

Solo

SOLO EVENTS BOARD | February 28

The Solo Events Board met online February 28th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, Brad Smith, and Mark Scroggs; KJ Christopher, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh 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.

Unless indicated otherwise, the implementation date for all new change proposals published herein is **1/1/2025**.

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.

Prepared Category

#34305 Clarification on Wording for 17.2.S

The PAC recommends the following changes to 17.2.S:

"S. The hood, hatchback, deck lid, and fenders may be lightened or replaced by ones of alternate material provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove standard material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than 1.0" (25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of underbody or belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle **front hood and/or engine cover** may not exceed 500 sq. in. (3225.8 cm²), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above.

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

Member Advisories

General

#35389 SEB position

The SEB has recommended and the BoD has approved the addition of Brad Smith to the SEB.

CAM / XS

#35256 Get CAM/X rules making out of the smoky back room :)

Thank you for your letter. The members of the CAM/XS Committee can be found via my.scca.com along with the other Solo committees.

#35367 Clarification on Heritage Classic as a Regional Class

Thank you for your letter. The Heritage Classic classes are no longer supported by the national office and rulesmakers. Regions are encouraged to continue the use of the classes where demand exists. Contact National Staff for a copy of the ruleset.

#35750 Application to AC

The CAM/XS committee recommends and the SEB has approved the addition of Dave Whitworth to the CAM/XS Committee

Prepared Category

#34921 Non-US Made Engines

Appendix A, XP 6.A allows for any automotive engine regardless of origin.

Change Proposals

General

#35769 Safety Requirements for EVs with Modified Drivetrains

The SEB and EVAC are seeking feedback from the Solo membership on an additional Appendix to the Solo rules that would outline requirements for any electric or hybrid-electric vehicles with the electric motor portion of the drivetrain modified. Putting these safety requirements in place is the first step in starting to open up Solo to bespoke or modified electric vehicle drivetrains in classes other than AM. The implementation date of this proposal would be 1/1/2025. The proposed rule changes and new Appendix contents are as follows:

Add the following to the end of 3.1 Eligible Vehicles

"Any battery electric or hybrid-electric vehicle with a drivetrain that has been modified from OEM or is a bespoke drivetrain must comply with the requirements listed in Appendix K. "

Add a new section (3.3.5) as follows:

"3.3.5 Electric and Hybrid-Electric Vehicle Safety

A. Charging

- 1. Electrified Vehicles shall not be charged in any hazardous or hot areas, including Grid*
- 2. Towing a vehicle to perform charging through the regenerative brakes is prohibited*

B. Tractive System Protections

- 1. All tractive system conductors used for the flow of electricity must be protected from human contact at all times while on site including during vehicle repairs or maintenance. Any conductor will be considered "unprotected" if a technical inspector can make physical contact with the conductor using a 10cm (4 inch) long, 0.6 cm diameter (0.25 inch) non-conductive probe.*
- 2. Tractive system rechargeable energy storage systems may not be replaced or swapped while on site. "*

Add new Appendix K as follows, and re-letter subsequent appendices as necessary.

"Appendix K – Recommendations for Electric and Hybrid-Electric Vehicles

The following guidelines are in effect for electric and hybrid-electric vehicles competing with modified drivetrains. This would include modifications to any part of the drivetrain such as wiring, motors, motor controllers, and battery packs. In the case of hybrid-electric vehicles with modifications to only the internal combustion engine portion of the drivetrain this appendix does not apply.

1. Charging

1.1. No work may be performed on the car while connecting or disconnecting charging equipment.

1.2. The Battery Monitoring System and the Insulation Monitoring Device must be active during charging. The BMS must interrupt all charging current when the charge limit has been reached and/or if a fault occurs (over-voltage, under-voltage, over-temperature, etc.). Additionally, the IMD must interrupt all charging current when the insulation resistance between the tractive system and the grounded low-voltage system is less than 100 Ohm/Volt.

