

SOLO EVENTS BOARD | October 26th

The Solo Events Board met by conference call October 26th. Attending were SEB members Mark Labbanicz, Nick Dunlap, Bob Davis, Zack Barnes, Marshall Grice, Keith Brown, and Mark Scroggs; KJ Christopher of the BOD; Rick Myers and Brian Mason of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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.

Note: The complete list of change proposals which the SEB is recommending to the BOD for 2023, including the full set of revised SP category classes and listings, will appear in Fastrack following the SEB's meetings of 11/19-11/20. The following items are those which the SEB approved for recommendation during its October meeting.

Street Category

#29472 Roll Cage clarification

Per the SAC, change Section 13.2.G.1 as follows:

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

1. Roll bars and roll cages may be added. Roll bars may be welded or bolted in. Roll bars must meet the requirements of section 3.3.2. Standard rollover hoops, covers, trim panels interior parts and rear seats may be removed or modified for clearance. Holes may be added to the chassis to allow installation but may serve no other purpose. Factory seatbelts and airbags must remain fully functional once the roll bar is installed. The total weight of components removed must be less than the total weight of the components added during installation. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make unduly tortured interpretations of this rule."

#30543 Update section 13.9.G.

Per the SAC, make the following changes to Section 13.9:

~~G. On cars without the ability to turn off electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ESC/TC are permitted. These modifications are limited to altering the inputs to the ESC/TC processor (e.g., removing fuses, unplugging yaw or steering angle sensors, altering signals) and may serve no other purpose. Any codes or error lights resulting from ESC/TC modifications are permitted."~~

Use of alternate OEM ESC/TC modes are permitted so long as the alternate OEM modes are accessible through menus (e.g. "dyno mode") or driver-control inputs (e.g. button/pedal press sequences). Any resulting OBD codes or error lights are permitted."

H. Manufacturer authorized, vehicle-specific OEM ESC/TC software upgrades / updates are allowed; non-OEM modification of tables/algorithms/parameters is specifically prohibited. Authorized modifications may serve no other purpose."

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~~I. The use of an OEM type coding tool to enable a factory specified TC/ESC OFF mode otherwise not accessible is allowed. This should not be interpreted as an allowance to replace, reprogram, tune, or otherwise modify any other performance related parameters beyond Comfort and Convivence per 13.2.A."~~

NOTE: Based on membership feedback, the proposed allowance listed in section I has been removed.

#31058 Move Ferrari's off the exclusion list

Per the SAC, make the following changes to Appendix A, effective 1/1/2023:

Move from Exclusion List to Super Street:

Ferrari

355 (1995-1999)

360 (1999-2005)

F430 (2004-2009)

Lamborghini

Gallardo (2003-2008)

Nissan

GT-R Track Edition (2014)

#32033 Seventh Gen Celica to HS

Per the SAC, make the following changes to Appendix A effective 1/1/2023.

Remove from G Street:

~~*Dodge*~~

~~*Neon (1995-99)*~~

~~*Plymouth*~~

~~*Neon (1995-99)*~~

~~*Toyota*~~

~~*Celica GT (2000-05)*~~

~~*Celica GTS (2000-03)*~~

~~*Volkswagen*~~

~~*Golf GTI (2006-14)*~~

~~*Jetta & GLI (2.0L Turbo) (2006-12)*~~

Add to H Street:

Dodge

Neon (1995-99)

Plymouth

Neon (1995-99)

Toyota

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Celica GT (2000-05)

Celica GTS (2000-03)

Volkswagen

Golf GTI (2006-14)

Jetta & GLI (2.0L Turbo) (2006-12)

#32595 13.3 Tire Availability Changes

The SEB is recommending the following rule change proposal to alter the tire specification and eligibility requirements outlined in Section 13.3. This proposal includes a change to the eligibility cutoff date, the addition of a National Event Exclusion List in place of the current 13.3.C.4 Exclusion List, and some general cleanup of 13.3.

