add STF to the first sentence and replace ST with STC ("STC, STS, STF – ").

FasTrack February 2011

FasTrack July 2011

Change the ST listings in Appendix A:

*"Only cars which are specifically classed are eligible for competition at National Tours and the National Championships."*

### **Street Touring FWD (STF)**

Acura RSX  
Acura TSX  
Ford Fiesta  
Ford Focus (all)  
Honda CR-Z  
Honda Civic (2001-2005, all)  
Honda Civic (2006-2011, non-Si)  
Honda Fit  
Kia Forte/Koup  
Mazda 2  
Mazda 3  
Mazda 6

MINI Cooper (non-S)  
Mitsubishi Lancer (non-turbo)  
Scion tC, xA, xB  
Toyota Corolla (1998-2011)  
Toyota Yaris  
VW Golf 2.5

**Street Touring Compact (STC)**

Acura Integra (1986-2001)  
Audi A4 1.8T  
Audi TT Coupe and Roadster (non-quattro)  
Dodge/Chrysler Neon  
Ford Escort GT (1991-1996)  
Ford ZX2 (1998-2003)  
Honda Civic (1984-2000)  
Mazda 323 GT & GTX  
Mazda Protégé (1999-2003, NOC)  
Mazda Protégé MP3  
Nissan 240SX  
Nissan NX2000 (1991-1994)  
Saturn SL, SW, SC  
Sentra SE-R (1991-1994)  
Subaru Impreza 2.5 RS (1998-2001)  
Toyota Celica (1986-2005, non-turbo)  
Toyota Corolla FX16  
Toyota Corolla (1984-1987)  
Toyota Corolla (1988-1991)  
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)  
Volvo S40 (non-T5) & V40  
Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

**Street Touring Sport (STS)**

BMW Z3 4 cyl.  
Honda CRX  
Honda del Sol  
Mazda Miata (1990-1997, non-Torsen equipped)  
Mazda RX-7 (non-turbo, NOC)  
Pontiac Fiero (4-cyl)  
Toyota MR2 (1985-1989, non-supercharged)  
Toyota MR2 (1991-1995, non-turbo)

**Street Touring Xtreme (STX)**

Acura Integra Type R  
Audi A3, A4, & TT Quattro  
BMW 3-series (E30 chassis, including M3)  
BMW 3-series (E36 chassis, non-M)  
BMW 3-series (E46 chassis, non-M)  
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)  
Chevrolet Cobalt SS (Turbo)  
Chevrolet Camaro (up to 5.0L)  
Eagle Talon Turbo (AWD)  
Ford Mustang (up to 5.0L)  
Honda Civic Si (2006-2010)  
Infiniti G35  
Lexus IS300  
Mazda RX-8  
MazdaSpeed Protégé  
Mazdaspeed 3  
Mazdaspeed 6  
MINI Cooper S & Cooper S JCW  
Mitsubishi Eclipse Turbo (AWD)  
Nissan Sentra SE-R Spec V  
Pontiac Firebird (up to 5.0L)  
Subaru Impreza WRX (2002-2008, non-STI)  
Subaru Forester XT (2003-2008)

Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)

Volkswagen R32

Volvo C30

Sedans & coupes (4-seat minimum, non-sports car based) 3.1 to 5.1L normally aspirated or up to 2.0L forced induction, NOC

#### **Street Touring Ultra (STU)**

Audi S4

BMW 3 Series (E90 chassis, including M3) (2006-2010)

BMW M3 (E36 chassis) (1995-1999)

BMW M3 (E46 chassis) (2000-2005)

BMW 135i

Chevrolet Camaro (over 5.0L)

Ford Mustang (over 5.0L)

Mercedes CLK55 (2001-2006)

Mitsubishi Lancer Evolution

Mitsubishi Lancer Ralliart (2008-2010)

Pontiac GTO

Pontiac Firebird (over 5.0L)

Subaru Impreza WRX STI

Subaru Impreza WRX (2009-2011)

Volvo S60R

Sedans & coupes (4-seat minimum, non-sports car based) greater than 5.1L normally aspirated or 2.0 to 3.1L forced induction, NOC

#### **Street Touring Roadster (STR)**

BMW M Coupe & M Roadster (1998-2000)

BMW Z3 (non-M)(6-cyl)

BMW Z4 (non-turbo, non-M)

Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)

Honda S2000

Mazda Miata (1994-2005, non-turbo)

Mazda MX-5 Miata (2006-2009)

Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)

Nissan 350Z

Pontiac Fiero (6-cyl)

Pontiac Solstice (non-turbo)

Porsche 911 Carrera (3.2L) (1984-1989)

Porsche 924, 944 (non-turbo) & 968

Toyota MR2 Spyder

Saturn Sky (non-turbo)

FasTrack July 2011

#### STREET PREPARED

##### **ITEM 17)** Add to 15.0 a new 8th paragraph (following the Spec Miata item):

"Cars listed as eligible in and prepared to the current national B-Spec/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-Spec/SCC cars are permitted to interchange preparation rules. B-Spec/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared."

