

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 23, 2015

The Solo Events Board met by conference call November 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Connors, Dave Hardy, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2017.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2016

The following subject has been recommended to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Prepared

#16443 Touring Cars

Modify the 5th paragraph in the introduction of Section 15, Street Prepared, as follows:

"Cars listed as eligible in and prepared to the current Club Racing Touring **T2-T4** Category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring **T2-T4** cars are permitted to interchange preparation rules. Touring **T2-T4** cars may use tires which are eligible under current Touring **T2-T4** rules even if they are not eligible in Street Prepared."

Note: The SPAC and SEB have become aware of the changes in the magnitude of modifications allowed in Club Racing's T1 class. The modifications now allowed in this class represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This proposal has been updated from its previously published form to reduce its scope to dealing with the T1 concerns.

Member Advisories

Street

#17753 Stability Control Defeat

Anything outside of the specific limited alterations permitted by 13.9.G is not compliant for Street. The current allowance does not permit changes through factory diagnostic tools.

Other Items Reviewed

Street

#17790 FS classing

Thank you for your input. The SAC continues to monitor the competitive mix in FS.

#17803 F-Street Lincoln Test Report

Thank you for your input. We sincerely appreciate competitors' efforts towards allowing us to get good data comparisons between the different vehicles in FS.

Street Touring

#17759, 17762, 17765, 17767, 17768, 17771, 17776, 17777, 17778, 17779, 17791, 17799, 17872 E36 M3 Street Touring Comments

Thank you for your comments. This subject is still under consideration as a possible 2017 change.

#17800, 17973, 18013, 18014, 18101, 18104, 18106, 18115, 18124 Alternate steering wheel and radiator comments

Thank you for your comments. These proposals were recommended in the November Fastrack (#16682 and #16987) for the 2016 season.

Not Recommended

Street

#17143 E92 M3 ZCP Competition Package bump to BS?

The SAC feels that this car is appropriately classed in FS.

#17284 Ecoboost Mustang from FS to DS

The SAC continues to monitor the competitive mix regarding non-V8 pony cars.

#17884 V6 pony cars

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17889 Move V6 Mustangs and Camaros out of FS

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17930 Mustang EcoBoost to DS/GS

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17975 Subaru Impreza reclassing

Thank you for your input. The SAC is looking into the competitive mix in GS and HS for 2017.

#18088 Consider Moving Scion FR-S (no TRD) and Subaru BRZ to DS

Thank you for your input. The SAC continues to monitor the competitive mix regarding the FRS and BRZ.

#18287 13.7.C ANTI-ROLL (SWAY) BARS - Lateral Member Proposal

The SAC does not feel that the addition of lateral members for sway bar mounting is appropriate for Street.

#18315 SSR eligibility

The SAC does not feel that including all AS cars in SSR is appropriate at this time.

Handled Elsewhere

Street

#17561 Ford Mustang GT350 classing

Please see the response to letter 17443 in the October Fastrack.

#18012 Move non-Z06 C7 Corvettes from SS to AS

Thank you for your input. This is currently out for member comment under item #17748.

#18165 2016 Camaro SS classing

Please see the response to letter 17890.

#18172 6th gen camaro to FS

Please see the response to letter 17890.

Street Touring

#17674, 17678, 17681, 17683, 17827, 17828, 17830, 17832, 17842, 17846, 17863, 17866, 17877, 17885, 17917, 17981, 18004, 18051, 18125, 18133 STU Proposal Feedback

Thank you for your comments. See letter #14254.

#18116 E36 M3 Street Touring Comments

Thank you for your comments. Please see item #17171.

Tech Bulletins

Street

#17392 Classing request for 2015 Audi A3

The SAC would like to clarify their prior response to item 16999 regarding the Audi A3 as follows:

2015 Audi A3 1.8T FWD - GS

2015 Audi A3 2.0T FWD, AWD - DS

2015 Audi S3 Quattro - BS

#17890 New car classing

Per the SAC, add the following new listings in Appendix A, Street Category:

FS

Chevrolet

Camaro LT, SS (2016)

#18206 classing request/clarification

Per the SAC the following new listing is added in Appendix A:

HS

Kia

Forte5 (2014-2016)

Street Touring

#18111 Initial classification of 2016 Mazda MX-5 Miata

Add the following new listing to Appendix A:

STR

Mazda MX5 Miata (2016)

Prepared

#18271 Please create a classification for the 944 turbo

The PAC/SEB have provided the following new vehicle classification effective immediately:

Appendix A, Class F-Prepared

Porsche

944 Turbo (1985-1991)

Note: This vehicle has been delisted from the Solo (B-) Prepared Rules for over a year and appears to be a good fit for the F-Prepared class.

Modified

#18580 Proposed wording for Modified

Remove from Section 18.4.B.7 (changes in **red**):

"A roll bar conforming to Appendix C is required.

~~Exception: The bar must extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar is required."~~

And move the requirement to Appendix C as follows:

"The top of the roll bar shall not be below the top of the driver's helmet when the driver is in normal driving position, and shall not be more than 6 inches behind the driver. **EXCEPTION: For Modified Category Specials (Section 18.4), the bar must extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated**

position and a head restraint keeping the driver's head from going under or behind the roll bar is required. It is strongly suggested that the roll bar extend at least 3 inches (3", 76.2 mm) above the driver's helmet. In case of two-driver cars, both drivers must be within the roll bar height requirement, however only one (1) driver must be within 6 inches (6", 152.4 mm) of the roll bar. In a closed car or an open car with a removable OE hardtop which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."

NOTE: This is not a change to the roll bar requirements for Modified Category Specials. This places all roll bar requirements into Appendix C. The reasoning is to position the needed information in a better, easier-to-find location for all Solo event Safety (Tech) Inspections.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 21, 2015

The Solo Events Board met by conference call December 21st. Attending were 2016 SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; outgoing SEB members Mark Andy, Dave Hardy; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2017

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

General

#18325 4.5 Car/Driver Changes change needed

In Section 4.5, Car/Driver Changes, change as follows:

"If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the **Chief Steward or the** Operating Steward."

Member Advisories

General

SEB Personnel

The Solo Events Board thanks Mark Andy and Dave Hardy for their service to the Club as members of the SEB.

#17319 Male/Female Gender

For verification purposes regarding the entry requirement referenced in 4.7.B, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Tire Rack Solo Nationals

Course designers who are interested in being considered for the 2016 Solo Nationals in Lincoln are invited to submit their qualifications, including a summary of past major event design experience, to the SEB in writing via www.soloeventsboard.com.

Street

Committee Personnel

The SEB thanks Mike Wood for his service as SAC Chair.

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#11362 Resume

The SEB has approved the addition of Curt Luther to the SAC.

#18350 Clarification on shock mount styles

The SAC does not believe the method of attachment for these shocks meets the requirements of section 13.5.A and 13.5.B. There is no allowance to convert a shock attachment from a bayonet style mount to an eyelet style mount. Specifically, "...system of attachment and attachment points are not altered, except as noted below..." and "This does not allow other modifications to the plate itself or use of an alternate plate."

#18376 Koni struts for twins

It has come to the SAC's attention that there is a difference between the Koni strut housing and the OE strut housing for the Subaru BRZ and Scion FRS.

Specifically, the OE strut housing ear's upper mounting holes are of differing diameters forward and aft, while the Koni strut housing ear's upper mounting holes are both the same (larger) diameter.