1.3. Charging Systems (On-vehicle)

A. All electrified vehicles with on-board charging systems must use an EVSE to charge from a nominal 120VAC or 240VAC electrical supply. EVSE must be unmodified, in good condition, and free of any exposed conductors. It is recommended that EVSEs be listed to UL 2594, CSA 22.2 #28.13, or equivalent safety standard.

B. A standard National Electrical Manufacturers Association (NEMA) interconnect, such as NEMA 15-50, must be used to interface a competitor's portable EVSE with a track/facility electrical service. Hardwiring of a competitor's EVSE to the facility's electrical service is prohibited. It is the responsibility of the competitor to ensure a compatible electrical interface is available from the track/facility prior to the event.

C. EVSE outlet plug must physically connect to the charging system inlet without modification and be compatible with the vehicle's signaling/communication protocol (e.g., SAE J1772, IEC 62196, etc.).

D. On-Board charging systems may be left unattended once the charging session with the EVSE has been successfully initiated.

1.4. Chargers/EVCEs (Off-vehicle)

A. All electrified vehicles utilizing an off-board charger or EVCE with a maximum output power of less than (or equal to) 20kW must:

- 1. be galvanically isolated between the AC input and DC output,*
- 2. be unmodified, in good condition, and free of any exposed conductors or contacts,*
- 3. be housed in a conductive enclosure that is connected to the Protective Earth (Ground) of the AC input.*
- 4. have DC output cables that are orange in color.*

B. Charging with an off-board charger must be continually monitored by a competitor (or their crew) at all times.

1.5. DC Fast Charging

A. DC Fast Charging (maximum output power of greater than 20kW) is allowed when using one of the following DC Fast Charge standards

- 1. SAE Combined Charging Standard (CCS)*
- 2. CHAdeMO*
- 3. North American Charging Standard (NACS)*

B. The DC Fast Charging EVCE must be unmodified, in good condition, and free of any exposed conductors. The EVCE must either be a permanently installed charging station or be listed to a nationally recognized safety standard (UL2202, IEC 61851-23, etc.).

C. Vehicles with bespoke drivetrains must be continually monitored by a competitor (or their crew) while actively charging with a DC Fast Charging EVCE.

2. Modified Drivetrain Vehicle Construction – The following applies to vehicles with modified OEM drivetrains

2.1. Service Disconnect

A. Each RESS/Battery Pack must have at least one service disconnect.

2.2. Tractive System Wiring

A. All tractive system wiring must be in good condition. Chaffed, nicked, or damaged wire insulation must be replaced. Electrical connectors or stress relief glands with physical damage must also be replaced. Repair of wiring, connectors, or stress-relief glands is prohibited.

B. The determination if a wire is part of the tractive system is solely based on whether it is galvanically isolated from the vehicle chassis.

C. Wire

1. All tractive system wires must be thermally rated for a minimum of 105°C and be electrically rated for the maximum tractive system voltage. Tractive system conductors must be of a wire gauge rated for the time-averaged current it may carry (see Table 1 for recommended wire ratings).

2. Orange shielded and dual-insulated wire compliant to ISO 6722, ISO 14572, or ISO 19642 must be used in tractive-system conductors of 14AWG or larger (RESS/Battery Pack output, motor controller input, motor drive, DC-DC converter input, etc.). Wire shielding must be electrically connected to the vehicle chassis. Paralleling conductors that require shielded and dual-insulated wire is prohibited.

3. Tractive System wiring used for low-current signaling or communication between the RESS/Battery Pack, Motor Controller, Motor, or other tractive system enclosure must be orange in color and/or placed in orange conduit.

4. With the exception of wiring to the motor, all tractive system wiring must be contained within the vehicle's crash structure to protect it from impact from another vehicle.

5. Wire, harnesses, or conduit that are not part of the tractive system shall not be orange in color.

D. Interconnection

1. All tractive system wiring interconnection must use an electrical connector or a bolted connection. Soldering in any high-current path is prohibited.