FasTrack August 2011

##### **ITEM 18)** Change 15.2.1.2:

"2. A spoiler may be added to the rear of the car provided it complies with either of the following:

- a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.
- b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler maybe mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original* bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

FasTrack June 2011

**ITEM 19)** Add to 15.6.A:

*"A single master cylinder brace may be added provided it is bolt on and serves no other purpose."*

FasTrack February 2011

**ITEM 20)** Move to FSP from DSP:

Ford Focus SVT (2002-2004)

FasTrack June 2011

**ITEM 21)** Reorganize Appendix A listings as follows (classes DSP, ESP, and FSP are unchanged):

**Street Prepared Class Super (SSP)**

Chevrolet

Corvette ('97-'04) (C5 Chassis)

Corvette ('05-'11) (C6 Chassis)

Dodge

Viper

Elva

Courier

Ferrari

355

360

Dino 206 & 246 (all)

F430 (all)

Ford

GT

Griffith

(all)

Lamborghini

Gallardo (2003-11)

Lotus

7 & 7A

Elan (RWD)

Elan M100 (FWD, all)

Europa (all)

Elise, Exige, & Exige S ('05-'11)

Elite 2+2 & Elcat

Esprit (4-cyl, all)

Esprit (V8)

Morgan

V8 all

+4 (2138cc, all)

Nissan

GT-R (R35)

Porsche

911 Turbo (AWD) '01-'11

911 GT2 (996 & 997, all)

911 GT3 (996 & 997, all)

Tesla

Roadster ('08-'11)

TVR

4-cyl & 6-cyl (all)

V8 (all)

Sports cars over 2.0L not otherwise classified. (See section 15.1.C for update/backdate limitations)

**Street Prepared Class A (ASP)**

BMW

128 & 135 ('08-'11)

328 & 335 ('06-'11)

Z4 35i & 35is (Coupe & Roadster)

Z8

Bricklin

DeLorean

DeTomaso

- Mangusta (all)
- Pantera (all)
- Dodge
  - Stealth Turbo
- Ferrari
  - 250 (non-LM)
  - 275
  - 308 Coupe & Spider
  - 330
  - 365 Daytona GTB & GTC
  - 348
- Jaguar
  - E-type (all)
- Mazda
  - RX7 ('93-'95)
- Mercedes Benz
  - CLK 320 & CLK 32 AMG
- Mitsubishi
  - Lancer Evolution XIII & IX ('03-'07)
  - Lancer Evolution X & Ralliart ('08-'11)
  - 3000GT Turbo
- Nissan
  - 370Z
- Pontiac & Saturn
  - Solstice GXP & Sky Redline
- Porsche
  - Boxster & Cayman (all)
  - 911 Turbo '76-'89
  - 911 Turbo (964)
  - 911 Turbo (993)
  - 911 (996 & 997)
- Shelby
  - Cobra 289
- Subaru
  - Impreza WRX STI ('04-'07)
  - Impreza GT, WRX, & WRX Sti ('08-'11)
- Sunbeam
  - Tiger 260 & 289
- Toyota
  - MR2 '91-'95 (All)
  - Supra Turbo ('93.5-'98)

#### **Street Prepared Class B (BSP)**

- Audi
  - TT (1.8T, FWD & Quattro)
  - TT (3.2L, Quattro)
  - Quattro Turbo Coupe
- BMW
  - Z3M Coupe, Z3M Roadster & Z3 (6-cyl)
  - M3 (E36 chassis, all)
  - M3 (E46 chassis)
  - Z4M Coupe, Z4M Roadster & Z4 30i
- Chevrolet
  - Corvette ('53-'54)
  - Corvette ('55-'57)
  - Corvette ('58-'62)
  - Corvette ('63-'67)
  - Corvette ('68-'82)
  - Corvette ('84-'96) (all)
- Chrysler
  - Crossfire & Crossfire SRT6
- Honda
  - S2000 (All)

Mazda

MazdaSpeed Miata  
RX-7 Turbo ('86-'92)  
RX-8

Nissan & Datsun

240Z, 260Z, 280Z  
280ZX & 280ZX Turbo  
300ZX Turbo ('84-'89)  
300ZX Turbo ('90-'96)  
350Z

Pontiac

Fiero (V6)  
Firebird Firehawk SLP ('90-'92) (3rd gen, 383cid)  
Firebird Firehawk SLP ('93-'02) (4th gen, 383cid)

Porsche

911 '65-'89  
911 (964 & 993)  
911 (non-turbo, NOC)  
914/6 (all)  
924 (all incl. Turbo)  
944 (all incl. Turbo)  
928  
968

Saleen

Mustang S281E & Mustang (NOC)

Triumph

TR-8

**Street Prepared Class C (CSP)**

BMW

Z3 (4-cyl)  
M3 (E30)

Datsun

Roadster (1500, 1600, & 2000)

Fiat

Abarth (all)  
124 Spider ('75-'78) & 2000 Spider (non-Turbo)  
2000 Spider Turbo

Honda

Civic (1.5L) '84-'87  
Civic & CRX '88-'91  
CRX (1.5L) '84-'87

Jensen-Healey

Lancia

Scorpion

Lotus

Cortina  
Elite (1216cc)

Mazda

MX-5 Miata ('90-'05)  
MX-5 ('06-'11)  
RX-2 & 616  
RX-3, RX-3SP, & 808 Mizer  
RX-7 (non-turbo) '78-'85  
RX-7 (non-turbo) '86-'92

Mercedes Benz

190E 16v

Morgan

4/4

Pininfarina

2000

Pontiac & Saturn

Solstice & Sky

Porsche

356 & 1600  
924S & 944 (8v)  
Carrera (4-cyl only)  
Toyota  
MR2 & MR2 Supercharged ('85-'89)  
MR2 Spyder ('00-'05)  
Supra ('79-'81)  
Sedans over 1.7L & under 3.0L not otherwise classified.  
Sports cars under 2.0L not otherwise classified. (See Section 14.1.C for update/backdate limitations.)