There is no allowance for this. To be compliant with Street allowances, the Koni strut housing must be modified to match the OE strut housing hole diameter and location. One method by which this can be achieved is by using a stepped washer of the appropriate size to match the OE diameter and center the hole.

Koni N/A is aware of the issue and members are encouraged to contact them if necessary.

#18569 SAC Application

The SEB has approved the addition of Mark Scroggs to the SAC.

Street Touring

Committee Vacancies

The SEB is anticipating vacancies on the STAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17733 STS Civic arm mounts and alternate arms?

In the opinion of the STAC, 14.8.H does not restrict the number of camber kits that may be used concurrently. Using alternate upper arm mounts as well as alternate upper arms on an STS Civic is compliant as long as the restrictions of 14.8.H.1-6 are met.

#18173 re-drilling wheel hubs

In response to an inquiry about wheel hub modifications and/or replacement, in the opinion of the STAC re-drilling or using alternate hubs is not allowed by the current rules.

Street Prepared

Committee Vacancies

The SEB is anticipating vacancies on the SPAC, and in particular is looking for ASP/SSP experience. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17980 tonneau cover in SP

Among other requirements, section 15.2.F requires that a replacement seat have a functional headrest. A seat that incorporates a headrest that folds when not in use does not violate this requirement.

Street Modified

#18364 SM eligibility inquiry

Per the SMAC, the 1986-1991 Mazda RX7 2+2 meets the requirements for the SM class and is thus allowed to compete in Street Modified.

Prepared

Committee Personnel

The SEB thanks Zack Barnes for his service on the PAC.

#17668 Turbo Restrictor Clarification

Per the PAC, section 17.10.C.2 defines that there must be a maximum of 4 inches between the trailing edge of the restriction and the edge of the compressor inlet. The member is thanked for their inquiry.

Modified

#17934 2 stroke pre-mix fuel

Per the MAC, the current FM rules covering Rotax engines do not allow the oil injector pump to be disabled, disconnected, or deactivated. Normal adjustments may be made so long as the pump remains operational. This is per the applicable GCR section, which states (in part): "No component of approved engines may be altered, modified, or changed, nor be of any other than original equipment manufacture unless specifically authorized. Engine components shall be assembled in stock configuration." The rules do permit the use of pre-mixed fuel containing oil.

Change Proposals

Prepared

#15817 Oil Breather Clarification

The PAC/SEB note that the language in 3.3.3 related to safety and 17.10 related to Prepared Engine allowances is unclear and partially redundant. For clarification, the PAC/SEB recommend publishing the following rules changes for member comments:

3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase **vents** and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. ***Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.*** ~~All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.~~ Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 ***So long as it meets the requirements in section 3,*** 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.~~

17.10.R ~~All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.~~

The PAC/SEB believe that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC/SEB propose the following rule change for Appendix A, X-Prepared:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. ***Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.***"

The PAC and SEB believe this clarifies and excludes the implementation of rear spoilers under rear wings.

Street

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

The SAC would like member comment on moving the Fiat 500 Abarth from GS to HS.

Street Touring

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following proposal is submitted for member comment:

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

#17131 Differential Covers and Coolers

Per the STAC, the following proposal is submitted for member comment.

Add the highlighted language to 14.10.A:

"Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."

Note: This language adds an allowance for differential coolers.

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

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

Move the following Appendix A listings *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004)

#17515 Brake backing plates / dust / splash shields

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new language to 14.6.C:

"Backing plates and dirt shields may be modified or removed."

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Add wording in Appendix A under the SSM Excluded section (this essentially relocates language formerly found in 16.0.B, which is being deleted, and adds the word "unlisted") as follows:

"Excluded Vehicles:

- Lotus (except Elise, Exige, & Esprit)

- *Unlisted two-seat cars which are not eligible for the Street Prepared category*

- *Vehicles not meeting specifications to have been delivered in the USA*

- Vehicles not meeting minimum weights"

Note: The 2014 McLaren MP4 12e and current Porsche 911 GT3 do meet the eligibility requirements of 15.0.

See a related item under Tech Bulletins.

#18388 new section 16.1.V Electrical

The SMAC would like to get member feedback on introducing a new subsection (as shown below) to section 16.

"16.1.V Electrical

Electrical systems are unrestricted except as follows. The safety requirements of section 3.3.3.B must also be met.

A. Batteries, battery location(s), and system voltage for hybrid powertrains must remain as standard.

B. The alternator or generator may not be relocated outside of the engine compartment.

C. Total loss systems are prohibited.

D. Wiring harnesses may only be modified to facilitate allowed modifications. Such modifications may serve no other purpose."

Other Items Reviewed

Street

#18417, 18437, 18453, 18463 Boxster/Cayman Classing

Thank you for your input. Please see the response to letter 18414 for more information.

#18419, 18450, 18484, 18548, 18563 C7 Corvette classing feedback

Thank you for your input. The SAC is continuing to consider the C7 base classification.

#18434, 18435, 18436, 18451 Feedback on 17901, 17905, 17179

Thank you for your input. Please see the response to letter 18414 for more information.

#18535 More December Fastrack feedback

Thank you for your input. Please see the response to letter 18414 for more information.

#18627 Cayman S 2006-2008 and Cayman S 2009-2012

Thank you for your input.

Street Prepared

#17170, 17217, 17298 Proposal #16443 Touring Car Clarification

Thank you for your input. Per the January Fastrack an amended version of this proposal was recommended to the BOD as item #16443.

Street Touring

#18293 Thumbs Up for the new ST allowances

Thank you for your comments.

#18331 STU AWD Tire Width, Steering Wheels, Radiators

Thank you for your comment.

#18427 STAC resume

Thank you for your resume.

Not Recommended

General

#17338 Publish names with letters

As previously published (and supported by member feedback) the SEB does not feel it is necessary at this time to publish individual members' names with their submissions. The SEB notes that there are substantial differences

between the compliance systems of Club Racing and Solo, and thus significant differences between the types of correspondence which are typical. Hence practices which may be deemed acceptable for the CRB do not necessarily apply to the SEB.

#17773 Prohibit Tire Warmers before first runs

Due to a predominance of member input in opposition to this proposal, it is being withdrawn.

Street

#18383 Move 2015-Newer BMW M4 from A Street to F Street

The SAC feels that the BMW M4 is classed appropriately.

#18368 TRD spring/sway bar allowance for the BRZ

There is no allowance for installation of port installed parts across manufacturers at this time. Please see item 18324.

#18401, 18402 TRD parts on the Subaru BRZ

Please see the comments regarding letter 18368.

#18579 Move M4 Convertible to FS

The SAC believes that the BMW M4 Convertible is appropriately classed.

#18517 Toyota Celica

The SAC feels the Celica is appropriately classed.

#18277 Consider excluding Maxxis VR-1 and other variable tread tires

The SAC does not feel that it would be appropriate to ban this tire at this time. We will continue monitor the tires used in competition.

Street Touring

#15833 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

#17120 Second generation miatas in street touring classes.

The STAC is not in favor of moving the NB Miata into STX at this time but might reconsider in the future.

#17232 LSD change allowance for AWD

The STAC is not in favor of any additional differential allowances for AWD cars in Street Touring.

#17745 Super ST class

The STAC is not in favor of creating any additional new classes at this time.

#17888 STP inclusion of BMW e92/90 M3

The STAC is not in favor of adding the BMW e92/90 M3 to STP.