If approved by the BOD these changes will be effective 1/1/2023.

The main intent of these proposed changes centers around new tire models when they come to market, and at this time none of the currently eligible tire models are targeted to be added to the National Event Exclusion List if these changes are implemented.

"13.3 TIRES

Tires may be replaced with any size that fit the allowable wheels and fender wells without modification. ~~Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design.~~ Tires must meet *all of* the following *specifications and* requirements to be eligible for use in *the* Street category. ~~No tire model will be eligible for Solo® competition until it meets all requirements of this Section. Tire models not meeting the requirements by April 30 are not eligible for Solo® competition until after the Solo® National Championships of the year. Any tire may be excluded from National competition for reasons such as, but not limited to, low volume production, availability limitations, specialty design, and/or going out of production.~~

A. Specifications

1. Minimum UTQG Treadwear Grade of 200
2. Minimum molded tread depth of $\frac{7}{32}$ " as specified by the manufacturer.
3. Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).
4. US Department of Transportation (DOT) approval.
5. Tires must be designed for highway use on passenger cars.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National Solo® events. *New tire models not meeting these requirements by Jan 1 are not eligible for National Solo® competition until after the Solo® National Championships of that year, however may be used in Regional Solo® events provided all requirements of 13.3.A are met.*

1. Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.
2. Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the *National Event* exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.
3. Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.

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4. Material Change – Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in Section 13.3.B

5. A tire model which was previously allowed by these rules continues to be eligible for *National* competition ~~until~~ *unless* specifically ~~disallowed~~ *placed on the National Event Exclusion List*.

6. Re-introduction – Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of Section 13.3.

7. Tires will not be added to the National Exclusion List after June 30th.

C. Other

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

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

3. No recap and/or retread tires may be used.

4. National Event Exclusion List – Tires appearing on the following list are not eligible for SCCA National Solo® events however may be used in Regional Solo® competition.

- No tire models are currently listed."*

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

~~No tire models are currently listed. "~~

Street Prepared Category

#31247 B-Spec Race Cars in Solo II

The SPAC is recommending the following addition to section 15:

"Cars eligible for the current Club Racing B-Spec class are permitted to compete in Street Prepared class F (FSP). Vehicles must follow all B-Spec rules including tire requirements. B-Spec cars in FSP may not intermix use of the B-Spec and Street Prepared allowances. The competitor is responsible for being in possession of the B-Spec rules and for ensuring that their car conforms to the rules. "

#31454 C7 Corvette Factory Rear Spoiler - Wickerbill Spoiler Extension

The SPAC is recommending the following rule change to 15.2.1.2.b:

"b: It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, ~~or~~ trunk lid, *or bodywork*. The spoiler may extend no more than 10" (254 mm) from the original bodywork 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" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

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#31855 Transmission Tuning

The SPAC is recommending the following rule addition to section 15:

"15.10.FF: The Transmission Control Unit (TCU) may be re-programmed. This allowance only applies to modification of transmission behaviors and does not extend to re-programming any other components. "

#32714 Street Prepared Classing Proposal

The SPAC recommends proposal #32713 "Street Prepared Classing Proposal" for implementation in the 2023 ruleset. The SPAC has one change to the proposed listings since the last revision in the October 2022 Fastrack:

Remove new classing for Mazda RX8 *Limited Prep* in DSP

~~DSP~~

~~—Mazda~~

~~—RX-8 *Limited Prep*~~

The SPAC believes that there is an alternate class naming method which will help to reduce member confusion given the number of changes.

The previously published proposal naming had us down to:

ASP: old SSP and faster old ASP cars

BSP: slower old BSP and RX8+twin

CSP: Roadsters

DSP: old DSP without RX8 plus old ESP

ESP: old FSP

Instead the SPAC would like to recommend:

SSP: old SSP and faster old ASP cars

CSP: Roadsters

DSP: slower old BSP and RX8+twin

ESP: old DSP without RX8 plus old ESP

FSP: old FSP

Essentially this keeps the fastest cars that are currently in classes running the same name as they have been, other than ASP and BSP (which are essentially the classes we are consolidating into others). Part of the issue SPAC has had is people getting confused about what class is what. This would mean that SSP cars are still SSP, DSP RX-8s are still DSP, etc. It's the ASP and BSP cars that will need to change along with the older DSP cars that will need to get ESP letters.