FasTrack July 2011

#### STREET MODIFIED

**ITEM 22)** Add new subsection 16.1.T:

*"T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit."*

In conjunction with the above, remove 16.1.P line which currently reads:

*"These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment."*

FasTrack May 2011

**ITEM 23)** Add to Appendix A, Class SM, Minimum Weight Calculations:

*"Solid axle RWD cars subtract 25 lbs. per liter."*

FasTrack July 2011

FasTrack August 2011

#### PREPARED

**ITEM 24)** Add to 17.4.H:

*"3. For EP cars with 2 valves per cylinder piston engines, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."*

FasTrack June 2011

FasTrack July 2011

**ITEM 25)** Change 17.4, subsections H and J, to read as follows:

*"H. For class EP, wheels up to 7" in width are allowed with no penalty.*

*1. Wheels greater than 7", and up to 10" in width will receive a 75 lb. penalty.*

*2. Wheels greater than 10" wide will receive a 150 lb. penalty.*

*J. For classes DP and FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty." (ref. #2734)*

FasTrack December 2010

**ITEM 26)** Change 17.10.C.2:

*"2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500" (one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor shall be as follows, unless specified otherwise in Appendix A:*

*a. 46mm for class FP*

*b. 52mm for class CP*

*c. Restrictor is not required for class XP"*

Also change Appendix A, Prepared Class F weight formulas:

*"Forced Induction, +0.450 x displacement (cc)*

*AWD, +0.100 x displacement (cc)*

*Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than **2700** lbs prior to addition of weight adjustments defined herein and in Section 17."*

FasTrack August 2011

**ITEM 27)** Change the first sentence of 17.11.A:

*"A. Vehicles prepared in excess of Solo allowances and prepared up to either the current GT or Production rules are permitted to compete in their respective Prepared classes."*

FasTrack August 2011

**ITEM 28)**

Remove from Section 17.2.I (Appendix A, GP, Limited- Preparation, 2.E.4 of the 2011 rulebook):



"The driver's normal seated position may not be relocated."

Remove from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook):

"Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment."

Remove from Section 17.8.C.4 12 (Appendix A, GP, Limited- Preparation, 2.E.2 of the 2011 rulebook):

"Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains."

Remove from Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook):

"The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)."

Add to the Limited Prep section of 17.8.B:

*"Camber & caster may be adjusted by shims or modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1 inch of the original location."*

FasTrack September 2011

**ITEM 29)** Change Appendix A, Prepared Class X, Section 9.b:

*"b. Minimum Weight Calculations*

*All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A,*

*10.a. Example: weight for a 1837cc RWD car is  $1200 + (1.837 \times 200) = 1567$  lbs.*

*Engines with displacement less than 4.0 liters:*

*RWD: 1200 lbs + 200 lbs per liter*

*FWD: 1200 lbs + 150 lbs per liter*

*AWD: 1200 lbs + 250 lbs per liter*

*Engines with displacement of 4.0 liters or greater:*

*RWD: 1200 lbs + 180 lbs per liter*

*FWD: 1200 lbs + 130 lbs per liter*

*AWD: 1200 lbs + 250 lbs per liter*

*Regardless of the weight formulas above, no car shall be required to weigh more than 2,300 lbs before applicable weight adjustments.*

*Weight Adjustments:*

*Cars with engine located behind driver: + 20 lbs/liter*

*Cars equipped with traction/stability control: + 50 lbs*

*Cars equipped with active/reactive suspension: + 100 lbs*

*Cars equipped with ABS: + 50 lbs"*

FasTrack February 2011

**ITEM 30)** Change in Appendix A, Prepared Class D, the weight formulas:

*"Weight formulas (lbs):*

*Engines with displacement less than or equal to 1667cc:*

*$1.06 \times \text{displacement (cc)}$*

*Engines with displacement greater than 1667cc:*

*$0.91 \times \text{displacement (cc) plus 250 lbs}$ " (ref. #2733)*

FasTrack December 2010

**ITEM 31)** In Appendix A, Prepared Class G, Limited Preparation, combine the listings for 1984-87 Honda Civic and CRX:

*Civic/CRX & Civic/CRX Si (1984-87) 13x6 1.07/1.30 58.8/59.1*

*1488cc 1490*

*Fuel Inj or Carb*

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

FasTrack June 2011

MODIFIED

**ITEM 32)** Add new section 18.6:

*"18.6 LEGENDS AND DWARF CARS*

*Vehicles conforming to the US Legends Cars International racing series specifications (<http://www.uslegendcars.com>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F. Bandolero and Thunder Roadster vehicles are prohibited.*

*Vehicles conforming to the Western States Dwarf Cars Association specifications (<http://www.dwarfworld.com/WSDCA-07.html>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F."*

In Appendix A, Modified Class F, add:

*"D. Dwarf Cars and Legends/600Racing Cars*

*Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.*

*NOTE: If any conflict exists between the Dwarf Car Rules or US Legends 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 3.3 are allowed.*

*Any differential and rear end 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.*

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

*Minimum Weight – 1250 lbs with driver.*

*Any air filter is allowed.*

*Any ballast is allowed provided it is mounted securely per Solo rules.*

*Any battery may be used.*

*Dwarf Car or Legends specific items not required are as follows:*

*INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.*

*Seatbelt harness aging requirements*

*Quick Release steering wheels*

*Fire extinguishers*

*Fire Retardant driver's suits and gloves*

*Neck Braces*

*Head and Neck Restraints*

*Current Solo Rules override Dwarf/Legends rules for the following items:*

*Helmets*

*Car Numbers*

*Exhaust system, muffler and tailpipe"*

FasTrack May 2011

**ITEM 33)** In Appendix A, Modified Class B, subsection F, change:

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

*1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.*

*2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.*

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

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

Also change the last sentence of subsection H to read:

*"All cars must prepare to Formula Atlantic aerodynamic rules as specified in F."*

FasTrack December 2010

FasTrack May 2011

**ITEM 34)** In Appendix A, Modified Class F, A.7, add:

*"Electric water pumps may be used."*

FasTrack January 2011

**ITEM 35)** In Appendix A, Modified Class F, add new subsection A.7 and renumber:

*"7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use inlet tract restrictors, Comet gasket part number MA0242SP1020A, one in each tract immediately after the carburetor. Use of the 2003 and up 'HO', 'SDI', 'RS', & 'E-TEC' 593 variants is not permitted."*

**Note:** This change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.

FasTrack July 2011

**ITEM 36)** In Appendix A, Modified Class F, section C.2.j, change:

"Dry sump systems are ~~prohibited~~ *permitted*."