#16561 BMW M235i Classing Proposal

The STAC is not in favor of classing the M235i in STU at this time but will continue to monitor the car and class and may reconsider at some point in the future.

#17399 Proposal: minimum battery weight in ST*

The STAC can see some potential for positive benefit in this rule change, but is not recommending it for reasons of rules stability.

#17604 BMW Z4 M inclusion

The STAC is not in favor of adding the BMW Z4M in STU at this time.

#17641 Request 997 Carrera S class

The STAC is not in favor of classing the Porsche 997 Carrera or Porsche 997 Carrera S into STU at this time. The STAC will be monitoring and may readjust the mid-engine tire allowances and classifications for 2017.

#17895 ST Classes Split

The STAC is not in favor of creating any additional new classes at this time.

#17900 Time to move the twins back

The STAC will continue to monitor the top cars in STX/STR but is not in favor of moving the Subaru BRZ and Scion FRS into STR at this time.

#17962 STF Class Comments

Thank you for your comments. As per item #16409 in the November Fastrack, the STAC and SEB do not intend to proceed with that proposal.

#18019 Driveshaft replacement in ST classes...

The STAC is not in favor of allowing driveshaft replacement in Street Touring.

#18108 Re-organize ST classes to fit the broader SOLO classing system

The STAC is not in favor of reorganizing the ST classes to a broader system similar to other Solo categories (STA, STB, STC, STD, etc).

Street Touring is a unique category that intentionally remains "exclusive", unlike Street - our entry level category - or Street Prepared and above. The intent of this is to maintain highly competitive classes filled with popular cars that respond favorably to the category's allowances, within a framework of controlled costs.

Members who would like a model considered for the category are encouraged to submit their request to the STAC and SEB.

#18189 Coolant reroute allowance

STAC is not in favor of allowing coolant re-routing as it is not considered consistent with category philosophy.

#18240 Sport Truck Class

Thank you for your suggestion. The SEB is not in favor of a provision for sport trucks to run in ST as requested. Members are reminded that Regional Solo programs can establish whatever classing structures they require to meet their needs.

#18412 Create STA class

The STAC is not in favor of creating a new STA (AWD) class.

#18521 Allow electric fan conversions in street touring

The STAC is not in favor of adding an allowance for electric fan conversions at this time.

#18606 Steering wheel 2016 wording

Thank you for your comment; in the spirit of rules stability of the STAC is not in favor of making additional changes to the steering wheel allowances.

Street Prepared

#18313 Ford Shelby GT350 Classing

Thank you for your input. The SPAC will continue to monitor the performance of the GT350 and evaluate its classing.

#17521 Spring Relocation

Per the SPAC, spring relocation--and the often-required associated chassis bracing to facilitate this modification--are not consistent with SP category philosophy.

#18508, 18522 Allow bolt on fender replacement with aftermarket

The SPAC does not believe this allowance fits the spirit of the category.

Street Modified

#18269 Tire to Weight Proposal

The SMAC thanks the member for their input, but at this time a change to the weight formula is not considered to be in the best interest of Street Modified.

#18483 Ferrari 360 Modena Challenge in SSM Class Clarification

The Ferrari Modena Challenge, while very similar to the car sold for use on US roads, still has items like Lexan windows among other components that are not allowed for competition in Street Modified Category.

There is no intention to permit non-US-spec cars to compete in the Street Modified Category.

Handled Elsewhere

General

#18409, 18413, 18418, 18459, 18460, 18462, 18464, 18465, 18466, 18467, 18468, 18472, 18482, 18507, 18513, 18518, 18525, 18531, 18538, 18539, 18552 Proposal 17773 Prohibit Tire Warmers before first runs

Thank you for your input. Please see the updates to item #17773 elsewhere herein.

Street

#18171 2016 Camaro

Please see the response to letter 17890 in the January Fastrack.

#18324 Allowance for TRD Spring/Sway bar allowance for BRZ

Thank you for your input. There is currently no allowance to allow interchange of parts across different makes of vehicles. Please see the response to item 17835 in the December Fastrack.

#18528, 18529, 18530, 18532, 18533, 18534, 18536, 18537, 18540, 18541, 18542, 18545, 18550, 18590 Fiat 500 Abarth Classing

Please see item #18527.

Street Touring

#17321, 17834, 17862 LSD change allowance for AWD

Thank you for your comments, please see letter #17232.

#17405, 17413 Neon (all) re-class to STF

Thank you for your comments, please see letter #17226.

#17969 lowered and modified Juke NISMO RS to STX (or SM)

Thank you for your comments, please see letter #18038.

#17997 RSX-S comments

Thank you for your comments. See letter #16409 in the November Fastrack.

#18261 BMW M235i solo class for street touring and street prepared

Thank you for your comments; please see item #16561.

#18292 AWD Cars in Street Touring

Thank you for your comments, please see letter #16000 elsewhere herein.

#18415 Tire width proposal

Thank you for your comment. The STAC will be monitoring and may re-adjust the mid-engine tire allowances and classifications for 2017.

#18421 Please class the 2016 Miata in ST

Thank you for your comments. See letter #18111 in the January Fastrack.

#18429 Classing 2016 Mazda Miata (ND) in STR

Thank you for your comments. See letter #18111 in the January Fastrack.

Tech Bulletins

General

#18296 Clarifying the stage/start procedures in Solo

Due to minor editing errors, the first paragraph of 7.9.3 has been somewhat unclear. It is corrected to read as follows:

7.9.3 Course Deviation

A “DNF” or a time penalty, if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

Street

#18047 Request to consider inclusion of the Audi R8-V8 in SS

Per the SAC, add the following new listing in Appendix A:

SS

Audi

R8 V8 (2008-2016)

In conjunction, change the “Audi R8” line in the Street exclusion list to “Audi R8 (NOC)”

#18126 Please classify Porsche cars

The SAC would like to add/change the following listings in Appendix A:

SS

Porsche

911 (991, *non-turbo, excl. GT3 RS*) (2012-15)

Cayman S, *GTS, GT4 (excl Club Sport)* (2012-16)

Note: the net effect of this is to add a new listing for the GT3, and to fix the Cayman S listing to allow the 2016 GT4.

#18225 Class Ferrari 360

Per the SAC, add the following new listing in Appendix A:

SS

Ferrari

360 Modena, Spyder (excl. Challenge Stradale) (1999-2005)

In conjunction, modify the associated item in the Street exclusion list from “Ferrari 360” to “Ferrari 360 (NOC)”

#18588 Initial Classing for Scion iA and iM

Per the SAC, add the following new listings in Appendix A:

HS

Scion

iA (2016)

iM (2016)

#18589 Initial classing for Lexus RC and RC-F

Per the SAC, add the following new listings in Appendix A:

FS

Lexus

RC (non F) (2015-2016)

BS

Lexus

RC-F (2015-2016)

Street Touring

#17309 Mazdaspeed Miata to STU

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

STU

Mazda Mazdaspeed Miata (2004-2005)

#17341 Car Additions to ST Classes

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

STF

Scion

iA (2016)

iM (2016)

STX

Nissan

Juke (all) (2011-2016)

#17650 Add Hyundai Elantra 1.8 to STF like sister car Kia Forte

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STF

Hyundai

Elantra (2001-2015)

#18038 Request to have Nissan Juke classed in Street Touring

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

STX

Nissan

Juke (all) (2011-2016)

Street Prepared

#17487 Chevrolet Cavalier in Street Prepared

Per the SPAC, add the following line to FSP under the "Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki" heading:

Cavalier (OHV, 4-Cyl) (1992-2002)

Note: The SPAC is aware that the Cavalier and Sunbird from these years are functionally equivalent vehicles, but the latter is currently classed while the former is not. In order to get the Cavalier classing in place as soon as possible the committee has recommended a Tech Bulletin. An overall cleanup and merge with the Cavalier listing will be forthcoming.