2. Connectors

a. Electrical connectors must be rated for the physical wire gauge installed and electrical current passing through it. Connectors cannot not be physically modified. If a connector is used for shielded and dual-insulated wire, one side of the interconnect must be bulkhead-style and be securely mounted to a high-voltage enclosure. Connectors should be IP-Rated to protect against dust and moisture.

b. Each RESS or Battery Pack must have a High Voltage Interlock (HVIL) on any output connector wired to the contactor output of the isolation relays (4.13.B.5).

c. With the exception for high-voltage safety interlocks, tractive system and grounded low voltage wiring cannot be in the same electrical connector

3. Bolted Connections

a. All bolted connections must be enclosed in a high-voltage enclosure. Wire terminals must be rated for the physical wire gauge and electrical current passing through the bolted connection. The terminal cannot be modified from its original shape except for crimping to the wire it is terminating

b. The current conduction path through the bolted connection stack-up must be made of copper or aluminum. Steel bolts, washers, and nuts may be used to create a bolted connection, but the steel components cannot be in the current conduction path. Plastic or phenolic in the bolted connections is prohibited. If a nut is used in the bolted connection, the nut must have a positive locking feature such as deformed threads. Ny-locks, lock washers, and thread locking compounds (i.e., Loctite®) cannot be used for this positive locking feature.

c. All wire entering an enclosure to a bolted connection shall have mechanical strain-relief, such as a strain-relief gland, specifically designed for the wire it is relieving

2.3. Energy Storage/Battery Management System

A. Custom Rechargeable Energy Storage Systems (RESS), Custom Battery Pack(s), or OEM RESS that have been modified in any way must be mounted inside the vehicle and must store all tractive system energy.

B. The RESS/Battery Pack(s) must be securely fastened to the vehicle chassis/roll structure. Mounting brackets and fasteners used to mount the RESS/Battery Pack(s) to the chassis/roll structure must support the entire weight of the RESS/Battery Pack(s) in the event of a vehicle crash (including rollover).

C. The protective enclosure of each RESS/Battery Pack must provide penetration damage by foreign objects on all sides. Total enclosure wall thickness must be a minimum of 0.125". The use of composite materials with Aramid fiber is encouraged but must be used in conjunction with an aluminum or steel layer. If a composite material with Aramid fiber is used, the metallic layer may be reduced to 0.035" or thicker steel, or 0.059" or thicker aluminum. If no composite material is used, the entire thickness must be made of aluminum or steel. The metallic layer of the enclosure must be connected to chassis ground (4.13.B.6).

D. Vehicles with roll cages installed should add additional bracing to protect the RESS/Battery Pack from side or rear impact. Brace(s) should be equal diameter and thickness as the main hoop.

E. The tractive batteries inside each RESS/Battery Pack(s) must consist of commercially available and unmodified battery modules. ELDCs may be used in conjunction with the battery packs or modules if physically located within a RESS. Assembly of individual pouch or cylindrical cells into packs or modules by the competitor is prohibited. Use of prismatic cells with bolted connections are allowed.

F. The combined cell configuration of the energy stores must be a "nP1S" configuration (i.e., one or more cells in parallel groups that are wired into a single series string). Paralleling multiple battery strings between the tractive system positive and negative voltage bus is prohibited.

G. All components of the tractive battery (battery modules, prismatic cells, etc.) must be securely fastened to the protective enclosure. Mounting brackets and fasteners must retain the tractive battery components to prevent them from physically moving within or electrically shorting to the protective enclosure during a vehicle crash (including rollover).

H. All poles of the battery packs/modules must be isolated from the inner walls of the protective enclosure with an insulating material rated for the maximum tractive system voltage. Additionally, a layer of electrically insulating material (such as Kapton or Nomex) is required for all internal walls of the container. The thickness of this insulating layer does not count towards the minimum required 0.125" protective enclosure wall thickness.