FasTrack January 2011

## **KART**

**ITEM 37)** Change 19.1.D.1.f.2:

"2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty."

FasTrack May 2011

**ITEM 38)** Change the first paragraph of 19.1.D.2 to read as follows:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc 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 SCCA Solo Rules Section 19.1 and incur an additional *25 lb* weight adjustment."

FasTrack May 2011

**ITEM 39)** Change the class name designation of F125 to Kart Modified (KM).

FasTrack June 2011

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | Oct. 12, 2011

The RallyCross Board (RXB) met via conference call October 12. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan, Pego Mack and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Chairman Cashion called the meeting to order at 7:00pm CDT.

### Committee Reports

1. RallyCross Safety Committee (Tom Nelson): No incident reports have been received since last meeting. There were three incidents of wheels coming off vehicles during competition at the National Championship event. No incident reports have been filed. Tom Nelson requested that the related incident reports be submitted. Ken Cashion requested that Tom Nelson stay on as an advisor to the Safety Committee after his RXB term is completed. Tom Nelson accepted the request.
2. RallyCross Rules Committee (Warren Elliott): See Rules Proposal discussion/vote below in New Business.
3. National Championship Committee (Ken Cashion): See Championship discussion below in New Business.
4. Divisional Steward Liaison (Stephen Hyatt): Topics discussed during the latest Divisional Steward meeting included the National Championship and rules there. The Stewards requested that the 2012 National events be scheduled soon to facilitate Regional and Divisional level scheduling. Pego Mack requested a RXB contact with the chairman of the Divisional Stewards to discuss possible changes to leadership. Stephen Hyatt will make the necessary contacts and have options ready to discuss at the next RXB meeting.
5. Forum Activity: The forums were active prior to the National Championship but have since been quiet.

### Old Business

1. Growth discussion: Tabled until November.
2. Discussion of impact of inactive committee members and plan for improvement (+ Tom Nelson's position): Ken Cashion expressed concern that the RXB won't be able to spur growth without the conduit of active and engaged Divisional Stewards. Further discussion will be tabled until the November meeting. As this is the last year of Tom Nelson's term as a member of the RXB, a search for his successor is underway.
3. Jon Burke event: Ken Cashion reported on the event. There were no incidents, and of the 30+ entries, only 10 showed for the event.

### New Business

1. Discussion of National Championship event:
  - Successes / lessons / areas to improve: Few complaints received. Having two non-competing Safety Stewards worked well with problems handled quickly. Having timing results available online was a success. More BOD presence would be a positive image. Core workers were focused on their responsibilities. More details of the schedule should be included in the Supplemental Regulations. There is a need to develop language for cone displacement and other penalties for the RallyCross Rules. Expansion of Friday night activities to include the community with the test and tune and a parc exposé/class inspection.
  - The draw: There is a need to establish a distinct and transparent procedure. Howard Duncan suggested it become an entertainment element by making it public and part of the Friday night party.
  - Site search: Howard Duncan reported that a site might be available in Hallett, OK, which meetings have been scheduled. Talks with the Tulsa site owners are also planned.
  - Goals for next time / what's missing / promotion starts now: Plan to accommodate more competitors, such as running two courses simultaneously. Court of Appeals should be coordinated and online prior to event. One water truck operator at future events.
  - Parade lap for 2-driver cars: In Modified vehicles with only one seat, rules to accommodate the second driver should be developed. Further discussion tabled until next meeting.

2. Jayson Woodruff email (heavy equipment): This is regarding equipment rentals for RallyCross programs across the country. Ken Cashion suggested that equipment requirements at a site could burden and potentially curtail RallyCross program success. Howard Duncan suggested providing a list of equipment suppliers as a resource to RallyCross programs across the country, noting that price structuring tends to vary across all providers depending on demand and supply.
3. RXB discussion and vote on rules proposals: After the required membership input, the Rules Committee presented the following rules proposals to the RXB for approval. Voting results are included, with accepted proposals being referred to the BOD for final approval to the 2012 RallyCross Rules. One rule concerning fuel requirements was not submitted with the proper changes. It will be rewritten and submitted at the next RXB meeting:

- Adding the new class of Modified Rear Wheel Drive with its consequential changes to the Modified Class structure:

#### 6.2.E. Rally Modified Categories

Modified Front Wheel Drive (MF)  
Modified Rear Wheel Drive (MR)  
Modified All Wheel Drive (MA)

PASSED. Unanimous.

- Allowing scoops and wings in Prepared Categories:

6.2.D.20. Addition of rear wings and hood scoops/vents is allowed provided that either 1) it is a production part which is standard or optional equipment of a US model of the vehicle or 2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted. Rear wings may be removed so long as the vehicle retains any federally mandated third brake light.

PASSED with the removal of the last sentence. Unanimous.

- 6.3.G. (additional text proposed) A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed.

In favor: Ricker, Blakely, Sealander, Elliott, Hyatt. Opposed: Cashion. PASSED.

(text continued) Wheels originally designed for OHV/UTV vehicles or similar will only be allowed per the Safety Steward and event organizer's discretion. All documentation of a manufacturer's load capacity ratings for the purpose of allowance is solely the responsibility of the competitor.

In favor: Ricker. Opposed: Cashion, Blakely, Sealander, Elliott, Hyatt. FAILED.

(text continued) Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual-sport and ATV tires that are not designed to withstand cornering side-loads that can be generated by an automobile of substantially higher curb weight.

PASSED. Unanimous.

- 6.2.C.14 Rally Stock Class:

#### A. For front anti-roll bars:

1. Substitution, addition, or removal of any front anti-roll bar(s) and supporting hardware (brackets, endlinks, bushings, etc.) is permitted.
2. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.
3. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
4. 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.

B. Rear anti-roll bars may not be removed, replaced, or modified in any way.

In favor: Cashion. Opposed: Blakely, Sealander, Elliott, Hyatt. Abstained: Ricker. FAILED.

