SOLO EVENTS BOARD | November 28th

The Solo Events Board met by conference call October 24th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Scott Dobler; Charlie Davis, and Chris Albin of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2020**.

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.

General

#25845 Updated Category Preambles

In response to input, the SEB has revised the Category Preambles to read as shown below and is recommending them to the BOD:

Street

Category Objective

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

Category Values

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

Core Modifications

Primary allowances permit changes to shocks, anti-roll bars, tires

Classes

Sports cars and other high performance vehicles classed by performance potential

SSR
Super Street
A Street
B Street
C Street

E Street – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

Sedans and Coupes classed by performance potential

D Street
G Street
H Street

F Street – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars”.

Street Touring

Category Objective

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

Category Values

Vehicle modifications should not prevent daily use on public roads; “Daily use” is a subjective criteria; Competitors will interpret this differently; “Street legal” is a category goal. Some states may require more stringent requirements. It is not the intention of “street legality” to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.

Performance Improvements Through “Bolt-On” Modifications

Modifications should not require cutting, drilling, or permanent alterations to body panels

Modifications that enhance the performance for Solo and street driving

Suspension

Differentials

Bolt-On Engine Parts

Aftermarket/Larger Brake Kits

Wheels/Tire Upgrades

Vehicle Safety Systems

ABS may be electronically disabled, but otherwise must remain unaltered

Required Diagnostic Systems

OBDII systems should remain functional

Retention of specific emissions systems

Engine Tuning

Classes

Street Touring Sport (STS): Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

Street Touring Roadster (STR): Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally sports car based chassis.

Street Touring Xtreme (STX): Medium HP coupes and sedans. Primarily RWD with some performance matching AWD

Street Touring Ultra (STU): Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

STH: Turbo hatchbacks and sedans

Street Prepared

Category Objective

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

Category Values

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

Core Modifications

DOT R-compound tires

Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance

Drilling trunks/hatches for spoiler mounting
Front splitters and rear spoilers
Update/Backdate allowances to interchange of parts among selected models
Engine tuning with stock internals
Aftermarket ECU's
Unrestricted Induction
Emissions system removal
Unrestricted exhaust systems
Weight reduction (A/C removal, steering wheel airbag removal, etc)
Suspension Updates

Classes

Super Street Prepared (SSP): High Performance sports cars.
A Street Prepared (ASP): AWD turbo sedans and medium performance coupes and sports cars
B Street Prepared (BSP): Medium performance 2 seater and 2+2 sports cars?
C Street Prepared (CSP): Lower powered 2 seat sports cars and FWD cars
D Street Prepared (DSP): Heavier RWD sports sedans/coupes and FWD cars
E Street Prepared (ESP): Muscle cars and foreign grand touring cars.
F Street Prepared (FSP): FWD cars with some lower power RWD and AWD cars

Street Modified

Category Objective

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

Category Values

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

Core Modifications

Powertrain swaps
Open Engine Tuning
Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc)
Minimum weights based on displacement
Limited Interior removal
SRS system removal
Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting
DOT R-compound tires
Front splitters and rear wings
Custom suspension components
Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc)

Classes

Super Street Modified (SSM): 2 seat vehicles, FWD, RWD, and AWD

Street Modified (SM): 4 seat vehicles, FWD, RWD and AWD
Street Modified FWD (SMF): FWD vehicles only

Prepared

Category Objective

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

Category Values

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

Core Modifications

Non-DOT racing tires
Displacement-based minimum weight formulas
Purpose built competition vehicles based production chassis or other racing chassis
Performance through extensive modification and custom fabrication
Extensive chassis modification including:
Interior removal and replacement of body panels, doors, and windows
Body panel modification for large tire fitment and suspension travel
Custom suspension fabrication
Relocation of components for optimizing weight distribution
Engine and drivetrain allowances including:
Extensive internal engine modifications
Open transmission and differential allowances
Restricted aerodynamic aids

Classes

X Prepared: Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.
C Prepared: American muscle cars.
D Prepared: Lightweight 4 cylinder RWD sports cars and coupes.
E Prepared: FWD cars naturally aspirated
F Prepared: High performance sports cars and sedans.

Modified

Category Objectives

Provide a competitive outlet for the highest level of allowed modifications.
Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

Category Values

Maximum speed and handling for given car parameters
Rules stability to protect member investment and encourage commitment
Highest levels of drivetrain and suspension development (varies among the individual classes)
Custom design and fabrication
Maximum tire adhesion with minimum constraint (varies among the individual classes)

Core Modifications

Chassis and suspension customization

Unconstrained automotive-based powertrain (varies among the individual classes)

Minimum weights generally based on displacement

Classes

AM – Least restricted class with significant aero allowances and unlimited drivetrain.

BM – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

CM – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

DM – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

EM – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

FM – Small, very agile, GCR-based formula cars.

Kart Modified

Category Objective

This category is an outlet for members interested in running karts at Autocross events.

Category Values

Preparation allowances in line with national karting organizations, to allow easy migration between Solo and other karting events.

Street Category

#23333 2011 Audi R8 V10 Spyder from SSP -> SS

The SAC recommends the following change to Appendix A:

Move *from exclusion list to SS*

Audi

R8 (non-GT) (2008-2015)

R8 (non-Plus) (2016-2018)

Prepared Category

#22617 GCR to XP

The PAC and SEB recommend the following change to the rules covering GCR-legal vehicles in Solo:

In 17.11:

"A. *Vehicles competing in C Prepared class, should refer to section 17.11.B.* Vehicles prepared in excess of Solo® allowances and prepared to either the current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared 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 *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 additions (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, hand-held fire extinguisher, scatter shield/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 Restrictors (SIRs) are 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 legal for Prepared, provided it correctly meets all of the applicable GCR specifications.

B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) 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 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club 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, hand-held 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 Restrictors (SIRs) are 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 legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.“

In Appendix A - (XP) Prepared:

“XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, ~~or~~ FP ~~that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. “In-excess” cars per Section 17.11.A are not eligible for XP.~~

~~8. Other~~

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class."~~

Modified Category

#24101 Request for limits on anti-lag

The MAC and SEB recommend the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections.

"*6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*"

Member Advisories

Street Touring Category

#25496 Amendment of Request #25438

Thank you for your input. The Street Touring rule set currently allows for alternate springs and shocks.

Street Modified Category

#25987 Committee Personnel

A vacancy is anticipated on the SMAC, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Prepared Category

#25825 PAC Opening

The PAC currently has a vacancy. Members interested in serving on this committee, are invited to submit their qualifications in writing via www.soloeventsboard.com. Although we encourage all interested parties to apply, the PAC is particularly interested in members with CP experience.

#25826 Committee Personnel

The SEB and PAC would like to thank Chris Raglin for his service to the PAC.

Change Proposals

Street Category

#25535 Cobalt 2.4L classing

The SAC would like member feedback on the following classing change proposal:

Move *from GS to HS*

Chevrolet

Cobalt (non-turbo)(2006-2009)

Street Touring Category

#25473 1992-2005 Honda Civic Class Change

The STAC is seeking member feedback on moving the 6th and 7th gen Civics from STS to STX where they may take advantage of allowances for wider tires and aftermarket differentials. The 7th gen Civic Si is already classed in STX.