I. A single Battery Management System (BMS) must monitor the tractive battery. At a minimum, the BMS must monitor for over-voltage, under-voltage, and over-temperature conditions. The BMS must

alert the driver/crew if any cell drops below the minimum cell voltage limit, exceeds the maximum voltage limit, or the pack temperature rises above the safe operating temperature specified by the manufacturer of the battery cell

2.4. Fusing

A. Each RESS/Battery Pack must have a primary fuse or resettable circuit breaker located on the energy storage side of the isolation relays. Fuse or resettable breaker must be physically located inside the RESS/Battery Pack enclosure or integrated into the Service Disconnect (4.9). All RESS/Battery Pack current shall pass through this primary fuse or circuit breaker. The primary fuse or resettable breaker must be DC voltage rated for the maximum tractive system voltage and current/time rated for the conductors and motor controller it is protecting.

B. Except for the TSMPs (4.12) and isolator relay pre-charge circuitry (4.13.B.5), all tractive-system branch circuits must have additional fusing within 6" from the branch point to protect the branch circuit. Continuous direct-current (DC) rating of Tractive System branch fuses must be lower than the rating for conductors and components it is protecting (see Table 1 for recommended fuse ratings) and must be DC voltage rated for the maximum Tractive System voltage

C. All fuses or breakers, including the primary fuse or circuit breaker, must be located in a fuse holder or otherwise mechanically mounted per the manufacturer's recommendation

2.5. Isolation Relays

A. Vehicle must have at least two normally open isolation relays that can isolate the stored energy on the vehicle from the rest of the tractive system. One relay must be in line with the 'positive' conductor, and one must be in line with the 'negative' conductor such that all stored energy is contained within the RESS or Battery Pack enclosure when the relays are open. Each RESS or Battery Pack installed on the vehicle must contain one set of isolation relays.

B. The coil side of the isolation relays must be powered by the grounded low voltage system through a dedicated safety loop. At a minimum, isolation relays must open if any of the following occur:

- 1. Any Tractive System Kill Switch is opened*
- 2. RESS/Battery Pack Output Connector(s) HVIL is opened*
- 3. Insulation Monitoring Device detects an insulation fault*
- 4. Battery Monitoring Device detects a fault of the energy store*
- 5. Auxiliary (GLV) Battery is disconnected.*

C. Isolation relays must be rated for a maximum electrical current greater than the primary fuse of circuit breaker (4.13.B.4). A pre-charge control circuit must be implemented to control the initial charging of the motor control input capacitors prior to closure of the isolator relays.

D. [TABLE OF WIRE GAUGE AND MAX FUSE RATING FROM SCREV (TABLE 1)]

2.6. Grounding (Equipotential Bonding)

A. Any conductive component of the vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 300 milli-Ohm to the vehicle chassis. This includes but is not limited to roll cages, body panels, firewalls, metallic, stress-relief glands, high voltage enclosures, and motor housings.

2.7. Any component of the vehicle which may become conductive (i.e., carbon fiber body panels or survival cells) vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 5 Ohms to the vehicle chassis. The addition of copper mesh to potentially conductive materials may be necessary to ensure bonding is maintained.

2.8. Tractive System Measuring Points (TSMPs)/Insulation Monitoring

A. Two Tractive System Measuring Points, a Ground Reference Point, and Insulating Measurement Device (IMD) indicator lights are required.

B. One TSMP must be electrically connected to the positive terminal of the motor controller power bus and one TSMP must be electrically connected to the negative terminal of the motor controller power bus. The TSMPs must be red 4mm shrouded banana jacks, be rated for the nominal Tractive System voltage and be labeled "HV+" and "HV-," respectively. A 10kOhm current limiting resistor, located within 6" of the motor controller bus connection point, must be placed in series between the motor controller bus and each TSMP. Wiring from the motor controller bus to the TSMPs shall be a minimum of 18 AWG, be orange in color, be thermally rated for a minimum of 90°C and be electrically rated for the maximum bus voltage.

C. The Ground Reference Point must be electrically connected to the vehicle chassis and at a location near the RESS/Battery Pack(s). It must be a black 4mm shrouded banana jack, rated for the nominal Tractive System Voltage, and be labeled "GND." Wiring for the Ground Reference Point shall not be orange in color.