- 6.2.C.14 Rally Stock Class: The front sway bar may be replaced. A replacement front sway bar may serve no other purpose than originally intended by the vehicle manufacturer and must be stock diameter for the make, model and year of the vehicle. In the case where the front sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained. Likewise, the front sway bar may not be removed if the vehicle was originally equipped with a sway bar.

In favor: Blakely, Hyatt. Opposed: Cashion, Sealander, Elliott. Abstained: Ricker. FAILED.

- 6.2.D.21 (add section requiring catalytic converters in Rally Prepared Category) Any high flow catalytic converter(s) are allowed. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter. Vehicles not equipped with a catalytic converter as original equipment are not required to have one.

In favor: Ricker, Blakely, Sealander, Elliott, Hyatt. Opposed: Cashion. PASSED.

- 6.2.D.22 (add section allowing the replacement of radiators in Rally Prepared Category) Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:
  1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
  2. Radiator must mount to OE radiator mounts.
  3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).

In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.

PASSED. Unanimous.

- (Addition of a paragraph to 5.3) M2 and M4 cars will be run during daylight hours, between sunrise and sunset.

In favor: Elliott. Opposed: Cashion, Ricker, Blakely, Sealander, Hyatt. FAILED.

- (Change to 6.2.E.3.d, requiring all running light remain on vehicles to accommodate for low light winter event running) Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, and trim may be removed. All light must remain and must function as originally intended by the vehicle manufacturer. Side mirrors are not required.

FAILED. Unanimous.

- (As an option to the previous two proposals, the RXB proposed the following addition to section 6.3, Vehicle/Driver Safety) 6.3.Q. All vehicles must have adequate operable forward lighting to participate in night or low light events.

In favor: Cashion, Ricker, Blakely, Sealander, Hyatt. Abstained: Elliott. PASSED.

- 6.3.P (replace as required by the SCCA) All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

PASSED. Unanimous.

- 6.2.C.13 (proposed rewording) Shocks/dampers may be replaced with OEM or aftermarket replacement units intended for the specific year make and model used. The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers must have no more than two separate external shock damping adjustment controls. Remote reservoir shocks are only allowed if they are exact OEM units.

In favor: Cashion, Ricker. Opposed: Blakely, Sealander, Elliott, Hyatt. FAILED.

The meeting was adjourned at 9:23pm CDT.

Next meeting: November 2, 2011

Submitted by Karl Sealander, RXB Secretary

# **RALLYCROSS COURT OF APPEALS**

## **JUDGEMENT OF THE RALLYCROSS COURT OF APPEALS**

Christy Carlson and Jim Rowland

October 9, 2011

### **FACTS IN BRIEF**

The RallyCross National Championship Protest Committee of Stephen C. Hyatt, Brent Trail, and Jon Simmons met at the end of competition on Saturday October 8, 2011 to hear the protest from Jim Rowland, driver of car 93 in PF. The protest and \$50.00 fee was received at 17:11

Mr. Rowland protested the way the course was watered and the "inequity" to competition that it caused.

The committee decided the following-

The all the times from run group 2 for the first run will be voided. Secondly, run group two will be given an additional run on Sunday October 9, 2011.

This decision was based on the following-

1 The organizers changed the way the course was watered for run group 2 compared to the rest of the event. By allowing the water truck to finish watering the course after the parade lap and having no delay from the water truck leaving the course and the first car given the start signal, the course was in a condition which did not allow for a competitive run.

2 This was based on the past precedent from the 2010 RallyCross National Championships.

The protest committee wants to make it clear that the use of a water truck is not why this protest was found in Mr. Rowland's favor but the inconsistent application and use of the water truck.

Mr. Rowland protest was well founded and his fee will be returned.

### **DATES OF THE COURT**

The SCCA RallyCross Court of Appeals (COA) Charles Wright, Brent Carlson and Tom Nelson, met via phone October 9, 2011 to review, hear and render a decision on the appeal.

### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Christy Carlson and Jim Rowland, received Oct 9, 2011.
2. Decision from Protest Committee of October 8, 2011.

### **FINDINGS**

Based on the facts presented, the Court of Appeals rules that the protest committee decision should stand. This is largely based on the attempt (by the protest committee) to provide competitors in the Prepared classes with as close to a similar course as possible. We agreed with that concept and believe that the only method that would be fair to all competitors is a rerun.

### **DECISION**

The Court of Appeals dismisses Ms. Carlson's appeal and returns it unheard. Protest fee is to be refunded.



# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | Oct. 4, 2011

The *RoadRally* Board (RRB) met via conference call on Tuesday, October 4, 2011.

Attending were: Chairman; Jim Wakemen was in attendance. Members: Jeanne English, Sasha Lanz, Chuck Hanson and Lois Van Vleet were in attendance. Member: Eva Ames was not in attendance. Pego Mack, National Office was in attendance. Bill Kephart, Board of Director Liaison was not in attendance.

Chairman Wakemen called the meeting to order at 7:40 pm CST. The September 12, 2011 RRB Minutes were approved. (Hanson/Lanz)

### Proceedings

#### **1. Rally Liaison updates**

Rally changes and Liaison updates are in **red** below.

#### **2011 Rallies / Liaisons:**

Covered Bridge, NT (Nov 6) - Rick Beattie  
Arizona, Desert Sands, NC (Feb 26) - English  
Arizona, Gullible's Travails, NC (Feb 27) - English  
Pittsburgh, Steele Haul, NC (May 14) - English & Ames  
Pittsburgh 1, NC (May 15) - English & Ames  
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet  
St. Louis, Daniel Boone, NC (July 17) - Hanson  
CAST In Stone, NT (July 30) - Hanson  
Hurdle, NGTA (Aug 13) - Lanz  
Oktoberally, NC (Sept 17) - English  
Badger Trails, NT (Sept 18) - Van Vleet  
**USRRC 2011 California, NGTA, A Course With No Name (Oct 21) - Lanz**  
**USRRC 2011 California, NC, Highway Robbery (Oct 22) - Hanson**  
**USRRC 2011 California, NT, Not My Fault (Oct 23) - Van Vleet**  
**2012 Rallies**  
**TBA, (Indianapolis June 28)**

#### **2. RRB Chairman for 2012**

Discussion: Wakemen is still considering staying on for a third year. English will consider being secretary for next year.