Prepared Category

#31128 Section 17.11.B

The PAC recommends the following rule change for 2023.

In Section 17:

"17.2.D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, ~~shall result in the vehicle being "in excess" of these rules which~~

~~will invoke Section 17.11 weight adjustments. in Appendix A,~~ shall result in the vehicle being “in excess” of these rules which will invoke Section 17.11 weight adjustments.

17.11.A. ~~Vehicles competing in C Prepared (CP) class, should refer to section 17.11.B.~~ Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in X Prepared (XP) class. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of production vehicles (e.g., a tube-frame Mazda RX-7) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be GCR minimum plus any Solo® weight adjustments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may only use the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, handheld fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications.

~~17.11.B. C Prepared (CP) vehicles prepared in excess Solo® allowances and prepared up to either the current Road Racing GT or Production Category rules are permitted to compete in C Prepared (CP) as described in Appendix A. Tube frame production cars and kit cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix A for CP. Tube frame versions of production vehicles (i.e., a tube frame Camaro), replacement subframes, and modified frame rails for tire clearance are considered in excess of the rules and must comply with the requirements in this Section Appendix A. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from in Appendix A, plus any Solo® weight adjustments (wheel size weight increases, etc.).~~

~~Vehicles taking advantage of this allowance may use the Solo® Rules or the Road Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, handheld fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and GCR specifications. The 10% increase in minimum weight does apply to such cars rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable~~

Ⓒ B. Weight Calculations

Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the specific weight addition. Examples:

- In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is:

$$2.5L \times 1.4 = 3.5L \times 250 \text{ lbs.} = 875 \text{ lbs.} + 1200 \text{ lbs.} = 2075 \text{ lbs.}$$

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~~• In Prepared class C (CP), the minimum weight for a car with a 302 ci (5.0L) engine prepared to Section 17.11 (e.g., GCR) allowances is: 2700 lbs. x 1.10 = 2970 lbs.~~

~~D~~ C. Data acquisition/recording systems are permitted.

~~E~~ D. Except where there are specific requirements in these rules, any safe line for fuel, hydraulic fluids, oil, water or breather is allowed.

~~F~~ E. Ballast may be added to all cars as required to meet minimum weight provided it is securely mounted within the bodywork and serves no other purpose. Ballast plates may be installed beneath the floor pan so long as they do not protrude beyond its edges.

~~G~~ F. All cars may have towing eyes, hooks, or straps which do not dangerously protrude from the bodywork.

~~H~~ G. Removal of or modification to heating, ventilation, air conditioning, wiper/washer, audio, security, communication, and convenience systems is allowed provided the modification does not serve another purpose (e.g., an air conditioning compressor may not be modified to serve as a supercharger)."

In Appendix A, class C Prepared (CP):

"Unless otherwise listed, the minimum weights will be determined from the following tables according to engine type and displacement. Minimum weight is based on actual engine displacement. The block may be bored and/or sleeved to achieve allowed displacement.

Engine Coolant flow direction is unrestricted.

US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain standard.

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

Ford:Ford, Mercury, and Lincoln

General Motors: Chevrolet, Pontiac, Oldsmobile, GMC, and Buick

Chrysler:Chrysler, Dodge, and Plymouth

Alternate material (e.g., aluminum) engine blocks may be used on US produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered.

Engine displacement changes are allowed.

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) shall be of ~~of~~ the same configuration (number of valves per cylinder and valve actuation method - e.g., OHV or OHC) as the original and shall be direct replacement type.