D. The TSMPs and the Ground Reference Point must be protected within a single waterproof and non-conductive housing that is accessible from the exterior of the vehicle and without the removal of body panels. Location of the TSMP enclosure and wire routing between the motor controller bus and the TSMP enclosure must be fully contained within the roll-over protection structure of the vehicle.

E. The IMD insulator lights must display the state of the insulating monitoring device whenever the grounded low voltage system is energized. If an insulating monitoring fault is present, a warning light must be illuminated.

F. Insulation monitoring faults cannot be reset by a competitor seated within the vehicle.

3. Bespoke Vehicle Drivetrain Construction – In addition to the requirements above for vehicles with Modified OEM Drivetrains, vehicles with Bespoke drivetrains must also comply with the following requirements.

3.1. Tractive System Kill Switches

A. Vehicles must have at least one tractive system kill switch. If one switch is used the switch must be capable of being operated by the driver when seated in the driving position with the safety harnesses fastened and the steering wheel in place and from outside the vehicle.

B. The tractive system kill switches must either be rotary mechanical type with a red removable key OR red push-pull/push-rotate emergency switches (Big Red Buttons or BRBs). If rotary mechanical type switches are used, the switch must be installed such that the key is horizontal when in the ON (electrically closed) position and that the key can only be removed when in the OFF (electrically open) position. If BRBs are used, they must have a minimum diameter of 1.5" (40mm) and be electrically open when in the "pushed" position. Both types of switches must be direct acting (i.e., not using logic or relays) to interrupt the control current to the coils of the Insulator Relays (4.13.A.5).

C. When a shutdown button is pushed or the rotary key switch is opened (off-position), it must:

1. Disable the vehicle's tractive system.

2. De-energize the motor-controller bus voltage and be less than 60V within 5 seconds (Voltage will be measured at the Tractive System Monitoring Points (see 4.12).

3. Interrupt all current from the auxiliary battery and/or DC to DC converter to the grounded low voltage system. A secondary contactor on the switches and/or relay may be used to interrupt this current. Active fire suppression systems powered by the grounded low voltage system are exempted.

D. All kill switches must be clearly marked by the international marking of a spark in a blue triangle (Figure 1). For rotary mechanical type kill switches, the marking must be above or below the switch such that the "flag" key in the OFF-position points to the word "OFF" in the decal.

4. GLOSSARY

Auxiliary Battery: Battery used to supply energy to the grounded low-voltage system.

Auxiliary DC/DC Converter: Power electronics used to power the grounded low-voltage system and/or charge the auxiliary battery from the tractive battery. The input of the auxiliary DC/DC converter is considered part of the tractive system and the galvanically-isolated output is considered part of the grounded low-voltage system.

Battery Cell: Electrochemical energy storage device consisting of a positive electrode, negative electrode, and an electrolyte. Cells may be cylindrical, pouch, or prismatic.

Battery Management System: Safety system that monitors and optionally charge balances battery cells.

Battery Module: A single unit containing one or more electrically interconnected and mechanically assembled battery cells.

Battery Pack: A single mechanical assembly comprising battery modules, retaining frames, fuses, contactors, and a battery management system. A RESS may have one or more battery packs.

Capacitor: Device used to store electric energy in an electric field.

Charging System (On-Vehicle): All components and electronics installed on the vehicle used to recharge the RESS/Battery Pack(s) using an EVSE.

Charger (Off-Vehicle): Stand-alone electrical device used to recharge the RESS/Battery Pack(s) and directly connected to the electrical supply.

Conductor: Aluminum or copper used for the flow of electricity. Conductors may be insulated (i.e., wire) or non-insulated (i.e., terminal lug).

Electric Double Layer Capacitor (EDLC): System in which an electric charge is stored. Commonly referred to as a "Super Capacitor" or "Ultra Capacitor".

Electric Motor: A rotating machine which transforms electrical energy to mechanical energy. An electric motor may also transform mechanical energy to electrical energy through regenerative braking.