#17988 Classifying 2013 Audi S5

Per the SPAC, modify the following line under ASP, Audi, to encompass a new listing for the S5:

from

S4 (2010-16)

to:

S4 (2010-16), *S5 (2013-16)*

#18262 BMW M235i classing

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

ASP

BMW

M235i

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Per the SMAC, delete 16.0.B.

Note: There are contradictions between 16.0.B and Appendix A which needed to be removed. Requirements and exclusions are addressed in Appendix A.

Prepared

#16936 XP front endplate clarification

The PAC/SEB are providing the following clarification to X-Prepared splitter, canard, and endplate rules as found in Appendix A, X-Prepared, Section 1.C:

"Front splitters are allowed and shall be installed parallel to the ground (within $\pm 3^\circ$ fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq.ft. (1114.8 cm²). ~~Canard endplate surface area is limited to 100 sq. in. (645.2 cm²) each and the number of endplates is limited to a maximum of 2.~~

The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side."

The PAC believes this improved rule wording clarifies the front endplate allowances for X-Prepared

Modified

#17789 Rules Clarification

Per the MAC, clarify in Appendix A, F Modified, section A.5, first sentence, as follows:

"5. Rotax ~~493 & 494~~ powered cars are permitted to use 34 mm or 38 mm Mikuni round-slide carburetors."

Note: The MAC believes this clarifies the intent of the allowance, which is:

- Only the Rotax 493 & 494 can use either the 34 or 38 mm carbs.
- If you use the the Rotax 593, you **MUST** use the 38 mm carb **AND** inlet tract restrictor.

#18268 Errors and Omissions; missing change to 18.1.F.4.b

Errors and Omissions: The following change to 18.1.F.4.b was inadvertently not incorporated into the rule book despite being passed by the BOD (per November 2013 Fastrack). Note that the section number in the published item contained a typo; what is below is correct.

Change 18.1.F.4.b to read as follows:

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

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | January 27, 2016

The Solo Events Board met by conference call January 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2017

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

Street Touring

#17171 Reclass E36 M3

Per recommendation of the STAC, the following previously-published classing change proposal is recommended to the BOD:

Move *from STU to STR*:

BMW

M3 (E36, non-LTW) (1995-1999)

Comment: As the SEB and STAC strive to improve and maintain the competitive options within Street Touring, while considering its history and its participants, it is important to acknowledge that ST has been in-flux from the beginning - not for the sake of change, but in pursuit of its original vision - a vision we remain committed to today. Unfortunately, type-based classing has not been as adaptable as the rules, and classing new and additional cars competitively has become difficult without major disruption to existing competition, limiting the long term potential of the category. To help steward proactive evolution - a trait common to long-running healthy racing series - additional car classing will consider a number of vision-specific criteria to help evaluate its viability and classing within Street Touring. In this context, the opportunity to clarify and expand STR's role between STU and STX seems not only prudent, but necessary. As such the STAC recommends moving the E36 M3 to STR to continue to provide competitors with a variety of well supported, affordable, and popular car options in ST while helping to further shape the future of ST.

Member Advisories

Tire Rack Solo Nationals

Course Designers

The SEB is inviting course designers who are interested in providing a course for the Solo Nationals to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street

#18639 Steering wheel wraps

Per recommendation of the SAC, a steering wheel wrap is covered under comfort and convenience in section 13.2.A.

#18726 Common Sense Repairs - S2000 TCT

Per the SAC, please reference section 13, prior to 13.1, regarding alternate components. As long as the part complies with section 13, meets the definition of a Standard Part, and provides no performance benefit, it would be acceptable to use. From the data given by the requestor, the SAC believes that the subject aftermarket replacement part is not compliant with the section regarding alternate components.

Street Touring

#16833 Suspension Clarification

In the opinion of the STAC, caster is an alignment parameter which is specifically allowed to be changed per 14.8.J, SCCA Fastrack News

and alignment parameters are not subject to restrictions on suspension geometry. Additionally the opinion of the STAC is that when allowed to change the length of a "wishbone" style control arm the effective lengths of the front and rear lengths may be adjusted separately.

#17142 Camber Kit Allowance Clarification

In the opinion of the STAC standard cam or eccentric bolts are allowed to be replaced per 14.8.H as a camber kit.

#18775 Join the STAC

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

Street Modified

#18865 Interested in SMAC Position

The SEB has approved the addition of Aaron Shoe to the SMAC.

#18869 Application for SMAC membership

The SEB has approved the addition of Matt Glagola to the SMAC.

Other Items Reviewed

Street

#18678 Porsche Boxster/Cayman moves - Item #17901

Thank you for your input.

#18685 2016 Mustang GT Classification

Per the SAC, look for updated year listings in 2016 Solo Rule Book.

#18765 Porsche Reclassification Feedback

Thank you for your input.

#18767 Proposed changes in classing for Porsche in Solo for 2016

Thank you for your input.

#18769 Item #17748 further comment

Thank you for your input.

#18770 Porsche classing feedback

Thank you for your input.

Street Touring

#17824 Stp comments

Thank you for your input.

#17829 Comment on the Recent November Ft Preview - STU and STP

The STAC thanks you for your input.

#17847, 17852, 17865, 17867, 18352, 17849, 17850, 17856 STP rules comments

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17855 Thank you for STP

Thank you for your input.

#18214 STP Exclusions-Boss 302 and others.

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18787 STAC opening

Thank you for your resume. We will keep your information on file for future consideration.

Street Modified

#18407 Proposal #17411 feedback.

Thank you for your input.

Not Recommended

Street

#14880 SSR wheel diameter allowance - down to 19

Thank you for your input.

#18751 Wheel allowance.

Thank you for your input. Numerous retailers have a wide variety of 15x6 wheels available in NA Miata fitments.

#18783 Request to reclassify 95-99 Neon to HS

Thank you for your input. The SAC feels that this car is appropriately classed at this time.

Street Touring

#17839 Additional cars to STF

Per the STAC, while these cars may fit the performance potential of the requested class, they are not considered consistent with the philosophy of the category.

#17871 1999-2001 Porsche 911 3.4L to STU

The STAC and SEB are not in favor of classing the Porsche 996 into STU at this time.

Street Modified

#17411 Request for modification on mirror size

Per the SEB, the previously-published proposal to change 16.1.R regarding mirror area is withdrawn.

Handled Elsewhere

Street

#17238 Air-Oil-Separator - 13.10.E

Please see item #16801 in the January Fastrack.

Street Touring

#17838 Another STP Letter

The STAC thanks you for your input, please see letter 17833.

#17861 Third-generation Camaros and Firebirds in the new STP class

The STAC thanks you for your input, please see letter #17833.

#18137 STP 1982-1992 Firebirds and Camaros

The STAC thanks you for your input, please see letter #17833.

#18754 981/987 Porsche Cayman/Boxster Base 2.7/2.9 in STU and tire sizes

Please see item #18622.

Modified

#18332 CM Formula Ford weight per GCR

Please see item #18329.

#18339 Minimum weight

Please see item #18329.