Modify listings in Appendix A as follows:

Street Touring Xtreme (STX)

Honda

Civic Si (~~2002~~ 1999-15)

Civic (1996-05)

Street Touring Sport (STS)

Honda

~~Civic (non-Si) (2001-05)~~

Civic (1984-~~2000~~ 1995)

Street Prepared Category

#25246 15.10.O Clutch Hydraulics

The SPAC is looking for member feedback on the following rule change proposal:

15.10.O.

Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be add- ed. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder *and clutch master cylinder* is permitted.

Prepared Category

#24975 Clarify NOC listings

The PAC would like member feedback regarding the following proposed changes to Appendix A. The changes are intended to prevent vehicles from automatically entering the class that may cause a competitive imbalance.

In Appendix A, D-Prepared:

Alfa Romeo:

Sedan or sports car (NA, RWD, NOC,)

BMW:

Sedan (NA, RWD, NOC)

Volvo:

Sedans (NA, RWD, NOC)

In Appendix A, E-Prepared:

Toyota

Sedans (~~non-turbo~~ NA, FWD, NOC)

Subaru

Sedan (~~non-turbo~~ NA, FWD, NOC)

Other Items Reviewed

General

#25225, 25227, 25277 Junior Karts at Nationals (various)

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25226 Nationals Registration entry limits

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25233, 25273 2018 Nationals Feedback, Comments (various)

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25287 SCCA growing participation numbers at Nationals and Safety

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

Street Category

#25295 Electronic shocks and the basic tenets of Street

Thank you for your input.

#25298 Replacing Electronic Shocks in Street Keep Pan

Thank you for your input.

#25534 BS-DS moves 2019

Thank you for your input. Please see response to 22282 in the October Fastrack.

#25538 Request to class the 2019 Camaros

The 2019 cars will be added to the 2019 Solo rule book.

#25573 E92 M3 Stability

Thank you for your input.

#25610 Input on #23593, 981 Cayman/Boxster S/GTS

Thank you for your input; please refer to item 23593 in the November Fastrack

#25625 Adaptive shocks / Pandora's box

Thank you for your input

#25652 Letter 25206

The 2019 Solo rulebook will be updated to include all model year 2019 cars.

Street Touring Category

#25468 Replace STP with another class

Thank you for your input.

Street Prepared Category

#25364 Approval for Toyota FT86 and Subaru BRZ

Thank you for your input.

Prepared Category

#25107 Proposal #20239

The PAC thanks the member for their input regarding the proposal.

#25612, 25727 Proposed engine swaps in Prepared

Thank you for your input. The PAC has noted that the recommended engine swap allowance has generated a great deal of positive member excitement.

Modified Category

#22460 Minimum weight

Thank you for your comments and suggestions; the MAC and SEB have discussed this topic at some length. The SEB considers it appropriate for the Protest Committee to deal with each situation as it believes necessary, including consideration of aspects

such as scale calibration, margin to the minimum weight, and other circumstances as may apply.

#24770, 24772, 24776 Weighing Cars at Nationals (various)

Thank you for your input. The SEB is examining alternatives for improving the process of weighing cars in the Modified category.

Not Recommended

Street Category

#25296 Clarification request on Sunset rule and Celica GT classing

Thank you for your input. The SAC believes there are currently several affordable, competitive options in HS.

#25297 Fiesta ST ineligible for Street due to rollover risk

Thank you for your input.

#25498 Mazda RX-8 move from CS to DS

Thank you for your input. Please see the response to 22282 in the October Fastrack. The SAC believes the RX-8 is appropriately classed.

#25560 17-fastrack-December BS to DS classing question

Thank you for your input. Please see the response to 22282 in the October Fastrack. The 2018 Focus with the front diff was intentionally excluded from the move.

#25589 23593 Moving Porsche Cayman S & GTS

Thank you for your input. The SAC considers many factors besides performance when classing cars.

#25593 Honda S2000 CR Proposed Class Change - 25236

Thank you for your input, the SAC feels the S2000 CR is appropriately classed. The SAC believes that out of production cars with low production volume should not normally be placed into competitive situations. The SAC has been consistent with this policy with other similar packages such as the MX-5 MSR, Solstice ZOK, etc.

#25594 new econ car class

Thank you for your input. The SAC believes that there is not strong membership interest in a class at sub HS speeds.

#25598 Porsche Cayman (non-s), 2 liter 4cylinder from AS to BS

Thank you for your input. The SAC will continue to monitor the performance of the 718 chassis.

#25613 2004 Porsche 996 GT3 move from SS to AS

Thank you for your input. The SAC believes the 996 GT3 is appropriately classed.

#25630 +0.5

Thank you for your input. The SAC believes current wheel rules are adequate and additional width is not in the spirit of the category.

#25651 Move 13-16 Scion FRS (Non-TRD) from DS to GS

Thank you for your input. The SAC believes the FRS and BRZ are appropriately classed.

#25697 Stop the RE71R domination

Thank you for your input. The SAC believes the tire rules are adequate as written.

Street Touring Category

#25499 ND2 2020 ST Class Evaluation

Thank you for your input. The STAC does not support update/backdate engine swaps in the Street Touring category.

#25525 Classification request: C4 Corvette (1996, LT-4 engine) in STU

Thank you for your input. The STAC does not believe that the LT4 powered Corvette is appropriate for STU.

#25581 Move 1999-2015 Miata from STR to STX

Thank you for your input. The STAC does not believe that the NB and NC Miatas are appropriate for STX.

Street Prepared Category

#25286 Move the ND to CSP

Thank you for your input. The SPAC is closely watching the competitive balance in BSP and will continue to observe over the next season.

Modified Category

#24894 Tire options

Thank you for your input. After gathering technical data and looking at event results, the MAC does not feel the Hoosier 16” LC0 merits exclusion from FM at this time.

Handled Elsewhere

General

#25194, 25238, 25269 Nationals Course Design Confidentiality (various)

Please see the response to 25196 et.al. in the December Fastrack.

#25315 Ladies class v club

Please see the response to item #24941 in the December Fastrack.

Street Category

#23211 #20102 Replacing Electronic Shocks

Per the SAC this is addressed by the revised shock absorber rule change proposal.

#25569 Please class the Hyundai Veloster N for 2019

Please see the response to 25470.

#25590 23593 Moving Porsche Cayman S & GTS

Please see the response to 25589.

#25591 Super-Ponies From AS to BS

Please see the response to 22582.

#25592 Super-Ponies From AS to BS

Please see the response to 22582.

#25605 November Fasttrack #22882 - Class 2018 Focus RS

Please see the response to 25560.

#25616 reclassing changes to AS

Please see the response to 22582.

#25622 Support moving Mustang Shelby GT350 and Camaro SS 1LE to B-Street

Please see the response to 22582.

#25627 Please reclass my car.

Please see the response to 25613.

#25656 GT86 Twins to GS

Please see the response to 25651.

#25698 Tire Selection Criteria (Section 13.3)

Please see the response to 25697.

#25699 Relax tire constraint

Please see the response to 25697.

#25700 Regarding moving AWD turbo vehicles into DS

Please see the response to 25534.

Street Prepared Category

#25200, 25211, 25212 Street Prepared #23979 Equal rights for Superchargers and Turbos (various)

Thank you for your input. Please see the response to letter #23979 in the November Fastrack.