Electric Shock: Physiological effect resulting from an electric current passing through the human body.

Electric Vehicle: Vehicle where the powertrain is driven solely by one or more electric motors.

Electric Vehicle Charge Equipment (EVCE): Device used to convert AC to DC power for the recharging of electrified vehicles.

Electric Vehicle Service Equipment (EVSE): Device used to interface the on-vehicle charging system to an AC electrical supply (auxiliary energy storage system, facility power, generator, etc.).

Electrified Vehicle: Any vehicle that has at least one RESS or Battery Pack and at least one electric motor.

First Responder Cut Loop: One or more loops of wire in the grounded low-voltage system that a first responder physically cuts to disable the vehicle. Typically, cutting this loop will completely disable the tractive system.

Galvanic Isolation: Separation of electrical systems such that no direct current conduction path exists.

Grounded Low Voltage System: All electric equipment or electronics in the vehicle that is electrically referenced to the vehicle frame.

Hybrid Vehicle: Vehicle where the powertrain is driven by a combination of an internal combustion engine and an electric motor.

Insulation Monitoring Device (IMD): An electronic circuit that continuously monitors the insulation resistance between the Tractive System and the Grounded Low Voltage System. The IMD may be standalone component in the vehicle or may be part of a RESS.

Insulation Resistance: Measurement of isolation between two electrical systems. Units are typically Ohms/Volt.

Personal Protective Equipment (PPE): Equipment worn to minimize exposed hazards, such as electrical shock.

Powertrain: See Tractive System

Protective Earth: Dedicated conductor or mounting point that connects electrical equipment to the Earth ground for the purpose of electrical safety.

Rechargeable Energy Storage System (RESS): The complete energy storage device comprising an energy storage medium (typically tractive batteries and capacitors in an electrified vehicle), the components to mount, monitor, manage and protect the storage medium, and everything needed for normal operation of the RESS (except for cooling equipment and liquid).

Secondary Energy Storage System: Standalone system consisting of an energy storage mechanism and power conversion electronics used to store energy and is capable of being an electrical supply at a later time.

Service Disconnect (High Voltage Disconnect or Manual Disconnect): Electrical disconnect in-line with the primary current path of the tractive system that can be removed as a precautionary measure during the service of an electrified vehicle. The service disconnect(s) may have the primary tractive system fuse built into the disconnect, is generally located on the RESS or Battery Pack(s) and may have secondary contacts to open the isolation relays when disconnected.

Tractive Battery: Intermediate storage device of electrical energy and consists of electrically connected battery cells group together in battery modules. The tractive battery supplies energy to the tractive system and may supply energy to the grounded low voltage system.

Tractive System: All electric equipment or electronics on the vehicle used for the propulsion of the vehicle and is galvanically isolated from the vehicle frame.

Wire: A fully insulated flexible conductor. Multiple wires may be bundled into cables (cable assemblies)."

Street Category

#35686 Oil Coolers

The SAC is seeking initial member feedback on the following addition to 13.10:

"13.10.L. An engine oil cooler may be added. Modifications necessary to route fluids to an appropriate heat exchanger (modification of oil and coolant lines, addition of oil cooler sandwich adapters, addition of fluid pumps, etc.) is allowed provided they serve no other purpose."

Prepared Category

#35402 Firewall Clearance for addition of Dry Sump

The PAC is requesting input on the following rule change proposal:

"17.2.F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, *oil lines, oil sumps not attached directly to the engine block*, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices)

and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (20.3 cm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein."

Not Recommended

Event Operations

#31854 Make Grid Quiet Again

Thank you for your input. The National Staff will be looking at possible ways to improve this situation.

Street Category

#35565 Vehicle Eligibility

Thank you for your letter. At this time the SAC believes that section 3.1.A regarding Rollover Potential Guidelines is adequate as written.

#35676 Cooling Mods for Street Class

Thank you for your letter. The SAC believes that section 13.10 is adequate as written.

#35704 Allow alternate seats in street classes

Thank you for your letter. The SAC believes that section 13.2 is adequate as written.