Change Proposals

General

#17285 Vehicle speed after stopping for downed cone or being red-flagged

The SEB is seeking comment on the proposed changes to 7.4 and 7.8, as below. We are trying to communicate to the membership that stopping for a downed cone or being red flagged on course should not delay an event. Competitors have an obligation to clear the course quickly. The rules have not been clear on this.

We don't think short-cutting a course is acceptable as this could force a car through a worker station. Straight-lining a slalom would be allowed under this rule. Incurring a cone penalty while exiting the course may jeopardize your rerun. We were intentionally vague on what speed to suggest a competitor exits the course. The SEB believes a competitor should assess the situation, and exit judiciously while (a) not incurring a penalty, (b) following the course route, (c) not delaying the event. If the speed used too fast or too slow the Chiefs of the event are in the best position to decide if the action was or wasn't "reasonable".

We are specifically seeking comment if we should include or exclude a suggested percentage of competition speed. The current proposal is as follows: Change 7.4 and 7.8.2 as shown:

7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must continue through the remainder of the course at a reasonable fraction of competition speed and will be granted a rerun if appropriate. Delaying the event via failure to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must proceed per Section 7.4. ~~and will then be granted a rerun. However, If the competitor completes~~ *continues* the run, the time will stand. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.~~

Street

#17748 Reclass base c7 Corvette to AS

The SAC and SEB are seeking member input on the following classing change proposal: move the following listing in Appendix A as shown, effective 1/1/2017:

From SS to AS

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

Modified

#17810 cockpit bodywork requirements

The MAC has been asked to clarify Solo Rules section 18.4.A.1 Bodywork (i.e. AM Bodywork). The MAC is considering two alternative philosophies: either

1) AM bodywork should be optional, or

2) AM bodywork should be required and must meet certain criteria.

Prior to moving forward, the MAC is requesting member input on which path is preferred.

Tech Bulletins

Street

#15824 2015 Mercedes-Benz GLA45 AMG Classing Proposal

Per the SAC, the following new listing is effective immediately upon publication:

BS

Mercedes

GLA45 AMG

#18664 Chevy Sonic Turbo(RS and LTZ trims)2012-present

Per the SAC, update the Chevrolet Sonic listing in Appendix A:

HS

Chevrolet

Sonic (*all*) (2012-*2016*)

#18727 BMW i3 Request for Classing

Per the SAC, add the following new listing in Appendix A:

HS

BMW

i3 (2014-2016)

Street Touring

#17833 STP Proposal

The SEB, under advisement from the STAC and based upon member feedback, has modified the initial classings in the proposed STP class to include a few variants of already-classed cars, as follows:

Street Touring Pony car supplemental class (STP)

Chevrolet

Camaro (SS, V6, & 1LE) (2010-15)

Camaro (SS, Z28, & V6) (1993- 2002)

Camaro (fuel injection, N/A) (1982-92)

Dodge

Challenger (N/A) (2008-15)

Charger (N/A) (2006-15)

Ford

Mustang (GT, V6, & Ecoboost 2.3T) (2015-16)

Mustang (GT & V6) (2005-14)

Mustang (GT & V6) (1994-2004)

Mustang (fuel injected, N/A) (1979-93)

Pontiac

Firebird (LS1, LT1, & V6 engine) (1993-2002)

Firebird (fuel injected, N/A) (1982-92)

“Catch-all”: American V8-powered, RWD sedans must be naturally-aspirated with a wheelbase greater than 100.0” and a listed curb weight greater than 3200 lbs., NOC (not eligible for National level competition)

#17949 Pontiac Vibe eligibility

Per recommendation of the STAC, effective immediately upon publication add the following new listing:

STF

Pontiac

Vibe (2003-2010)

*Note - please note that this car, in purely stock form, may not meet rollover criteria in 3.1.A. It is up to all competitors to ensure that their cars meet these criteria.

#18622 Boxster

Per the STAC, the following new listings are added to Appendix A, effective immediately upon publication:

STU

Porsche

Boxster - 986 and 987.1 base model (1997-2008)

Boxster S - 986 (2000-2006)

Cayman - 987.1 base model (2007-2008)

Modified

#18329 FF GCR weight exception

The MAC has noted that the CRB has changed the weights of some of the cars which are eligible for Solo class CM. This implements a change to the minimum weights of certain cars which was not intended and is not considered desirable. In order to correct this oversight the MAC and SEB have provided the following Technical Bulletin:

Add in Appendix A, under class C Modified and renumber subsequent subsections, as follows:

“Exceptions to the Club Racing GCR for all cars in this class:

1. Spec tire requirements do not apply.

2. *Formula F (FF) minimum weight with driver:*

Ford Cortina Engine: 1050 lbs.

Ford Kent and Honda Fit Engines: 1100 lbs.”

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | February 24, 2016

The Solo Events Board met by conference call February 24th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2017

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

Street

#15002 Fiat 500 Abarth Move to HS Proposal

The SAC would like to recommend the following class change effective 01/01/17:

From **GS to HS:**

Fiat

500 Abarth

#17748 Re-class base c7 Corvette to AS

The SAC recommends the previously-published proposal to move the following listing in Appendix A, effective 1/1/2017:

From **SS to AS:**

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

#17901 2010 Porsche Cayman S still in SS for 2016

Based on member feedback, the SAC recommends the following class change effective 1/1/17:

From **SS to AS:**

Porsche

Boxster S (2009-2012)

Cayman S (2009-2012)

Member Advisories

Tire Rack Solo Nationals

#19192 Course Designers

The SEB has selected Marcus Merideth and John Hunter as course designers for the 2016 Tire Rack Solo Nationals.

Street

#18956 Model variation between countries

Thank you for your input. Option package conversions must be complete per Section 13; wheels may not be separately interchanged.

Street Touring

#17848 Adjustable Spring Perches on divorced-coil cars

It is the opinion of the STAC that the current wording of 14.8.A allows the use of non-standard spring perches for divorced coil-spring suspension types.

#17819 Oil Cooler Install - Trim shield

Per the STAC's review of current ST allowances, section 14.10.A allows the use of accessory fans with oil coolers. Body modifications, other than as explicitly stated in 14.10 or 14.2, are not permitted to facilitate the installation of supplementary coolers.

Street Prepared

#18789 Use of Spherical bearing in place of bushing on live axle

Regarding 15.8.1.5, which states: "The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."

The SPAC would like to clarify that lower control arms with spherical bearings are compliant.

#18806 Rule clarification for update/backdate - electrical

The SPAC would like to clarify update/backdate for instrument panel swaps. All gauges in the new cluster must work, and re-pinning of connectors is allowed under 15.9.e. Section 15.1.C does not allow modification or trimming of parts to facilitate an update/backdate.

#18859 SPAC vacancies

The SEB has approved the addition of Eric Stemler to the SPAC.

Other Items Reviewed

General

#18852 Clarity in DNF

Thank you for your input.

Street

#18811 Re-classing Porsche Cayman/Boxster models in SCCA Street Classes

Thank you for your input. The SAC is continuing to monitor the performance of Porsches relative to their respective classes.

#18847 Don't want more sporty cars in HS

Thank you for your input. HS numbers have improved nationally with the addition of the sportier cars. The membership is reminded that Regional programs are free to create classes to better cater to their local membership.

#18848, 18854, 18873, 18881 Member comments on moving Fiat 500 Abarth to HS

Thank you for your input.