#### **3. New RRB Members for 2012**

Discussion: We currently have three applicants for the RRB: John Emmons, Mike Thompson and Clarence Westberg. More names can be accepted before the November 7<sup>th</sup> RRB meeting. Nominees need to be approved by the BOD at their December meeting.

#### **4. National Class Conference Call Report - Hanson**

Discussion: Two proposals came up: First, use experience-based classes, within which there are no equipment classes... basically you can run with any equipment. The second was Bruce Gezon's proposal of an APP Class... running with modern equipment with the exception of 798's and 547 Alpha. Hanson added that we need to coming up with classes that will move people up faster and not using Lifetime points as classes. There is a lot of debate to consider and Hanson will put some thoughts down on paper and will send to the RRB members for review for the next RRB Meeting. More conference calls are needed for brain storming further on this subject. Wakemen added that the worst idea could trigger a good idea. Further discussion could be at the USRRC Town Hall Meeting. Pego will find out how often these conference calls can be.

#### **5. Rulebook Status – English Summary**

Discussion: The Rules committee argued that the Multiple Events proposed statement ruling should be in the Policy Manual and not in the RRR's or RFO's. English read the statement recommended from the Rules Committee. Next years Calendar person will need to contact the RRB if he/she receives a multiple event to calendar. Deena and the Calendar person should be in close communication on these events to calendar. A statement can be on the published calendar also and on the website.

#### **6. Concerns Tracker**

Discussion: Wakemen reported there are still troubles.

#### **7. Rally Triple Annual Award**

Discussion: Lanz wants RoadRally to have the same Triple Annual Award that Solo and Racing have. We currently have

USRRC Champion and National Series Championship. Maybe the third one should be a Regional or Divisional Championship. Argument was 'not all regions have a championship'. A new name for it will have to be decided for next year, not this year. 'Triple Max' or Triple Zero'? And it will have to be approved by the BOD.

#### **8. RRB DropBox**

Discussion: Lanz sent out an email on the DropBox to the RRB members. DropBox is used to drag files to the DropBox that will send to mailing members DropBox. Downside would be you can only send files, no communication or verbage connected to it. You would have to send an email to tell others that they have a file in their DropBox. This was used to send Lanz's Tool Kit files to Pego for website upload publication. This will be discussed further for use next year.

#### **9. Photo Contest - Lanz**

Discussion: Lanz thinks that from a publicity standpoint, there should be a Photo Contest again. Photos would have to be sent in next year for a 2013 Convention Award. Lanz suggested that it should be changed to include photos of interesting cars that are entered in rallies instead of cars on rallies or checkpoint photos. Awards could be given out for different categories... rally, cars, people etc. Rick Beattie might be willing to help us out. Pego suggested using judges outside of SCCA.

#### **10. Newsletter Report**

Discussion: Ames was not on the meeting... no report.

#### **11. Forum Items**

Discussion: Items reported were: Conference Call discussions. APP Class. Pego recommended that the APP Class should start at the Regional level first.

#### **12. Applications for 2012 USRRC**

Discussion: The RRB is looking for applications for the 2012 USRRC.

#### **13. Convention 2012**

Discussion: Tabled until the November meeting.

#### **Old Business**

No nominations for the Robert Ridges Award have been received yet. It does not have to be given out every year. It should be mentioned at the USRRC Town Hall Meeting in California. English will add it to the USRRC GI Schedule.

#### **New Business**

Lanz reported that Westberg contacted him wanting to create an At-Large region or The Rally Region rather than run in their own region. People who are upset with their local region rally program can opt out of their region and join 'The Rally Region'. Pego needs to take to Headquarters to see if it can be done. It would add another layer, budget expense, board members etc to the RoadRally Program. We need to find out what it would involve to get it developed. Wakemen added that anyone who is down on their region can join South Jersey Region anytime.

And eliminate DIYC's. Sanction exceptions should not be given on this rule. Further discussion is needed on the Regional level and the National level. Van Vleet added that some rally committees must have DIYC's due to limited number of control workers. This was tabled until the November meeting. English also added that the RRR's covers the use of DIYC's thoroughly and is sufficient. Nationals using DIYC's usually isn't a problem, but having DIYC's on a regional event isn't good when there are novice teams who don't know how to use them.

**Next meeting** – Tentative for Tuesday, November 8, 2011 at 7:30 pm CST, via conference call and pending confirmation from Pego.

The meeting was adjourned at 9:16 pm CST. (Lanz/English)

Submitted by; Lois Van Vleet, RRB Secretary.

## QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

### **CLUB RACING**

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

2011 Runoffs home page: <http://www.scca.com/events/index.cfm?eid=3128>

### **SOLO**

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

2011 Tire Rack SCCA Solo National Championships home page: <http://www.scca.com/events/index.cfm?eid=3022>

### **RALLY**

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### **SCCA NATIONAL CONVENTION**

Event page: <http://www.scca.com/events/index.cfm?eid=3263>

**EVENT CALENDAR:** <http://www.scca.com/events/>

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | Oct. 26, 2011

The Solo Events Board met by conference call October 26th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, and Brian Harmer of the National Staff; BOD member John Walsh. 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 1/1/2013**

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

## SAFETY

- The following package of rule change proposals is being submitted by the SEB for member review and comment:
  - In 3.1, replace the second paragraph under "Rollover Potential Guidelines" with the following:

"One method of assessing rollover potential involves comparing the vehicle overall height (measured from the ground to its tallest point) with its average track (calculated by averaging front and rear track measurements as determined per 12.5). If the height is greater than the average track, the car is considered to have a high rollover potential. This method applies to the Stock, Street Touring, and Street Prepared categories, and is provided for Regional officials and Technical Inspectors to use in determining the acceptability of high-center-of-gravity vehicles as referred to elsewhere herein."
  - Delete the fourth and fifth paragraphs under "Rollover Potential Guidelines" in 3.1.
  - Delete the chart in 3.1 which is labeled "Overall Height – Average Track Width Relationship"

## GENERAL

- Members interested in serving on any of the Advisory Committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, EOC) are invited to submit their qualifications in writing to the SEB.
- As previously noted in Fastrack, the proposed changes to Section 4.9 which have been published during 2011 have been tabled.

## STOCK

- The following previously-published class listing change proposals have been tabled:
  - Mustang V6 2012, DS to FS (June 2011 Fastrack)
  - Nissan GTR Exclusion List to SS (June 2011 Fastrack)
  - Audi R8, Exclusion List to SS (August 2011 Fastrack)
  - Corvette ZR-1 C6, Exclusion List to SS (August 2011 Fastrack)
  - Porsche 996 Turbo, Exclusion List to SS (August 2011 Fastrack)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - Street tires (5991, 6072, 6210, 6235)

## STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - Focus Move to FSP (5038, 5149, 5152, 5154)
  - Impreza listings (5440)
  - SP re-organization (5275, 5360, 5361, 5406, 5423)
  - SP spoiler rule (5080)

## STREET MODIFIED

- The SMAC and SEB are continuing to review the subject of cross-make engine swaps for possible 2013 implementation, in conjunction with minimum weight changes.
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
  - Class naming (#5202)
  - Cross-make engines (#5476)

## PREPARED

- The previously-published proposed change (February 2011 Fastrack) to the Lotus Elise/Exige listing in FP has been tabled.
- The previously-published proposed change (July 2011 Fastrack) to the wing height allowances for XP has been tabled.
- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:

- Turbo restrictor comments (4699, 4700, 4704, 5547, 5581, 6161)
- 10" wheel comments (5001, 5094, 5099, 5428, 5469, 5470, 5495, 5916)
- GP Limited Prep comments (5879, 5880)

## KART

- The KAC has provided the following rule change proposal for 2013, which is being published for member review and comment. It is suggested for Regional use, per Solo Rules 1.1, for 2012. (#4504)
- Add new subsection 19.1.D.3 as follows, and renumber D.3 to be D.4.
 

"3. 250 4-Stroke Engines: Engines must be mass-produced, single cylinder, motocross motorcycle 4-stroke engines up to 250cc 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 cooled. OE parts can be interchanged from any year model of the same brand name and similar model of motor (i.e., CRF to CRF, YZF to YZF, etc.), provided that these parts are normally commercially available over the counter in the USA to all competitors. Carbureted engines and fuel injection engines are both allowed.

  - Carburetion/Fuel Injection: For the carburetor motors, only stock carburetor is allowed without modification other than jets and needle changes. For the fuel injection motors, no modification is allowed to the stock fuel injection system. Stock CDI must be used. Twin pump float less recirculation systems are allowed. Pumper type carburetors and axle/electric fuel pumps are not allowed. Must use pulse-driven fuel pumps for carbureted models; no changes to the fuel delivery system is allowed for the fuel injection models. Minimum weight for carbureted 250cc 4-stroke motor including driver is 420 lbs; and minimum weight for fuel injected 250cc 4-stroke motor including driver is 440 lbs.
  - Internal modifications: No internal modification is allowed. (No over-bore, no porting, no stroke changes or lightening of flywheels as some of the examples) The engine has to remain 100% stock.
  - External Modifications: All exterior engine components must remain stock. Kick starter assembly may be removed and plugged. The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick start boss must be obvious.
  - Ignition: Only stock ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Exception: modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing. No programmable ignition is allowed.
  - Exhaust Systems: Exhaust system is unrestricted but it must meet all sound restrictions per SCCA rules.
  - Transmission: Cases and transmission gear ratios must be stock for engine used. Shifter mechanisms must be manually operated, no air or electric assisted shifters are allowed.
  - Clutch: Must remain 100% stock. Slipper clutch is not allowed."
- The following rule change proposal, effective immediately upon publication, has been recommended by the KAC and approved by the SEB (#6180):
  - Add a new subsection 19.2.G as follows:
 

"G. Any disciplinary action or protest needed to be taken against a Junior Driver and/or Kart will be addressed to the parent or legal guardian listed on the Minor Waiver of that Junior Driver.

Along with the above, Parent or Guardian is reminded of 9.1.F and 9.1.G. covering their own conduct."

## NOT RECOMMENDED

- ST Porsche 914 classing (#4830): The STAC feels adding this car could upset the competitive balance of the class, and does not anticipate likely participation benefits which would justify the risk.'
- ST wheel widths (#5076) The STAC believes that additional changes beyond the significant ones which have just been completed are not desirable at this time.
- ST axle spacer (#5550) The STAC acknowledges that the particular subject car has this weakness, but believes that such characteristics are part of evaluating and choosing a competition platform. Not all cars will be able to take equal advantage of all possible allowances.
- ST, limited-slip allowance (#5552) The STAC believes the STR class is healthy as-is, and does not wish to make this change at this time.