The floor in the driver/passenger compartment may be replaced but must maintain the basic shape and position of the original floor (i.e., flat and horizontal, relative to the car and rocker panels). It may not be curved, angled, recessed, or channeled between the rockers and may be made of steel and/or aluminum only. Replacement floors may be modified per Section 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per Section 17.2.F.

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then an addition of 2" (50.8 mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc.

Tube Frame replacement vehicles have all the allowances listing in Section 17 and Appendix A that is applicable to C Prepared. Tube frame vehicles must adhere to the following:

Shall place 1st sparkplug hole of engine no further rearward than the centerline of front axle. Applies to all engine types.

Shall have a roll cage meeting Appendix C.H of the Solo Rulebook.

May modify internal body panels to facilitate the mounting of bodywork and fitting of roll cage.

May not modify any parts beyond what is allowed in Section 17 and Appendix A that is applicable to CP. All body panels shall be of appropriate scale and not confuse the model of vehicle.

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight without driver (lbs.):

V8 engines greater than 5100 cc	3000
V8 engines equal to or less than 5100 cc	2700
6 cyl engines, maximum 4500 cc	2450
Turbocharged 6 cyl engines, maximum 4500 cc	2550
4 cyl engines (all)	2450
4 and 6 cyl engines (all)	2600
Tube Frame greater than 5100cc	3300
Tube Frame equal to or less than 5100cc (all engine configurations)	3000
Tube Frame Replacement Corvair and Yenko Stinger (original engine type)	2035lbs
Bolt-in Replacement Subframe	+150 per Subframe
Bolt-in Replacement Front Engine Cradle (commonly called K-Member)	+75

Maximum weight on the rear axle of the car shall be 51% of the total weight of the car. EXCEPTIONS: Corvair, Yenko Stinger.

Wheels may be replaced with a wheel having any diameter and any width without weight adjustments."

Member Advisories

Street Category

#33256 Thermostat Change Clarification

Thank you for your letter. The allowances under 13.10.F permit thermostats with alternate opening temperatures.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

#33283 Follow Up On #32766 Rules clarification on strut tower brace

Thank you for your letter. The GM Performance eLSD Calibration is NOT included under the strut tower brace allowance for the 2016-2022 Chevrolet Camaro listing.

#33311 Accessories clarification

Thank you for your letter. In order for accessories to be allowed, they must be listed as a Standard or Optional item on the window sticker or the accessory must be specifically listed in the classing line in Appendix A.

Xtreme Street Category

#33004 Nexen eligibility?

The CAM and XS rules do not follow the same tire eligibility guidelines as Street and Street Touring (which are documented in Section 13.3 of the Solo Rules) as CAM and XS do not inherit the Street category allowances.

The only restrictions for tires in XS and CAM are listed in the Wheel and Tire allowances section of the CAM and XS rules. Specifically, there are no availability requirements in CAM and XS like there are in Street and Street Touring.

Prepared Category

#33175 Upright Attached to Endplate

If it functions as an endplate it will be measured as an endplate subject to 17.2.P.3.

#33189 Clarification on Diffusers in Prepared Class

There is no diffuser allowance in the Prepared Category.

Change Proposals

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2024**.

Street Category

#33162 Any wheel diameter

The SAC would like member feedback regarding the following change to section 13.4.B.

"Wheel (rim) diameter may be increased or decreased 1" from the standard part. This change may be applied to the front, rear, or both axles. *Cars equipped with 21-inch wheels or larger may decrease to 19-inch wheels.*"

#33099 Aftermarket shock controllers

The SAC is seeking member feedback on the following changes to section 13.5.8 (effective 1/1/2024).

"Vehicles in Super Street class (SS) *and Super Street-R (SSR)* originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) may alter the calibration using an OEM-provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM shock/strut bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness are allowed."

#33210 Please move the Cadillac Camaro SS (ATS-V) to F-Street.