#35705 Move Street Class V6 American Muscle Body It's Own Class

Thank you for your letter. The SAC believes the cars referenced are appropriately classed at this time.

Street Touring Category

#34710 Request for PCV allowance

Thank you for your letter. The STAC feels that the allowances in 14.10.C are sufficient at this time.

#35478 STS also runs to STH

Thank you for your input. The STAC believes that the current classifications of former STF cars, presently in STS, are appropriate at this time.

#35479 Bring back STF ; STH is a turbo class

Thank you for your input. The STAC believes that the current classifications of former STF cars, presently in STS, are appropriate at this time.

#35649 Hoods and hood vents in ST

Thank you for your input. The STAC feels that aftermarket hoods are beyond the scope of Street Touring.

Prepared Category

#34946 Align CP aero rules with the rest of Prepared

Thank you for your input. At this time, the PAC does not feel there is enough interest to warrant a change proposal. The PAC will continue to monitor the class's desire for increased aero allowances.

#35036 P to allow XS and CAM cars to compete

The PAC is not enthusiastic about allowing cars that are not expressly legal for the Prepared ruleset bumping into the category. CAM or XA/XB cars that are compliant with the relevant Prepared ruleset can bump. The PAC is interested in ways to increase Tour participation without allowing cars that are in-excess of the ruleset.

#35717 XP Wing allowance

Thank you for your input. The PAC believes that the wing rules are sufficient as written.

Other Items Reviewed

General

#35490 Question RE Latest Fastrack

Thank you for your letter. Letters written to the SEB are not published publicly. If you are interested in a new allowance please submit a letter using the letter system at www.soloeventsboard.com

Event Operations

#35266, 35485, 35528, 35669, 35776, 35803, 35804, 35822, 35831, 35832, 35889 Nationals Course Design Applications (various)

Thank you for your applications. The SEB has selected Mike Faucett and Jeff Cox as the 2024 Solo Nationals Course Designers.

#35274, 35285 Solo Driver of the Year Nominations (various)

Thank you for your nominations. Steve O'Blenes was chosen as the 2023 Solo Driver of the Year.

#35280, 35316 Solo Rookie of the Year Nominations (various)

Thank you for your nominations. Khai Duplantis was chosen as the 2023 Solo Rookie of the Year.

#35459 Move FSP out of S5

Thank you for your input. This feedback has been discussed with the National staff who are responsible for the execution and rules governing ProSolo.

#35695 PRO SOLO - Class Supplementary to their own Index Class

Thank you for your input. This feedback has been discussed with the National staff who are responsible for the execution and rules governing ProSolo.

Street Category

#35507, 35509, 35510, 35512, 35514, 35515, 35517, 35520, 35521, 35522, 35523, 35524, 35525, 35527, 35529, 35530, 35531, 35532, 35534, 35536, 35537, 35539, 35541, 35545, 35546, 35547, 35549, 35552, 35553, 35562, 35563, 35564, 35566, 35579, 35586, 35588, 35592, 35596, 35608, 35622, 35625, 35628, 35629, 35640, 35651, 35663, 35664, 35667, 35673, 35679, 35683, 35691, 35692, 35696, 35703, 35709, 35722, 35736, 35741, 35743, 35744 Responses to proposal #33265 (various)

Thank you for your feedback on letter #33265. The SAC will continue to evaluate member feedback regarding a possible rule change.

Street Touring Category

#35455 Classing of 22-23 Hyundai Kona N

Thank you for your input. The Kona N is classified in STU per Appendix A.

CAM / XS

#32639 Please update rule set for new letter classing

Thank you for your letter. This has been resolved in the current Xtreme Street Rules.

#34039 Aero: Bumpers, Canards, and Unicorn Horns

Thank you for your letter. Please see the updated 2024 CAM rules [here](#) where this issue was addressed. Please submit a letter or email camxsrules@scca.com with any further comments.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

#35519 Support for Vitour P1

Thank you for your letter. The SEB will monitor the performance and availability of the Tempesta P1 over the course of the 2024 season to evaluate removing the tire from the exclusion list for 2025.