Tech Bulletins

Street Category

#25718 2016 BMW M4 GTS

Per the SAC, add the following listing to Appendix A:

SS

BMW

M4 GTS

#25542 Classing of 2018 STI RA and Series Grey

The SAC will continue to separate out limited edition cars.

Per the SAC, add the following listing to Appendix A:

BS

Subaru

WRX STi Type RA (2018)

#25733 Class Tesla Model 3 AWD Performance

Per the SAC, add the following listing to Appendix A:

BS

Tesla

Model 3 (AWD Performance)(2018)

#25470 Veloster classing

Per the SAC, add the following listings to Appendix A:

DS

Hyundai

Veloster N (inc Performance Pack)(2019)

GS

Hyundai

Veloster (Turbo)(2019)

Per the SAC, update the HS listing in Appendix A as follows:

HS

Hyundai

Veloster (non-turbo)*(*2012-17, *2019)*

(Note: there was no 2018 model year for this car.)

#25694 Please class the 2019 STI into DS with the rest of the rally cars

Per the SAC, please add the following listing to class BS in Appendix A:

Subaru

WRX STi (2019)

Street Prepared Category

#24846 Chevy Sonic to FSP

Per the SPAC, add the following vehicle to class FSP in Appendix A:

Chevrolet

Sonic (2012-2018)

#25291 Update listing for R8 and Huracan for latest model years.

Per the SPAC, update the following listings in Appendix A as shown:

SSP

Audi

R8(except GT) (2008-2019)

Lamborghini

Huracan (all) (2014-2019)

#25326 Lotus Evora 400

Per the SPAC, make the following addition in Appendix A:

SSP

Lotus

Evora 400

#25580 BMW M2 (except performance addition ZL9) (2016-18) SP

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

ASP

BMW

M2 (non-ZL9)

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED February 2019

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 8th

The Solo Events Board met by conference call January 8th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Jason Isley, Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

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

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Member Advisories

Street Category

#25791 Convert Porsche PASM suspension to X73 option

Per the SAC, package conversions must be complete, per 13.0. See section 13.2.a on comfort and convenience for the otherwise non-functional button.

Solo Spec Coupe

#25831 Allow Roll Bar/ Roll Cage

Per the SEB, 3.3.2 applies to all categories, not just Street. It would be compliant for you to use a roll bar in your SSC car.

Street Touring Category

#25584 Modification Allowance

Section 14.10.D allows for replacement of the factory exhaust manifold with alternate units. There is no allowance to remove the Secondary Air Pump (SAP) as part of the ST category rule set. However, the SAP may be disconnected from the exhaust manifold while utilizing the allowance for alternate exhaust manifolds. It may be possible to code out any SAP related CELs (Check Engine Lights) utilizing the ECU allowances in 14.10.F.

Prepared Category

#26043 Modification to Trunk Floor Clarification

The PAC would like to emphasis that the rules use the word “similar” for replacement panels. This does not mean the exact shape and dimensions of the OE panel need to be followed.

Modified Category

#25683 Modified Advisary Committee

The SEB has approved the addition of Jesus Villarreal to the MAC.

#25851 MAC opening

The SEB has approved the addition of Eric Clements to the MAC.

#26252 Committee Personnel

The SEB thanks Peter Raymond and Chris Pruett for their service as members of the MAC.

Change Proposals

Street Touring Category

#25497 Clarification on Catalytic converters

The STAC is seeking membership feedback on a revision to the ST* catalytic converter rules. This is not intended to be a change in the allowance but instead provide for a clearer explanation of the allowance with regards to where replacement cats may be located within the exhaust system.

Modify 14.10.E as follows:

~~Any catalytic converters are allowed. Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.~~

Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6" (152.4mm) further along the exhaust flow path from the original exit of the final OE converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

Prepared Category

#25235 ABS/Traction Control/Stability Control in Prepared

In an effort to keep the Prepared rule set current with the technology of modern vehicles, the PAC is requesting member feedback on the following changes.

In 17.6 BRAKES:

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

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

~~C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

17.9.F Any traction or stability control systems are permitted.

In Appendix A – (XP) Prepared:

~~4. Brakes~~

~~Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.~~

8.b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car with a 1796 cc Turbo engine and 51% of the weight on the rear axle is 13*50* + [(1.796 x 1.6) x (200 + 20)] = 1982 lbs.

Forced Induction Engine Displacement (lbs.)

FWD.....13*50* + 150 per liter

RWD.....13*50* + 200 per liter

AWD.....13*50* + 250 per liter

Normally Aspirated Engine Displacement less than 4.0L (lbs.)

FWD.....12*50* + 150 per liter

RWD.....12*50* + 200 per liter

AWD.....12*50* + 250 per liter

Engine displacement of 4.0L or greater (lbs.)

FWD.....16*50* + 50 per liter

RWD.....16*50* + 100 per liter

AWD.....16*50* + 150 per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments (lbs.)

~~ABS (anti-lock braking system).+ 50~~

~~TSC (traction/stability control).+ 50~~

Active/reactive suspension.....+ 100

Greater than 51% of weight on rear axle.....+ 20 per liter

In Appendix A – (CP) Prepared:

~~Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal.~~

Not Recommended

Street Category

#25231 Please classify Lamborghini Huracan in SS

The SAC does not believe the Huracan is a good fit for SS.

#25464 Wheel Offset Allowance in Street Category

The SEB believes the current tolerance is sufficient.

#25621 Move WRX (non-Sti) to GS

Thank you for your input. Please see the response to #22696 in the December

Fastrack. The SAC feels the 2009 and later WRX with the extra power and wheel width is appropriately classed in DS.

#25740 2019 Subaru WRX STI Series.Grey Should Be in DS

Thank you for your input. The SAC believes the gearing change in the 2019 models makes it appropriate to leave this car in BS. Please see the response to letter 25694 in the January Fastrack.

#25757 Class the C7 GrandSport in AS

Thank you for your input. The SAC believes the C7GS is appropriately classed at this time.

#25768 Move Mazda RX-8 to DS from CS

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

#25769 Classification of 2019 Mazda MX5 ND2

Thank you for your input. The SAC believes the ND2 is appropriately classed.

#25827 Move Base C6 Corvette to BS

Thank you for your input. The SAC believes the base C6 is appropriately classed at this time and we will continue to monitor the performance of the recent changes to BS.

#25907 Baby P-cars to CS

Thank you for your input. The SAC believes the Caymans are appropriately classed at this time but we will carefully monitor the relative performance of BS and CS.

#25921 Move BMW 128i to G Street

Thank you for your input. The SAC will continue to monitor the competitive balance in GS.

#25934 New Underdogs in D Street with the New Changes Proposed

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

SSR

#25728 Addition of the 2018 Audi TT RS to SSR

Thank you for your input. The SAC does not believe the 2018 TT RS fits within the spirit of SSR.

#25761 Classification of 2018 & up Chevy Camaro ZL1 1LE

Thank you for your input. The SAC believes this car exceeds the performance parameters of SSR.

Solo Spec Coupe

#25102 Please create a new spec class for the NC miata

Thank you for your input. The SEB is not considering new spec classes at this time.

#25455 Brake Ducts For SSC

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

#25906 ECU Tuning Allowance

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

Street Touring Category

#25271 Get rid of lightweight batteries in ST*

Thank you for your input. The STAC does not believe this change is necessary.