The SAC is seeking member feedback on the following changes to Appendix A:

B Street

Cadillac

~~—ATS-V (2016-19)~~

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

F Street

Cadillac

ATS-V (2016-19)

Street Touring Category

#32530 Update 14.2.E to include different materials

The STAC is requesting member feedback on the following rule change:

"14.2.E E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic, *fabric* and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, etc). No other changes to the standard fenders or wheel wells are permitted. "

Not Recommended

Street Category

#32984 Time to pull the plug

Thank you for your letter. The SAC continues to evaluate the state of SSR participation following the addition of new vehicles for the 2022 season.

#33163 Why don't you have a seat over here....

Thank you for your letter. The SAC does not believe allowing the replacement of seats is within the spirit of the Street Category.

#33165 Make cars reliable again

Thank you for your letter. The SAC does not believe allowing larger radiators or allowing the addition of oil coolers is within the spirit of the Street category.

#33167 Consider moving the 997.1 to B Street

Thank you for your letter. The SAC believes the 997.1 is appropriately classed.

#33168 End link support brackets

Thank you for your letter. The end link attachment point on the un-sprung component does not meet the definition of supporting hardware in section 13.7.A.

#33300 Wheel width and offset rule change for Street classes

Thank you for your letter, the SAC believes the wheel width and offset allowances are appropriately written.

#33301 D-Street is Too Damn Fast, Turbo-4 Pony Cars to GS?

Thank you for your letter. The SAC believes the Ecoboost Mustang and turbo Camaro are appropriately classed.

#33303 Bring Street Class to the 21st Century

Thank you for your input.

#33305 Base 986 Boxster to DS

Thank you for your input, the SAC believes the 986 Boxster is appropriately classed.

#33316 Move the ND Miata to B Street

Thank you for your input, the SAC believes the ND Miata is appropriately classed.

Street Touring Category

#32184 Lithium Ion Batteries

Based on membership feedback and discussions among the STAC, the rule change proposal is not recommended as written. The STAC thanks the numerous members that submitted letters on this change proposal.

#31215 Consider moving the Fiat 124 Spyder and Mazdaspeed Miata to STR

Based on member feedback and discussions among the STAC, this class change is not recommended at this time. Thank you to all the members who provided input.

Prepared Category

#33072 Ultima GTR is a production car

The PAC does not recommend adding this car to XP for the following reasons:

- not sold as a production car in the U.S.
- low numbers of actual vehicles in the U.S.
- tube frame
- unknown performance potential if built to the full extent of the rules

#33191 Remove Engine Orientation from the rules

Per the PAC, the requested change is outside the scope of the Prepared Category.

#33220 Wings in CP like the rest of Prepared

Thank you for your input. C Prepared competitors have overwhelming and consistently expressed a desire **not** to have wings in C Prepared.

Other Items Reviewed

Street Category

#33111 Time for the 981s to go to BS

Thank you for your letter. Please see the response to letter # 32760 published in the September 2022 Fastrack.

#33125 SCCA Classing 2005-2020

Thank you for your letter.

#33147 Finish the Move

Thank you for your input.

#33156 #32595 13.3 Tire Availability Changes

Thank you for your input.

#33171 Supporting data for the BS to FS move

Thank you for your letter and input.

#33177 Which Street Class does the 08-14 Lexus IS-F 5.0L V8 fall into?

Thank you for your letter.

Please reference page 188 of the 2022 Solo Rule book. The IS F (2008-14) is classed in F Street.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

#33208 Member Feedback RE: Change Proposal from Letter #29472

Thank you for your feedback.

#33261 2022+ GR86/BRZ

Thank you for your input.

#33291 No support for 30543

Thank you for your feedback.

Street Touring Category

#33150 STR PAX vs STU PAX

Thank you for your input. The STAC does not set PAX values.

#33253 Rookie of the Year Nomination

Thank you for your nomination.

Xtreme Street Category

#31273 Thank You + Street Tires on Modified Cars

Thank you for your letter. XS was a supplemental class at the 2022 Solo Nationals and is available at National Tour and ProSolo events. XS and the accompanying street tire category CAM will remain supplemental classes for at least the near future.