#35706 SCCA's National Level Street Tire Exclusion list

Thank you for your letter. The SEB will monitor the performance and availability of the Tempesta P1 over the course of the 2024 season to evaluate removing the tire from the exclusion list for 2025.

Kart Category

#35470 Follow up to letter #35309

Thank you for your input.

#35708 Why don't we allow unsecure seat pads?

Thank you for your input. The KAC believes that the rule as written is sufficient and is not in favor of this change.

Handled Elsewhere

Street Category

#35555 Update on production numbers for GT4 RS

Thank you for your letter. Please see the response to letter #35734 in the current Fastrack.

#35567 I support TireRack, but it's time for camber adjustment in Street

Thank you for your letter. Please see the response to #33763 in the May 2023 Fastrack.

#35674 Consideration for SS

Thank you for your letter. Please see the response to letter #35734 in the current Fastrack.

Street Touring Category

#35591 Feedback: Update 14.2.E to include different materials

Thank you for your letter. Please see response to letter #32530 in the February Fastrack.

#35604 Nissan Z classing

Thank you for your letter. Please see Tech Bulletin letter #35484 in the current Fastrack.

CAM / XS

#30157 Front splitter clarification

Thank you for your letter. Please see the updated CAM 2024 CAM rules [here](#) and the response to letter #34640 in the January 2024 Fastrack.

#32651 Introduce Safety Levels for interiors for XS-all

Thank you for your letter. Please see the response to letter #35737 in this Fastrack.

#35574 Camber in EVX / XS / XU

Thank you for your letter. Please see the response to letter #33983 in this Fastrack.

#35737 Allow carpet removal when TT Level 3 Safety is used

Thank you for your letter. Vehicles using the Time Trial Safety Level 3 safety loophole to completely remove floor coverings and interior panels are eligible to run in the XU class. Current CAM/XS rules require floor coverings in XA, XB, CAM-C, and CAM-T.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

The SEB is seeking feedback from the membership on whether the TT Level 3 Safety loophole should be extended to the CAM/XS category which would permit removal of floor coverings, interior panels, and passenger seats when the vehicle is equipped with a legal 6-point or greater cage.

Prepared Category

#34981 Wings in CP

Please see response to letter #34946 in this Fastrack.

Tech Bulletins

Street Category

#35734 Classing of the GT4 RS is SS for 2024 season.... its not too late

Per the SAC and SEB, **effective 1/1/2025** add the following new listing in Appendix A:

SS

Porsche

718 Cayman GT4 (~~excluding RS~~) (2020-23)

718 Cayman GT4 RS (2022-2024)

718 Spyder RS (2024)

Street Touring Category

#35484 Classing for 2023/2024 Nissan Z

Per the STAC, add the following new listing in Appendix A, effective immediately upon publication and subject to the provisions of 3.2:

SST

Nissan

Z (incl. Nismo) (2023-2024)

#35633 Street Touring Classing for VR6 GTi

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

STX

Volkswagen

GTI VR6 (1995-2005)

CAM / XS

#33983 EVX rear toe arms

Per the CAM/XS AC and SEB, add an allowance for aftermarket toe links to the EVX rules. These aftermarket toe links are very common in some platforms and requiring stock geometry means the main benefit becomes ease of adjustment and allowing competitors to get back to stock toe alignment values after lowering or changing camber.

Members should note that since the EVX class is Supplemental, this change will be effective immediately on publication.

Add the following allowance to the Suspension portion of the EVX rules:

Suspension.I: "A lateral suspension link which serves to control toe may be modified or replaced to facilitate toe adjustment, provided the factory mounting locations are used without modification. Factory adjustment mechanisms such as eccentric bolts may be locked out or otherwise disabled. Changes in suspension geometry are not allowed except as incidental to the effective arm length change. On double/unequal arm (eg wishbone) suspensions Suspension.F.1 or Suspension.I may be used to change one arm but not both."