#25597 1994-1997 Miata to STS

Thank you for your input. STS continues to be a popular class in its current form and the STAC is hesitant to introduce new cars to the class that would upset the existing competitive balance.

#25817 Removal of soft top when roll bar installed.

Thank you for your input. The STAC does not support an allowance for removal of components in order to lighten vehicles with roll bars installed.

#25818 Please class the Model 3 (including performance) in ST*

Thank you for your input. With Tesla making mid-year hardware and software changes to vehicles the STAC is hesitant to class the Model 3. There are other electric vehicles classed in the ST category from manufacturers that follow a more traditional (and predictable) model refresh strategy. The STAC will continue to monitor interest in the Model 3 among the membership.

#25753 Mini Cooper S should stay in STX class

Thank you for your input. The 1st gen Cooper S (and JCW) are remaining in STX.

Prepared Category

#25819 DP/EP/FP Limited Prep Engine Proposal

Thank you for your input. The PAC wishes to let the current engine swap allowances settle, before we introduce additional engine swap options.

Other Items Reviewed

Street Category

#25758 2019 hyundai veloster n model classification

Please see the response to 25470 in the January 2019 Fastrack.

#25789 Focus RS & Subaru STI

Thank you for your input. The SAC will monitor the recent changes to DS.

#25847 BS Proposed Car Moves - To Include 2019 Model Year Vehicles?

The 2019 rule book will be updated as appropriate to reflect the model year information for 2019 cars.

#25889 Proposed Muscle cars from AS to BS

Thank you for your input. The SEB and SAC believe it is best to evaluate the effects of recent changes to BS before making further additions. These changes were implemented following evaluation of member input over the course of a year, and they are believed to be a good fit at this time.

#25898 Muscle Cars to B Street

Thank you for your input. These changes were for the 2019 listings. Please see the response to #25889.

#25920 Regarding BS Moves

Thank you for your input.

#25919 Proposal for Input to move BMW M3 ZCP to BS

Thank you for your input. The SAC and SEB appreciate and continue to consider

member comments on this issue, and are not ready to render a final decision at this time.

#25989 Subaru WRX to GS

Thank you for your input.

Solo Spec Coupe

#25422 Recommending no changes to SSC in 2019

Thank you for your input.

Modified Category

#25874 Vacancies on MAC

The SEB and MAC thank the member for the application. The positions have been filled.

Handled Elsewhere

Street Category

#25232 Please classify Lamborghini Huracan in SS

Please see the response to #25231.

#25373 2019 BMW M2 in BS

Please see the response to #25179.

#25518 Please class the 2019 M2 Competition

Please see the response to #25179.

#25852 In repsonse to feedback about e92 m3 classing #25430

Please see the response to #25919.

#25850 Opposition to Proposal 25430 - E9x M3 Competition to BS

Please see the response to #25919.

#25855 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25863 Keep the M3 ZCP in FS

Please see the response to #25919.

#25864 E9x M3 to BS

Please see the response to #25919.

#25866 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25867 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25868 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25870 25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25876 Do Not Move E9x M3 Competition Package Out of FS

Please see the response to #25919.

#25881 25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25895 E9x Comp Pack from FS to BS

Please see the response to #25919.

#25897 Opposition to the proposed e9x M3 ZCP FS to BS move.

Please see the response to #25919.

#25903 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25910 Competition M3s to BS

Please see the response to #25919.

#25912 M3 Change Proposal - Keep FS As-Is

Please see the response to #25919.

#25917 Against E9x M3 move

Please see the response to #25919.

#25930 Feedback on issue #25430 (Move E9x M3 to BS)

Please see the response to #25919.

#25931 Bmw M3 e92 zcp re-class

Please see the response to #25919.

#25938 BMW E9x M3 with competition package

Please see the response to #25919.

#25959 Oppose Re-classing the BMW E9x Competition to B-Street

Please see the response to #25919.

#26002 Feedback for Letter #25430

Please see the response to #25919.

#25780 Hyundai veloster n

Please see the response to #25740 in the January Fastrack.

Prepared Category

#25820 ABS decision

Please review proposal 25235, elsewhere within this Fastrack.

Tech Bulletins

Street Category

#25179 Request to class the 2019 BMW M2 Competition

Per the SEB, please add the following to Appendix A:

AS

BMW

M2 Competition (2019)

Comment: the SEB prefers to evaluate the effects of recent classing changes involving BS before adding a model of this level of capability.

#25911 Car classifications

Per the SAC, please add the following cars to Appendix A:

FS

Infiniti

Q50S (2014-2019)

GS

Buick

Regal (all)(2014-2019)

Street Prepared Category

#25304 Please class Gen6 Camaro SS in SP

Per the SPAC, please add the following new listings to Appendix A, effective immediately upon publication:

ESP

Chevrolet, Pontiac, Buick, Oldsmobile

Camaro (2.0, 2016-2019)

Camaro (3.6, 2016-2019)

Camaro (6.2 NA, 2016-2019)

official SCCA member notification

Fastrack news

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

March 2019

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 8th

The Solo Events Board met at the SCCA Convention January 20th and by conference call January 30th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

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

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Member Advisories

Street Category

#26169 2019 Acura NSX

The 2019 NSX has already been classed per the 2019 rulebook.

#26251 SAC Position

The SEB has approved the addition of Matt Luckow to the SAC.

Street Touring Category

#26054 What Class do I belong?

The STAC is currently holding classing decisions on the 2019 Miata in the ST category to see if additional data regarding tuning and power becomes available. Until a classing decision is made you may want to request a regional ST classing from your local regional program, or you may run in CSP under the “Sports cars under 2.0L not otherwise classed” catch-all.

Street Modified Category

#25577 Clarification on E-Brake rule

Per the SMAC, a hydraulic emergency brake may replace a mechanical emergency brake. This hydraulic system must be separate from the primary brake hydraulic system, and shall not share fluid with the primary system.

#26152 SMAC Applications

The SEB has approved the addition of Jake Namer to the SMAC.

#26155 SMAC Application

The SEB has approved the addition of Dan Stainback to the SMAC.

Change Proposals

Safety

#24310 Driver Restraints and Roll Bars in Street Driven cars

The SEB is proposing the following change to wording in Section 12.

Closed Car

"A closed car is one with a full roof, a targa top-type car with a full windshield, or a T-top-type car with a full windshield.~~, or a convertible with a full windshield and a standard (as de ned herein) hardtop which has been bolted securely in place.~~"

Note: This will will affect cars currently running a hard top and full harness without a roll bar.

Street Prepared Category

#23358 Align SP fluid cooler allowances with ST allowances

The SPAC is requesting member feedback on the following rule change proposal:

15.10.U

Any transmission *and/or differential* oil cooler*s* may be used. *Differential covers may be modified or substituted for cooling*.

#25346 Leaf Springs in SSP

The SPAC is requesting member feedback on the following rule change proposal. This change is being considered due to limited supply of springs for the vehicles effected.