Prepared Category

#31552 Letter I sent to the Club Racing Board and the answer I received

Thank you for your input.

Handled Elsewhere

Street Category

#31048, 31049, 31052, 31055, 31056, 31066, 31072, 31132, 31133, 31184, 31187, 31387 Feedback on proposal #30543 Changes to section 13.9.G. (various)

Thank you for your feedback, please see the response to letter #30543 published in this Fastrack.

#32355, 32356, 32333, 32349, 32351, 32357, 32359, 32385, 32387, 32425, 32624, 33328, 32455 Feedback on proposed HS moves (various)

Thank you for your feedback, please see the response to letter #32033 published in this Fastrack.

#32594, 32627, 32720, 32721, 32724, 32728, 32737, 32738 Feedback on Tire Eligibility Change Proposal (various)

Thank you for your feedback, please see the response to letter #32595 published in this Fastrack.

#33185 NB Miata swaybar bracketry (Appendix F)

Thank you for your letter. Please see the response to letter #33168 published in the current Fastrack.

Street Touring Category

#31112 Rollbar Rules Clarification

Please see item #29472 in this Fastrack.

#31986, 32079, 31975, 32019, 32032, 32036, 32237, 32521, 32524, 32838, 33272, 33274 Feedback on proposed 124/Mazdaspeed STR Move (various)

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Thank you for your input. Please see the response to Letter #31215 in this Fastrack.

#31988 Response to 31215

Thank you for your input. Please see the response to Letter #31215 in this Fastrack.

#32181 Turbo and Clutch rules

Thank you for your input. Please see the response to Letter #31215 in this Fastrack.

#32875, 32876, 32877, 32880, 32882, 32883, 32884, 32885, 32886, 32889, 32930, 32965, 32967, 32989, 33013, 33017, 33042, 33043, 33044, 33068, 33103, 33104, 33105 Feedback on proposal #32184, Battery Rule Change (various)

Thank you for your input. Please see the response to Letter #32184 in this Fastrack.

Prepared Category

#31129, 31130, 31237, 31254, 31268, 31285, 31288, 31302, 31314, 31336, 31550, 31611, 31637, 31684, 31971, 31977, 31978, 31989, 31996, 32006, 31017, 32047, 32086, 32097, 32153, 32339, 32341, 32358, 32361, 32376, 32436, 32440, 32472, 32512, 32534, 32626, 33132, 33140, 33182, 33192, 33124, 33221, 33222, 33243
Feedback on CP Appendix A and Section 17 Change Proposal (various)

Thank you for your input. Please see the response to letter #31128 in this Fastrack.

Tech Bulletins

Street Category

#33030 AS or BS vehicle classing

Per the SAC, correct the following error in Appendix A:

A Street:

Porsche

~~911 (996, non-turbo) (1998-2005)~~

#33096 Classing for 2012-2014 W204 C250

Per the SAC, make the following addition to Appendix A:

G Street

Mercedes

~~C250 (2012-2015)~~

#33246 2023 BRZ and GR86 classing

Per the SAC, make the following adjustment to Appendix A:

D Street

Toyota

GR86 (without TRD equipment) (2022-~~2023~~)

#33468 Please Class the 19+ Aston Martin Vantage V8 Coupe

TB: Per the SAC, make the following addition to Appendix A effective immediately on publication:

Super Street

ASTON MARTIN

Vantage (V8) (2018-23)

Xtreme Street Category

#32518 Tesla in XSA, Errors and Omissions

Thank you for your letter. Item #28694 published in the March 2021 Fastrack excluded EVs from competing in XS with the creation of EVX.

This TB is to correct the error in the 2022 XS rules as follows:

"EXCLUDED: Audi R8; Ferrari (all); Ford GT; Lamborghini (all); Lotus7 (all including clones); McLaren (all); *Electric Vehicles (all)*".

Modified Category

#33518 Update to Section Reference

In 18.1.F.8, update the wing area calculation reference to specify section 18.0.C.