#18890 Please explain why you feel the Celica is appropriately classed

Thank you for your additional input on this matter.

#18891 Initial Classification of 2016 Ford Focus RS

Per the SAC, we will classify this car once they begin showing up in showrooms. Classing it now immediately starts the 12 month clock (see 3.2) and that limits our ability to re-class the car if performance proves to be different than expected.

#18943 Moving the base C7 Corvette to AS

Thank you for your input. Please see item #17748.

#18948 Moving Boxster, Cayman and Cayman S to BS

Thank you for your input.

Street Touring

#17857 STP and older cars

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17859, 18174 STP feedback

The STAC thanks you for your input.

#17860, 18119, 18139 STP Wheel Width Allowances

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17869, 17916, 17920 STP Proposal Feedback

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18215 STP Allowed Cars

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18448 14254 RWD Wheel Width Limit Proposal

The STAC thanks you for your input.

#18855 backing plate removal support

Thank you for your support on this topic.

#18902 Moving WRX to STX

Thank you for your input.

Street Prepared

#18771 16443 Touring Cars - GCR T1 Allowance

Thank you for your input. The SPAC and the SEB will be publishing their findings on this issue shortly.

Not Recommended

Street

#18861 Reclass 1993-1995 RX7

The SAC feels the 1993-1995 RX7 is appropriately classed in AS.

#18838 370Z back to CS

Thank you for your input. The SAC believes the 370Z is appropriately classed.

#18928 TRD Allowance cars to

Thank you for your input.

#18929 Port installed Options

Thank you for your input. The SAC continues to monitor the implications of the port installed options rules.

#18778 SSR and new cars

Thank you for your input.

#18900 Allow Alternate Brake Rotors for OEM Carbon Ceramic Brakes

Thank you for your input. Per the SAC, the only currently compliant way to change rotor material would be a complete option package conversion to the steel braking system that was an option from the manufacturer. An allowance for rotor material changes would be outside the scope of the Street category.

#18912 Allow alternate pedals/pedal kits in Street Category

Thank you for your input. The SAC doesn't feel that this is an appropriate allowance for the Street category.

#18945 Engine bay plastic covers

Thank you for your input. The SAC does not feel that this is an appropriate allowance for the Street category.

Street Touring

#18849 NEON (ALL) to STF

Thank you for your letter. The STAC feels that the performance potential of the older Neons does not fit what is envisioned for STF.

#18895 92-97 Corollas in STF?

The STAC does not feel that the age and performance parameters of the older Corollas fit the philosophy of STF. Please see a related item under Tech Bulletins.

Street Prepared

#18048 Request to include SSP cars

At this time the SPAC does not see a need to classify every possible make and model which could be eligible for the class. If a member would like a particular car considered for classification, please provide all the supporting data available as to why that specific car should be classed.

#18766 Frame rust repair clarification

The SPAC believes that the current rule, detailed in section 13.1, is sufficient as written for repairs in SP.

#18953 POV pop off valve treated like a BOV

The SEB and SPAC do not wish to revisit the rules related to pop-off valves at this time.

Prepared

#18761 Exocet Classing into XP

The PAC feels the Exocet is an example of a kit car that is produced rather than being a production car. Replicas of production cars are considered on a case by case basis. The PAC thanks the member for their inquiry.

Note: Please see related item #17892 elsewhere herein.

#18788 Toyota Corolla GTS to FP

The PAC feels this car is appropriately classed in DP.

Handled Elsewhere

Street

#18853 Request initial classing for Ford Focus RS

Thank you for your input. Please see the response to letter 18891.

#18963 Requesting classing for Ford Focus RS

Thank you for your input. Please see item #18891.

Modified

#17909, 17910, 17914, 18758 Exomotive Exocet

Please see the responses to item 17892 elsewhere herein.

#18905 Minimum weight for CM

Please see item #18329 in the March Fastrack.

Change Proposals

Street

#17283 Rethinking Street Classing

When the Stock to Street transition took place in 2013, the SAC made certain assumptions about car performance based on tire technology of that time to class cars for the Street category. With the advent of the new generation of street tires, several of those assumptions are no longer valid. For example, high horsepower cars are able to use their power quite effectively, and mid-engine cars do not have as much of an advantage as was assumed based on prior tire technology. As a result, the SAC would like member feedback on the following adjustments to Street.

The committee is proposing the following individual line-item moves; They will be considered independently based on feedback from the membership.

- Change 3.4 Option Packages as follows:

The SEB may designate limited availability **limit or offer separate classing for** option packages as inappropriate **within** the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).

- Move from **AS to **BS**:**

Porsche

Boxster S (2005-2008)

Cayman S (2005-2008)

- Move from **BS to **CS**:**

Porsche

Boxster (987 chassis non-S) (2005-2008)

Boxster S (986 Chassis) (2000-2004)

Cayman (non-S) (2005-2008)

- Move from **CS to **DS**:**

Scion

FRS (non Series 1.0, w/o TRD Springs, w/o TRD Swaybars) (2013-2016)

Subaru

BRZ (2013-2016)

- Move from **BS to **FS**:**

Cadillac

ATS (3.6 V6)

- Move from **FS to **DS**:**

BMW

128i (2008-2013)

228i (F22) (2014-2016)

328 (F30/F31/F34, including diesel) (2012-2016)

3-Series (E46, non-M3) (1999-2006)

3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)

428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)

CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)

Dodge

Challenger V6 (2011-2016)

Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)

Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)

Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)

G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)

IS250/350 (2006-2016)

GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)

CLK V6 (1998-2009)

- Move from CS to ES:

Mazda

MX-5 Miata (2006-2008)

Porsche

Boxster (non-S) (1996-2004)

- Move from FS to GS:

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

aguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

- Move from *GS* to *HS*:

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

Street Touring

#17062 Added Fuel Allowance

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new subsection to 14.10 Engine and Drivetrain

M. Cars with combustion chamber oil injection systems may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.

Street Prepared

#18760 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) to BSP

Per the SPAC, member comment is requested on the following possible reclassifications:

Move from *ASP* to *BSP*

Porsche

Boxster/Cayman (987 model, all)

Boxster/Cayman (986 model, all)

Remaining in ASP:

Porsche

Boxster/Cayman (981 model, all)

Modified

#17892 Exomotive Exocet in DM/EM

Per the MAC, the following rule change proposal package is submitted for member comment:

Modify 18.1.A.1 as follows:

- re-letter the second subsection group in 18.1.A.1 to be *g, h, i, j, and k*

- modify what will then be subsection i in 18.1.A.1 to read as follows:

i. They will be allowed all, *but no more than*, the modifications that production-based cars are permitted, *with the exception that minimum width for all kit cars shall be no less than 65" as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.*

- add new subsection *l* as follows:

l. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

- add new subsection *m* as follows:

m. Functional wings are not permitted even if they are part of the original kit manufacturer's specification and/or components. If present they must meet 18.1.F.6.

- modify 18.1.F.6 as follows:

6. If the *a* factory production *or kit car* was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

Note: if this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet will be removed, since these changes have the same effect.

Tech Bulletins

General

#18850 RE Feb Fastrack Item #17319

The following correction is provided to the response previously published for item #17319:

For verification purposes regarding the entry requirement referenced in 4.7.A, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Street

#18897 Classing the Mercedes C55 (2005-06)

Per the SAC, add the following new listing in Appendix A:

FS

Mercedes-Benz

C55 AMG (2005-2006)

Street Touring

#18677 Proposal to add Hyundai Genesis Coupes

Per the STAC, extend classing of Hyundai Genesis Coupes in STU as follows:

Hyundai

Genesis (v6)

Genesis (2.0t 4cyl) (2013-*16*)

#18895 92-97 Corollas in STF?