## TECH BULLETINS

1. Safety: The European ECE 22-05 helmet standard is not at this time approved to meet the requirements of 4.3.1. (#6221)
2. Stock: The listing for the Dodge Viper which is being moved from the Exclusion List into SS should read :

"Dodge Viper (2008-'10) (non-ACR)"

3. Street Touring: Per the STAC, the Cusco subframe connector for a Mitsubishi Evo is not compliant for STU under the provisions of sections 14.2.G, 14.2.H, or 12.18. It does not meet the definition of a Strut Bar, and does not comply with the requirements of the ST rules. (#4988)

4. Street Touring, Errors and Omissions: the first paragraph, which currently reads as shown below, should be deleted from 14.10:

"Engine and transmission must remain unmodified, including emissions equipment, except as noted below. All emissions monitoring system hardware and software must be operationally functional as originally intended by the manufacturer. Tampering with emissions system software and/or hardware to create or cloak non-compliance is not permitted. Some examples of emissions system tampering are O2 foolers, disabling or deactivating Check Engine Light (CEL) code indication, backdating ECU internals from OBD2 to OBD1, etc."

NOTE: this correction is contingent upon BOD approval of the SEB's proposed changes to Section 14, per the recommendations of the STAC. The content of this paragraph is in conflict with the rules proposals submitted to the BOD, as published in the November Fastrack.

5. Street Touring: Per the STAC, 14.10.D should read as follows:

"D. Exhaust manifolds and headers (including downpipes) may be replaced with alternate units."

NOTE: this clarification is contingent upon BOD approval of the SEB's proposed changes to Section 14, per the recommendations of the STAC.

6. Street Prepared: The following new listing, effective immediately upon publication, has been provided by the SPAC:

VW Golf/Jetta 2.0T (2006-2011) DSP (#5918)

7. Street Prepared: The BMW Z3, Z4, and M Coupe/Roadster listings in BSP are clarified to read as follows:

BMW

Z3 all 6-cyl including M Coupe & Roadster

Z4 all non-turbo including M

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | November 9, 2011

The RallyCross Board (RXB) met via conference call November 9. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, Howard Duncan, Pego Mack and Brian Harmer from the National office, and Ron Foley of the Marketing and Communications Committee.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

1. RallyCross Safety Committee (Tom Nelson): An incident was reported in Colorado. The related incident report has been filed but not yet received by the Safety Committee.
2. RallyCross Rules Committee (Warren Elliott): The following two rules changes were voted on by the RXB for submission to the BOD for final approval:
  - Accommodate for the use of biodiesel and cleanup language:  
  
6.2.C.9. Fuel may be any type of unleaded, E85, or diesel/~~biodiesel~~ fuel commonly available ~~at the pump~~.  
  
PASSED. Unanimous.
  - Add wording to 5.3 (second paragraph) to include hay bales:  
  
... Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, ~~hay bales~~ or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn. ...  
  
PASSED. Unanimous.
3. National Championship Committee (Ken Cashion): Howard Duncan announced that the Tulsa site is available for the RallyCross National Championship for 2012 and 2013. The date for 2012 has not been confirmed but will be either the first or second weekend of October.
4. Divisional Steward Liaison (Stephen Hyatt): Bryan Tippens will resign as Rocky Mountain Divisional RallyCross Steward and is seeking a replacement. Scott Beliveau will step down as Chairman of the Divisional Stewards with Jerry Doctor replacing him in that position.
5. Forum Activity: Not much activity.

### Old Business

1. Growth discussion:
  - a. Regional Program Development Assistance (Stephen Hyatt): The plan consists of the following:
    - RallyCross Site Acquisition packet – in the process of taking resources from NER and making it generic. This will include a landowners information document and guideline templates for the programs to use. To be presented to RXB by Dec call, with availability to membership at convention.
    - New participant school – accumulating info from region currently doing RX schools and creating a curriculum. Same timeline.
    - Travel assistance – a need to set up a way to support RXB members, National staff, and Divisional Stewards to travel to Divisional events and Regional meeting to promote and help start RX. The ability to get help in running new program's events has not been an issue but spreading the word about getting to the point of having the event has been.
    - Convention seminars – provides training and information.
    - Divisional Stewards – continue use of the stewards, giving them the support they request.
  - b. Rules Evolvement for Relevance and Accessibility (Warren Elliott): The goal is make the rules process more transparent, include more member involvement and make the rules as clear and explicit as possible. The timeline changes for 2011 were positive in allowing more and earlier member input. Inclusion of the rules process and timeline at front of rulebook would be helpful.



- c. Marketing and Communications Plan (Ron Foley): Early National event scheduling would be helpful to event success. A survey is planned for RallyCross participants to better understand and serve those participants.
  - d. National Program Enhancements (Ken Cashion): Presented and discussed were several proposed changes to event supplemental rules and regulations, National Challenge events, the National Championship event, and the TripleCross Award.
- 2. Tom Nelson's position: Ron Foley was nominated as a new member of the RXB. Cashion/Blakely. Approved – all. Tom Nelson will remain on the RXB through 2011 at which time Ron Foley take his place on the RXB.
  - 3. Parade laps two-driver cars: Tabled.

#### **New Business**

- 1. TripleCross Award winners: Ken will research any qualifying winners and report back to the RXB. Note: Subsequent examination of event results showed no winners of the TripleCross Award for 2011.
- 2. Convention – Seminars/Awards: Preliminary work on seminars will occur through email in preparation for discussion at the December meeting. Division/Region/Dirty Cup award suggestion requests will be sent out to DRXS.
- 3. Committee composition for 2012: Other than Ron Foley replacing Tom Nelson on the RXB, no other changes will be made to the RXB or related committees.

Next meeting: December 7, 2011

Submitted by Karl Sealander, RXB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

### **CLUB RACING**

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

2011 Runoffs home page: <http://www.scca.com/events/index.cfm?eid=3128>

### **SOLO**

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

2011 Tire Rack SCCA Solo National Championships home page: <http://www.scca.com/events/index.cfm?eid=3022>

### **RALLY**

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### **SCCA NATIONAL CONVENTION**

Event page: <http://www.scca.com/events/index.cfm?eid=3263>

**EVENT CALENDAR:** <http://www.scca.com/events/>