"15.8.M *For cars originally equipped with transverse leaf springs: spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a "coilover" configuration."*

Street Modified Category

#23106 16.1.H Rule Clarification - Rear diffusers

The SEB and SMAC are requesting further member feedback regarding the following proposed change:

Add to 16.1.K as follows:

"*Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.*"

Prepared Category

#26099 Clarification: Radiator mount/support modification

The PAC would like member feedback on the proposed wording changes to section 17.10.O.2 and Appendix A:

In 17.10.O.2:

Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. ~~A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.~~ A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior

bodywork is not altered) to accommodate the change. *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration.*

In Appendix A, CP:

Chevrolet

Corvair & Corvair Turbo (1960-64); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Modified Category

#25252 Footplates in B Modified

The MAC is seeking member input on the following proposal.

In Appendix A under Modified Class B, change section E.1 as follows:

"E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of front and rear wings shall not exceed 8 sq. ft. (0.743 m2). Area calculation is of *a rectangle fully enclosing* the airfoil element plan view and does not include *flat vertical* side plates, *but does include footplates and similar aerodynamic devices*. Side plate area and element profile are unrestricted."

#25046 Solo Vee carburetor(s)

The MAC is seeking member input regarding the following change proposal:

In Appendix A, Modified Class C, section C.1.a.2, change

"Any single carburetor is permitted. Multiple carburetors are prohibited."

to

"*Any single carburetor is permitted. Dual one-barrel carburetors are permitted.*"

#25570 Allow Dial a Jet modifications for FMod carbureted engines

The MAC is seeking member input regarding the following rule change proposal.

In Appendix A, under F Modified, add new subsection A.6 (and renumber subsequent sections accordingly) as follows:

"*6. External carburetor jetting devices may be used (such as Mikuni Power Jet, Dial a jet, Intelijet, Thunder Powerjet). They must be plumbed to the float bowl for the carburetor for which they are installed. Remote float bowls are not allowed.*"

Handled Elsewhere

Street Category

#25748 Electronic shock tuning - Don't open Pandora's box!

Please see the response to #25746

#25763 Feedback on shocks letter 22772

Please see the response to #25746

#25767 Please No Active Damper Programming in Street

Please see the response to #25746

#25860 December FT - Member feedback requested on shock controllers

Please see the response to #25746

#25924 Please do not allow electronic shock controllers

Please see the response to #25746

#25932 Comment on #22772 #20102 Replacing Electronic Shocks

Please see the response to #25746

#25954 Electronic shock controller allowance

Please see the response to #25746

#26007 OPPOSE Proposition #25430 moving BMWs to BS

Please see the response to #26006

#26010 BMW M3 Move

Please see the response to #26006

#26039 Arguments opposing moving M3 from FS to BS

Please see the response to #26006

#26057 BMW M3 Move

Please see the response to #26006

#26060 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26098 E9X M3 ZCP is adequately classed

Please see the response to #26006

#26125 RE: #25430 E9X M3 ZCP Reclass

Please see the response to #26006

#26150 Don’t move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26180 All CS series BMW’s to separate class from non-CS series BMW’s

Please see the response to 26006

#26181 Please update Hyundai Veloster Turbo to include 2019 model year

Please see the response to letter #25470 in the January Fastrack.

#26195 Ref. to #25430 and FS Car Count

Please see the response to #26006

#26239 2019 Hyundai Veloster N Class?

Please see the response to letter #25470 in the January Fastrack.

Street Touring Category

#26105 Request for classing of my car (AWD Tesla Model 3)

Thank you for your input. Please see the response to letter #25818 in the February Fastrack.

Not Recommended

Street Category

#25858 Mitsubishi Lancer Ralliart to GS

Thank you for your input. The SAC will continue to monitor the performance balance between GS and DS.

#26126 Cobalt SS/TC to GS 08-10

Thank you for your input. The SAC believes these cars are appropriately classed.

#26207 Mini Cooper S buried

Thank you for your input. The SAC believes this Mini exceeds the performance potential for GS.

#26217 Keep the STI's together

Thank you for your input. The SAC believes the new STi's changes to third gear along with a broader power curve were enough of a change to warrant a separate line. The SAC will be closely monitoring the performance of the new additions to DS this year.

Street Touring Category

#25980 Super Street Touring

Thank you for your input. The STAC is evaluating options for vehicles that exceed the performance envelope of the current ST classes.

#26190 Intercooler Boost Piping Modification

Thank you for your input. The STAC is not in favor of an intercooler piping allowance at this time.

Street Prepared Category

#24337 89-91 Honda Civic Si to FSP (in Full STS Prep except tires)

Thank you for your input. The SPAC is continuing to work with the SEB on an experiment in a limited prep rule set.

#24493 Class philosophy

Thank you for your input.

#25156 Complete Replacement of Fenders

Thank you for your input. The SPAC does not believe that allowing complete fender replacement is in the best interests of the category.

#25293 reclassification request

Thank you for your input. The SPAC believes the '88-'91 Civic/CRX is appropriately classed at this time.

#25345 Drive shaft upgrade

Thank you for your input. The SPAC does not believe that this change is in the best interests of the category.

#25783 Reclass 2005-2010 Mustang GT to FSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

#25896 Moving the Honda s2000 from BSP to DSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

Street Modified Category

#25606 SM AWD cars

Thank you for your input. The SMAC believes classing structures are appropriate at this time, but will continue to monitor the balance between 2WD and AWD cars in SM.

Prepared Category

#24953 Wings in Prepared

The PAC and SEB thank the member for the input. However, because the proposal has implications beyond the Prepared category, we have decide to not consider it at this time.

Modified Category

#25585 EM weight simplification

At this time the MAC believes that maintaining rules stability in the weight and engine displacement rules is of more value than a potential improvement from using a single weight for all engine sizes.

#25696 Request to add new class

The MAC believes that at this time a class for FSAE cars with non-compliant intakes is better handled at the Regional level. Regions have the ability to allow any class that meets local needs. We suggest the creation of a set of rules that you and other owners of FSAE cars in a similar situation could use for Regional competition. Significant participation at the Regional level could potentially show the need for a National class.

Other Items Reviewed

Street Category

#25746 NO Electronic shock adjustment

Thank you for your input.

As published in the December 2018 Fastrack the SEB rules recommendations were submitted to the Board of Directors for approval. During the review process the BOD wanted to further discuss the electronic shocks rule and the language proposed. Rather than delay the entire rules package the BOD withheld the rule until the details of that proposal could be further discussed. The SEB revised the proposal using language from the July Fastrack. The BOD approved the language below, effective upon publication in this Fastrack.

Per the SAC, add the following to Section 13 in the rulebook:

"*13.5.A.8 Vehicles in Super Street originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) the calibration may be altered 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 bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness is allowed.*"

The SEB will be evaluating this rule on regular basis and conduct a yearly review. The SEB is proceeding cautiously by adding this allowance to just one class. This allowance may change as the membership gains experience and can provide feedback as it applies to Solo. Based on that feedback the allowance may be expanded or rescinded.

#26006 Proposition #25430 moving BMWs to BS

Thank you for your input on the proposed classing change.

Street Prepared Category

#25340 NO on Sunroof Removal

Thank you for your input. Please see the response to letter #24599.

#25441 Classing the 6th Gen Camaro

Thank you for your input. Please see the response to letter #25304 in the February Fastrack.

#25529 24599 feedback - Sunroof mods

Thank you for your input. Please see the response to letter 24599 in the January Fastrack.

#25760 Classification request for 2018+ Chevy Camaro ZL1 1LE

Thank you for your input. Please see the updated Appendix A in the 2019 Solo Rules on the SCCA website.