Per the STAC, change the current STS listing from

Toyota

Corolla (1984-91)

to

Toyota

Corolla (1984-*97*)

#19126 STU Boxster clarification - March 2016 fastrack

The years for the Boxster S listing in STU (March Fastrack Letter #18622) were incorrect. The listing is corrected as follows:

From: Boxster S - 986 (2000-2006)

To: Boxster S - 986 (2000-~~2004~~)

Street Prepared

#18134 Classing Audi R8(All), Audi TT RS, Lamborghini Huracan

Per the recommendation of the SPAC, the SEB has approved the following new listings in Appendix A, effective immediately upon publication:

SSP

Audi

TT RS (2012-2013)

Lamborghini

Huracan, all (2014-2016)

#18433 Feedback on 16905

Per the recommendation of the SPAC, the SEB has approved the following new listings in Appendix A, effective immediately upon publication:

SSP

Porsche

Cayman GT4 (2016)

Modified

#17892 Exomotive Exocet in DM/EM

Per the MAC, the following new listing (with specifications as shown) is added to the approved make and model list in 18.1.A.1, effective immediately upon publication and subject to the provisions of 3.2:

Exomotive Exocet

Minimum width 65" measured at tire outer sidewalls at narrower end

Full standard exoskeleton and other bodywork required and must meet 18.1.B.1

No functional wings or tunnels

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | March 23, 2016

The Solo Events Board met by conference call March 23rd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek, Brian McCarthy, and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2017

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

Street

#17128 996 Turbo and Turbo S to SS

Remove from the exclusion list and add to SS, effective 1/1/2017:

Porsche

996 Turbo, Turbo S (2001-2005)

Street Touring

#17131 Differential Covers and Coolers

Add the highlighted language to 14.10.A:

"Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."

Note: This language adds an allowance for differential coolers.

Member Advisories

Street

#19013 Using module (Vag Com) to disable ESC

Disabling the stability control by altering the ECU code with a VAG-COM or similar is not compliant, per 13.9.G.

Street Modified

The SEB thanks Jinx Jordan for his service as a member of the SMAC.

Modified

#17810 cockpit bodywork requirements

Per the SEB, the purpose of 18.4.a.1 is to outline the requirements for firewall, floor, belly pans and cockpit measurements. We encourage all competitors to follow all the rules. In the event of a disagreement of interpretation or ignoring a rule we believe the autocross community can self-police each other with favorable outcomes. If all else fails, the protest process is available to settle issues that cannot be resolved in any other manner.

As outlined in Appendix F, the Advisory Committees and the SEB can clarify specific questions of rules interpretation. The answer to your question is, there are no rules that can be ignored.

Change Proposals

Street

#19112 Harness Bar in C6 Corvette Grand Sport

The following rule change proposal is provided for member review and comment:

Change last sentence of 13.2.H as follows:

“Truss type harness bars *with more than 2 attachment points* are not allowed.”

Modified

#18845 Traction control rules change

To address comments regarding traction control and modern ECU's, the MAC is proposing the following rules revisions, which are provided here for member review and comment:

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars *may compete in Modified Classes A through F (AM through FM). Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM). Rules for Automatic Braking Systems (ABS) and Traction Control Systems (TCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM. TCS is specifically prohibited in AM, BM, DM and EM, except that RPM ramp rate limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from this ban and are allowed in these classes. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use *any* ABS and/or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (GCR)~~ Section(s).*

Note: the SEB is also considering modifying the Section 12 definition of Traction Control to encompass the above issues.

Other Items Reviewed

Street

#14899 2009-12 Cayman S/Boxster S to AS

Thank you for your input. Please see item #17283 in the March Fastrack.

#18414 Support for Cayman/Boxster moves

Thank your input. The SAC has recommended moving the '09-'12 Boxsters/Caymans down a class. Other Porsche moves have been put out for member comment at part of items #17283 and #17901 in the March Fastrack.

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

Thank you for your input; please see item #15002 in the March Fastrack.

#18632 Move V6 ponycars from FS to GS

Thank you for your input

#18691 Letter #17179 Input

Thank you for your input.

#18692 Letter #17901 Input

Thank you for your input

#18697 Classification of my BMW 525i wagon

Thank you for your input.

#18705 981 Porsche Cayman 2.7 (base) to BS

Thank you for your input.

#18986 Moving 2006-2008 Cayman S from AS to BS

Thank you for your input.

#19046 6th Gen (2016+) Camaro V8 out of FS

The SAC has clarified the FS listing for this generation Camaro.

Please see the response to letter 19193.

#19078 2016-17 Camaro 1LE V8 & V6

The SAC is waiting until the 1LE's are officially released before classing them.

#19118, 19120, 19128, 19137 Feedback on #17748 (Base C7 Corvette to AS)

Thank you for your input.

#19193 6th Gen Camaro to AS

Thank you for your input. The SAC feels the 2016 SS is classed appropriately and we will class the additional variants as they are released.

Street Touring

#19063 February Fast Track #16000

Thank you your letter and for your feedback on these topics.

#19123 Turbo Buicks to STP

Since STP is a brand new category, the STAC and SEB need to make sure that the original vision, participation, and competitive balance can be achieved with the already classed cars before adding additional cars, even if they appear to be a good fit for the class.

Thank you for your letter and feedback.

#19144 M3 to STR?

Thank you for your letter and feedback - While we understand that this move appears counter to STR's formative vision, the STAC and SEB think that it is important to take this opportunity to ensure expanded classing options for the category as a whole, to best serve the membership's expectations for equitable and diverse competition offerings within each ST class.

#19166 NSX ST Classing.

Thank you for your letter and feedback. While it may seem logical to extend the MR classing to similar types of cars, the STAC does not think that it is in the membership's interest to expand this classing to include halo cars that are limited in production and expensive to obtain and maintain.

#19167 Comment about #17171, Reclass E36 M3

Thank you for your letter and feedback. Please see the response to item #19123.

#19170 STP Inclusion of newer vehicles for '16 Rulebook

Thank you for your letter and feedback. Please see the response to item #19123

Not Recommended

Street

#18990 2009-2011 Nissan GTR Classing (move to AS)

Thank you for your input. The SAC believes the GTR is appropriately classed.

#18973 Staggered width wheels sizing

Per the SAC, allowing changes to factory wheel widths is not consistent with the philosophy of the Street category.

Street Touring

#19180 Fender Rolling Rule 4.2.E

Thank you for your letter. The STAC does not support additional bodywork allowances at this time.

Street Modified

#18856 Request to class non-USDM vehicles

The SMAC feels it is not in the best interests of the category to allow JDM cars into Street Modified.

Tech Bulletins

Street

#18992 Chevrolet SS sedan classing,

Per the SAC, add the following new listing to FS, effective immediately upon publication:

Chevrolet

SS Sedan (2013-2016)

#19193 6th Gen Amaro to AS

The SAC has provided the following corrections regarding the Camaro listings in FS:

Chevrolet

Camaro SS (2010-2016)

Camaro SS 1LE (2013-**2015**)

Street Touring

#18993 Chevrolet SS Sedan classing

The STAC recommends adding the following vehicle listing to STU in Appendix A, effective immediately upon publication:

Chevrolet

SS Sedan (2014-16)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | April 27, 2016

The Solo Events Board met by conference call April 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; SDC's Keith Brown and Tom Reynolds; Terry Hanushek, KJ Christopher, and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Member Advisories

Street

#19328 Urging patience on #17283: Rethinking Street Classing

Thank you for your input. The SAC would like to remind the membership that the Street classing changes under consideration are a proposal and subject to change based on member feedback.