Prepared Category

#26168 #24314 Input

Thank you for your input.

Kart Category

#25972 comments of #25502

Thank you for your feedback regarding the changes to 19.1.D. The KAC will be keeping an eye on Stock Moto and make any adjustments needed for the 2020 rules.

The KAC currently believes that the weight delta between Open and Ladies classes is appropriate for the current membership.

Tech Bulletins

Street Category

#25861 2019 Dodge Challenger R/T Scat Pack Widebody

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

BS

Dodge

Challenger R/T Scat Pack Widebody (2019)

#26073 2019 Mustang Bullitt

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

FS

Ford

Mustang Bullitt (2019)

Street Touring Category

#26078 Fusion Sport classing

Per the STAC add the following listing to Appendix A.

STH

Ford

Fusion Sport (2017-2019)

Kart Category

#25265 19.2.E.2 Emergency Kill Switch clarification

Change 19.2.E.2 as follows:

All Formula Junior karts must have ~~an~~ *a maintained (non-momentary)* emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 27th

The Solo Events Board met by conference call February 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

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

Member Advisories

Solo Nationals

#25562 Course Designer for 2019 Solo Nationals

The SEB has approved Mike Feldpusch and Jason Frank as course designers for the 2019 Tire Rack Solo Nationals.

Street Touring Category

#26283 Request for consideration to join the STAC

The SEB has approved the addition of Andrew Clark to the STAC.

#26380 STAC vacancy

The SEB has approved the addition of Annie Gill to the STAC.

Street Prepared Category

#24686 15.2.A clarification request

Per the SPAC, occasional contact between the tires and chassis and/or bodywork components is expected as part of the allowed modifications, and in most cases this contact does not fundamentally provide more tire clearance. Competitors are reminded that modifications to areas inboard of the vertical hub/wheel mounting face (particularly for allowing tires larger than would otherwise fit) are prohibited whether the modification is performed intentionally (i.e. by cutting, bending or hammering) or whether it occurs as a result of incidental contact with a tire during normal autocross maneuvers.

Prepared Category

#26282 Adding My Name to the PAC List

The SEB has approved the addition of Jeff Minor to the PAC.

Change Proposals

Street Category

#24903 NOC vs Catch-all

The SEB and SAC are requesting member feedback on the following proposed rule change:

Add to Appendix A under STREET CATEGORY, to the end of the first paragraph as follows:

"Any car listed under a NOC classification is ineligible for National events. See section 13.0 for other eligibility requirements."

In an effort to simplify the NOC listings, the SAC is soliciting member feedback

regarding potentially competitive cars that are currently classed solely by a NOC listing. These cars include the following:

AS

Jaguar F-Type (NOC except Project 7)

CS

Mercedes SLK (NOC)

911 (non-turbo, NOC)

FS

Mustang (V8, NOC)

Camaro (V8 non-supercharged, NOC)

Firebird (V8, NOC)

G8 (V8 & NOC)

Catch-All V8 sedans, pick-ups, and sedan-derived convertibles (NOC)

GS

Audi A6 (V6 NOC & 4 cyl)

GM FWD Models (4-cyl turbo, 6 cyl, ecotec or quad 4 engines, NOC)

VW 1.8 Turbo Models (NOC) (2002-06)

Volvo Turbo models (NOC)

Saab Turbo models (NOC)

HS

Chevy Beretta (NOC)

Alfa Romeo Sedan (NOC)

BMW 320 (NOC)

Fiat (NOC)

Hyundai (NOC)

GM FWD Models (NOC)

GM RWD V6 Models (NOC)

Mercedes (NOC)

Renault (NOC)

Saturn DOHC (NOC)

Saturn Ion (NOC)

VW Rabbit & Rabbit GTI (all, NOC)

VW VR6 (NOC)

Subaru Imprezz (NOC)

Subaru Legacy (NOC)

Subaru Sedan Turbo (NOC)

Subaru (NOC)

Volvo (NOC)

Catch-All RWD pickup trucks (NOC)

Kart Category

#26523 Feedback for sunset of Formula Junior engines

The KAC is looking to remove the following engines for the 2020 season for JA and JB.

The reasoning behind this is because of a lack of production, and parts availability issues due to age of the engine packages.

Briggs Raptor

Rotax Mini-Max

Rotax Micro-Max

Comer k-80

Yamaha Kt-100

The KAC is requesting feedback from and/or regarding people who are actively using these engines.

Not Recommended

Street Category

#25429 Street#24097 reclass 997 Porsche turbo S to SS

Thank you for your input. Due to production numbers and performance parameters, the SAC does not believe this is a good fit for SS.

#25430 Move BMWs out of the stock pony car class to BS

The SAC has withdrawn the following proposal but will continue to monitor participation in FS. The SAC would appreciate further member comment on the future direction of FS.

Move from FS to BS

BMW

M3 (Competition Package)(E9x chassis)

#25865 #22772 #20102 Replacing Electronic Shocks

Thank you for your input. The SAC will be monitoring the shock absorber developments in SS.

#26049 Replacing Electronic Shock proposal(#22772 & #20102)

Thank you for your input regarding the electronic shocks rule for SS. The SAC and SEB prefer to apply it only to SS at this time.

#26317 Open up wheel width allowance

Thank you for your input. The SAC believes the wheel allowances are adequate as written.

#26319 Move 2009-2011 GTR (aka CBA) to AS

Thank you for your input. The SAC believes this car is appropriately classed.

#26324 Ford Focus RS Split

Thank you for your input. The SAC believes the front differential in the 2018 cars is a sufficient difference to warrant keeping them in BS.

#26350 Camber Plates

Thank you for your input. The SAC does not believe camber plate allowances fit the

spirit of the Street category.

Street Touring Category

#26157 What class is the 2018 Camaro with 2.0L turbo when modified?

Thank you for your input. The STAC does not feel that the 2.0L Turbo Camaro fits the performance envelope of STU. While the car is not currently classed Nationally, at the Regional level it is eligible for the ST category under the applicable STH catch-all.

#26191 Restriction to Factory Boost Piping when changing CAC

Thank you for your input. Unfortunately, not all cars will be able to take advantage of all allowances equally. Currently the STAC is not interested in additional allowances for changes to OE charge pipes.

#26450 Lets be logical and finnalt move Non Torsen NB Miata to STS

Thank you for your input. The STAC does not feel that adding the NB Miata to STS would be in the best interest of the class.

Street Prepared Category

#26407 Consider doing the RIGHT THING...Please the 128i from BSP to DSP

Thank you for your input. The SPAC is currently working on the limited prep proposal, as previously published in Fastrack. Please see an update to that proposal in a future Fastrack.

#26430 Clarification on Fuel Pump / Camshaft

Thank you for your input. Replacing a camshaft for the purposes of changing a fuel pump is not permitted, and the SPAC does not believe that allowing alternate camshafts is in the best interests of the category.

Street Modified Category

#26148 aero in Street Modified Category

The SMAC is in agreement that we cannot write rules to cover all potential “loopholes”. Writing of more rules creates more loopholes, until it becomes a spec class.

Aero allowances in SM are confined to wings and splitters. The SEB/SMAC recognizes that body panels, bumper covers, and side view mirrors have some intrinsic aero influence; however, competitors are strongly cautioned to not make tortured interpretations of the rules allowances.

Prepared Category

#26465 Rotary Engine displacement calculation (SM, Prep, Mod)

Thank you for your input. The PAC would like to let recent XP weight adjustments take effect, before we consider any additional weight changes. We will continue to monitor the competitive balance of rotary and piston engines.

Kart Category

#23287 Electric class karts

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

#23318 Electric Karts class

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

Other Items Reviewed

Solo Nationals

#25703 For your consideration

Thank you for your input. Please see the response to item #25562.

#25971 Solo Nationals course design.

Thank you for your application. Please see the response to item #25562.

#26186 Nationals Course Design

Thank you for your application. Please see the response to item #25562.

#26333 Course Designer application

Thank you for your application. Please see the response to item #25562.

#26335 Course design

Thank you for your application. Please see the response to item #25562.

#26339 National Tour and/or Championship course design

Thank you for your application. Please see the response to item #25562.

Street Category

#25880 SAC Application

Thank you for your application and willingness to serve as a committee member.

#25990 Electronic shock controllers in SS

Thank you for your input. The rule is going into effect for 2019.

#26058 SAC Application

Thank you for your application and willingness to serve as a committee member.

#26256 SEB recommendation to allow evaluation of programable shocks

Thank you for your input. The SAC will continue to closely monitor how the rule affects the performance balance.

#26360 Please monitor status of Veloster N

Thank you for your input. The SAC will indeed be closely monitoring the performance of the Veloster N.

Street Touring Category

#25137 STAC application

Thank you for your application to the STAC and willingness to serve as an AC member.

Prepared Category

#26231 Responce to PAC opening

The PAC thanks the member for their interest in serving on the PAC.

#26257 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#26444 PAC vacancy

The PAC thanks the member for their interest in serving on the PAC.

Handled Elsewhere

Street Category

#26032 please delay electronic shock proposal

Please see the response to #26049.

#26203 Proposal #22772 #20102

Please see the response to #26049.

#26254 M3 Comp pkg

Thank you for your input. Please see item #25430.

#26272 Electronic Shock Controller repeal by the BOD... FYI: to BOD

Thank you for your input. Please see item #26256.

#26336 Keep e-shocks stock!

Please see the response to #26256.

#26337 Electronic shock tuning...again

Please see the response to #26256.

#26373 Classify 2019 Hyundai Veloster in Street category

Please see the response to letter #25470 in the January Fastrack.

#26414 Keep E92 M3 in FS

Please see the response to #26254.

#26417 Don't Move E9x ZCP to BS

Please see the response to #26254.

#26426 Shock controllers in SS

Please see the response to #26256.

#26446 Support e-shocks updates by car mfg.and aftermarket controllers

Please see the response to #26256.

Street Prepared Category

#26167 #23979 response

Thank you for your input. Please see letter 23979 in the January Fastrack.

Tech Bulletins

Street Category

#26471 Sunset Rule

Errors and Omissions: In Appendix A, under STREET CATEGORY, first paragraph, correct the model year reference to be *1988*.

Street Prepared Category

#26447 Mazda Miata CSP clasification.

Per the SPAC, update Appendix A effective immediately upon publication with the following change:

CSP

Mazda

MX-5 (2006-*2015*)

#26323 Acura NSX in SSP

Per the SPAC, add the following new listing, effective immediately upon publication, to Appendix A:

SSP

Acura

NSX (2016-2019)

Kart Category

#21591 Junior HZ Red tire is now HZi

The online Solo Rules, section 19.2.C, have been updated to reflect the approval of the MG HZi ‘Red’ tire.

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED May 2019

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 27th

The Solo Events Board met by conference call March 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

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

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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

#24975 Clarify NOC listings

The PAC and SEB recommend the following changes to Appendix A.

Appendix A, D-Prepared

Alfa Romeo:

Sedan or sports car (NA, RWD, NOC,)

BMW:

Sedan (NA, RWD, NOC)

Volvo:

Sedans (NA, RWD, NOC)

Appendix A, E-Prepared

Toyota

Sedans (~~non-turbo~~ NA, FWD, NOC)

Subaru

Sedan (~~non-turbo~~ NA, FWD, NOC)

Member Advisories

Street Category

#26458 rule clarification.

Per the SAC, re-flashing the transmission controller is not permitted by any allowance in the Street category.

Street Touring Category

#26525 1989-90 Mazda RX7 GTUs classification

Thank you for your input. The '88 Mazda RX-7 GTU is classed in STR due to its clutch-type limited slip differential, while the '89 and '90 cars are classed in STS with their viscous differentials. The STAC feels these cars are appropriately classed.

#26565 Legality for Removal of Seat Belt Tensioner Shroud / Hardware

Removal, modification, or relocation of the seat belt pre-tensioner and plastic cover in the ND Miata is not permitted per the current rules. The STAC would like to point out that removal of interior pieces to fit aftermarket seats is not allowed.

Street Modified Category

#25797 6 PT Roll Cage and Interior Removal

Per the SMAC, interior trim such as pillar trim and headliners, or door sills may not be removed in SM. Allowances provided in 16.1.O and in 15.J are considered sufficient for installing 6-point cages per the GCR. Rear doors may not be treated as front doors.

Modified Category

#26153 Is My Exocet Knock-Off Allowed at Solo Nationals

Thank you for your inquiry. The current kit car eligibility requirements (see 18.1.A.1) do not permit replicas of recognized kit models. The only clones or replicas which are eligible for DM and EM are those based on recognized production cars (see 18.1.A.2).

Regarding the roll structure, the MAC is not comfortable with approving a variation from Appendix C.

Change Proposals

Street Category

#26588 Please include GT3 (996 & 997 chassis, all) in SS

The SAC would like member feedback on the following classing change proposal (effective date 1/1/2020):

Update the following listing in SS:

Porsche

911 GT3/GT3 RS (996 & 997 chassis, excl. 4.0)

Street Touring Category

#26061 Allow brake ducts to be oriented to direct air to the rotor

The STAC is soliciting member feedback on a re-write of the brake duct rules for the ST category (effective date 1/1/2020). Current rules don't allow many vehicles to implement brake ducts that are rules compliant. The proposed wording adds allowances for modifications to plastic fender liners/undertrays/etc. in order to route ducting from the front of the car to the brakes. There is also an update to 14.2.E to remove "brake duct" from the list.

Replace the current 14.6.C as as follows:

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

~~modified or removed.~~

C. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose.

Revise 14.2.E as follows:

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 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, ~~brake ducts,~~ etc). No other changes to the standard fenders or wheel wells are permitted.

#26206 Clarification request for Mustang listing in STU

The STAC is seeking member feedback on a revision to the Mustang listings in STU (effective date 1/1/2020). The purpose of this revision is to clarify the listing so that the membership can more easily determine their vehicle classing.

Modify Appendix A as follows:

STU

Ford

~~Mustang (N/A)~~

~~Mustang GT, V6, and ecoboost (2.3T) (2015-2017)~~

Mustang (all except Cobra R) (1979-1993)

Mustang (all except Cobra) (1994-2004)

Mustang GT (excludes Shelby versions and Boss 302) (2005-2014)

Mustang GT (excludes Shelby versions) (2015-2018)

Mustang V6 (All)

Mustang Ecoboost (2.3T) (2015-2018)

Street Prepared Category

#26555 Miata Extended Lower Ball Joints

The SPAC is requesting member feedback on the following allowance change proposal:

15.8.H Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms, ~~or~~ arm mounts, *or ball joints* that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted.