#19414 Plugging sound tube in 2016 Miata (ND)

Thank you for your input. It is permitted to plug or disconnect the sound tube but it cannot be removed or replaced with alternate parts. Option package conversions must be complete.

Street Touring

#19253 Offset Bushing Camber Allowance

Thank you for your letter.

The offset bushing allowance in 14.8.b is separate from the camber kit allowance in 14.8.h and as such they may either be used independently or together.

Change Proposals

General

#19138 Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

After consideration of member input regarding the proposal published with item 17285, the SEB has incorporated minor changes and is requesting member feedback on this revised version.

Change 7.4 as shown:

"7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

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Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule."~~

Also change 7.8.2 as follows

"7.8.2 Displaced or Downed Pylons on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must thereafter proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule."~~

Street Touring

#19179 Alternatives to VLSD in Miatas

The STAC would like membership feedback on the following proposed rule change:

In Section 14.10, modify subsection K as follows:

"K. Limited Slip differentials

~~STS~~, STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

~~STS~~, STU, STR, STX, STP: Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit."

Due to the age of the vehicles, and the increasing difficulty to find quality replacement OEM equivalent parts, the STAC feels that STS would benefit from this allowance.

Additionally, the STAC would like to know whether the membership feels like this is an allowance that should be adopted category wide (including STF)? By extending the same allowance to the entire category, it would create a simpler singular rule thus allowing better benchmark comparisons, and also makes reclassing easier should a car fall outside of its performance expectations.

Street Modified

#19531 JDM fix

Update the "JDM-spec cars" verbiage to read "*Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A*" in 16.0.B.1.b

Other Items Reviewed

Street

#19248 Request to change '12+ Nissan GT-R Class

Thank you for your input. The SAC is considering a different change which could address some of the subject cars.

#19256 Reclassing C7 Corvette

Thank you for your input.

#19265 Proposed move to ES for 2006-2008 Miata

Thank you for your input.

#19268, 19271, 19275, 19277, 19279, 19281, 19294, 19305, 19306, 19385, 19405, 19432 Item #17283

Thank you for your input.

#19269 April Fast track

Thank you for your input.

#19270 17283- Cayman/Boxster S to BS with a caveat

Thank you for your input.

#19272 Re: #15002 Fiat 500 Abarth move

Thank you for your input.

#19273 Re: #17748 Stingray to AS

Thank you for your input.

#19278 Veloster turbo in HS

Thank you for your input.

#19284 Comments regarding FastTrack proposal related to ES

Thank you for your input.

#19285 17283 Rethinking Street Classing - Move from CS to DS

Thank you for your input.

#19290 BRZ/FRS move to DS

Thank you for your input.

#19292 Recent Street class proposals

Thank you for your input.

#19295 Street Reorg Proposal

Thank you for your input.

#19296 Comments on class reshuffling

Thank you for your input.

#19298 Feedback on Purposed ES Moves

Thank you for your input.

#19299 NC1 and Boxster Proposal

Thank you for your input.

#19300 Do not move the 986 Boxster S to CS

Thank you for your input.

#19301 Reconsider moving AP1 (2000 - 2003) Honda S2000 to CS

Thank you for your input.

#19302 Move the 986 Boxster to CS instead of ES

Thank you for your input.

#19308 Proposed Change to ES

Thank you for your input.

#19320 Proposed changes for moving 99-04 Boxster and NC1 miata to ES

Thank you for your input.

#19322 BMW e36 including M3 reclassification

Thank you for your input. Look for an updated proposal in an upcoming Fastrack.

#19323 MX-5 and Boxster re-classification

Thank you for your input.

#19326 Move from CS to DS

Thank you for your input.

#19330 Disagree with FRS/BRZ move from CS to DS

Thank you for your input.

#19334 April Fastrack Rethinking Street Proposal

Thank you for your input.

#19353 Support move of Fiat 500 Abarth to HS

Thank you for your input.

#19379 17283 class Change of 06-08 miata NC1

Thank you for your input.

#19380 Base Crossfire to D-Street

Thank you for your input. Look for an amended proposal regarding the Street category moves.

#19387 FR-S vs. BRZ in Street Class

Thank you for your input.

#19402 Regarding #17283 Rethinking Street Classing

Thank you for your input. The SAC feels the Audi TT is classed appropriately.

#19418 March Fastrack Street Class Rethink

Thank you for your input.

#19419 Adjustments to MINI Classing based upon latest proposals.

Thank you for your input.

#19426 Leave FR-S and BRZ in CS

Thank you for your input.

#19427 Do not move NC1 MX-5 and Boxsters to ES

Thank you for your input.

#19435 No Boxster in ES

Thank you for your input.

#19440 Proposed Changes to D-Street

Thank you for your input.

#19441 Opposition to Proposed E Street Changes

Thank you for your input.

Street Touring

#19267 2nd Gen Neons to STF

Thank you for your input.

Not Recommended

General

#19325 Rename Street or Street Touring due to confusion.

The SEB believes the current category names are appropriate

Street

#19352 Re #17283 Move Mazda RX-8 from CS to DS

Thank you for your input. The SAC believes the RX-8 is appropriately classed.

#19401 Proposal to Move C4 Corvette to C Street

Thank you for your input. The SAC believes the C4 is appropriately classed.

#19407 1999-2003 Honda s2000 reclass

Thank you for your input.

#19412 Proposed Change to 13.3.C

Thank you for your input.

Street Touring

#19382 Reclass the dart from stx either sts or stf

Thank you for your input. We will continue to monitor the class for competition adjustments.

#19383 Consider Adding 1997-2000 BMW 528i and 2001-2003 525i & 530i to S

Thank you for your input. The STAC feels that the cars in question are appropriately classed in STX.

Kart

#17996 Electric Karts

Thank you for your input. The KAC believes that any new motor platforms should come from existing wheel-to-wheel karting series.

#18319 Electric start 17195

Thank you for your input. The electric start proposal was approved and is in the 2016 Solo Rules, section 19.1.D.1.e

#18628 Direct drive

Thank you for your input. The requirement for this type of kart to be push-started poses issues not only at the start, but on course if the kart stalls. Such a configuration is also in conflict with 3.3.B.17.

Handled Elsewhere

General

#17285 Vehicle speed after stopping for downed cone or being red-flagged

Please see the updated proposal under item #19138.

Tech Bulletins

Street

#19410 ATS-V classing

Per the SAC, add the following new listing in Appendix A, effective immediately upon publication:

BS

Cadillac

ATS-V (2016)

Street Touring

#19266 Fix Neon Classing

Per the STAC, the current listings for the models listed below in STS and STF are incorrect and should be corrected immediately in Appendix A:

STS:

Neon (all) *(1994-1999)*

Neon R/T & ACR *(2000-05)*

STF:

Neon (NOC) *(2000-06)*

#19286 Class Cadillac ATS 2.0

Per the STAC, the following new listing is added in Appendix A effective immediately upon publication:

STU

Cadillac

ATS 2.0 (2012-2016)