Not Recommended

Street Category

#26478 Proposal: C7 Corvette Grand Sport to A-street

Thank you for your input. The SAC believes this car is appropriately classed at this time given the current popularity of AS, but will continue to monitor the competitive balance of the class for future changes.

#26524 Clarification on radiators for street class

Thank you for your input. As per section 13 of the Solo rule book, alternate parts must not provide any performance benefit. The SAC believes that aftermarket radiators that offer potential cooling enhancements could benefit performance and are not allowed.

#26548 Infiniti G35 (sedan and coupe) DS to GS

Thank you for your input. The SAC feels the G35 is appropriately classed at this time.

#26554 Clarification on GM Performance Air Intake

Thank you for your input. The SAC feels that this dealer installed option is not in the spirit of the Street category.

#26587 +- 2

Thank you for your input. The SAC believes the wheel allowance is sufficient at this time.

Street Touring Category

#26534 Continental ExtremeContact Sport as Street and ST spec tire

Thank you for your input. The STAC and SEB do not believe mandating a spec tire would be in the best interests of the ST category.

Street Prepared Category

#21202 Traction Control

Thank you for your input. The SPAC does not believe that this change would be in the best interests of the category.

#24599 Street Prepared Sunroof Removal proposal

Thank you for your input. The SPAC does not believe that this modification is in the best interests of the category.

#26031 Four cylinder z3 to DSP

Thank you for your input. The SPAC does not think that creating a cross platform update/backdate vehicle is in the best interests of the category.

#26546 coolant reroute allowance

Thank you for your input. The SPAC does not believe allowing for cooling system modifications of this level are in the best interests of the category.

Street Modified Category

#26277 NVH foam/padding NOT visible from interior/exterior

Thank you for your input. The SMAC believes the removal of NVH foam/padding in any location is not consistent with the core modifications of the Street Modified category.

#26457 Create a Street Modified class for bigger, CAM type cars

Thank you for your input. The SMAC does not believe combining the provisional class rules of CAM with SM is appropriate at this time. As CAM is a provisional class without an Advisory Committee, please direct your member input to Howard Duncan, Doug Gill, or Raleigh Boreen.

Modified Category

#25925 Proposal #23570 Front aero

The MAC does not believe it is in the best interests of the category to significantly expand the aero allowances for DM and EM, for example to match those of XP, at this time.

Other Items Reviewed

Street Category

#26472 AS Mustang Clean Up (Move them all to BS)

Thank you for your input. The Mustang GT with Performance Pack Level 2 is listed in B Street in the official 2019 Solo rule book. The SAC will continue to monitor the competitive balance of BS for future changes.

#26481 05-12 911 request for comment

Thank you for your input.

#26550 25430 comment

Thank you for your input. Please see the withdrawal of item 25430 in the April Fastrack.

Street Prepared Category

#26201 Update on SP light classing

Thank you for your input. The SPAC is continuing to work on the limited prep rule set.

#26571 Response to letter #25346

Thank you for your input. The intent of the change for transverse leaf springs is to address the critical supply issue for aftermarket springs of this type.

#24688 Allow coilover conversion for Corvettes

Thank you for your input. Please see the response to letter 25346 in the March Fastrack, in which the SPAC is requesting member feedback on a proposal which would allow this modification.

Modified Category

#26208 DF Goblin Kit Car

Thank you for your inquiry regarding the eligibility of the Goblin kit car. The requirements for kit car eligibility are documented in Solo Rules section 18.1.A.1.

#26618 Support for adjustable jets on 2-cycle FM cars (Letter 25570)

Thank you for your comments regarding the published proposal.

#26628 #25252 Footplates in B Modified

Thank you for your comments regarding the aero proposal.

Handled Elsewhere

Street Category

#24065 Class McLaren 720s to SSP

Thank you for your input. Please see the response to item #23601 elsewhere herein.

#26338 Disappointed with the recent ruling regarding DSC controller

Please see response to #26256 in the April Fastrack.

#26340 Stop shock allowance rules creep in Street

Please see response to #26256 in the April Fastrack.

#26342 The Slippery Slope of E-Shock Tuning

Please see response to #26256 in the April Fastrack.

#26348 Yet another argument against adaptive damper coding

Please see response to #26256 in the April Fastrack.

#26549 VQ boats to GS

Please see the response to letter #26548 elsewhere herein.

#26577 Regarding 25430, proposal to move E92 M3 ZCP from FS to BS

Please see the response to letter #26550 elsewhere in this Fastrack.

#26625 Change 997 GT3 RS to be included in SS

Please see the response to letter #26588 elsewhere herein.

Street Touring Category

#26314 Commonize or clarify brake duct rules between STU, ESP, and TT

Thank you for your input. Please see the response to letter #26061 elsewhere herein.

#26356 Get rid of lightweight batteries in ST*

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26357 Lightweight batteries

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26358 OEM sized and weight batteries please

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

Modified Category

#25900 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25901 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25902 Dive planes/canards

Thank you for your input. Please see the response to #25925 elsewhere herein.

#26026 DM aero,#23579

Thank you for your input. Please see the response to #25925 elsewhere herein.

Tech Bulletins

Street Category

Errors and Omissions: Correction to DS Listings

Correct the DS listing for the WRX STi as below:

Subaru WRX STI (including Special Edition) (*2004*-18)

Street Prepared Category

#23601 Car class - McLaren 720S

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

SSP

McLaren

720S

Prepared Category

#26694 Correction to CP appendix A

Errors and Omissions: An editing error allowed a previously withdrawn proposal to be added to the 2019 CP section in Appendix A. The correction is as follows:

~~Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non-OE or modified OE ABS incurs an ABS weight adjustment.~~

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal. ~~Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.~~

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED
June 2019

SOLO® NEWS

SOLO EVENTS BOARD | April 24th

The Solo Events Board met by conference call March 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Jason Isley of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

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.

Prepared Category

#26099 Clarification: Radiator mount/support modification

The PAC and SEB recommend the following changes to section 17.10.O.2 and Appendix A:

In 17.10.O.2:

Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. ~~A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.~~ A radiator may be relocated so long as the other applicable *items in Section 17 are not violated (e.g., the exterior bodywork is not altered) to accommodate the change.* *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration.*

In Appendix A, CP:

Chevrolet

Corvair & Corvair Turbo (1960-64); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Junior Kart Category

#24633 Briggs Motor and Clutch clarification for Kart JA

Per the KAC, change 19.2.1.b.C and 19.2.2.b.C to the following:

Carburetor, ~~clutch~~, and exhaust as supplied with engine by manufacturer. *Clutch must be of drum-type centrifugal configuration, with a maximum of nine (9) springs and six (6) shoes. Clutch drum must be stamped steel. Clutch mounting bolt must be minimum SAE Grade 8. Machining or alteration of any clutch part from the manufacturer's original configuration is not allowed. Clutch key, springs, and drive sprocket are non-tech.*

Member Advisories

Street Category

#26721 The Tesla Model 3 should be moved from B-Street

The SAC believes that the Model 3 is appropriately classed. However, if any manufacturer issues a change (software or otherwise) to a previously classed vehicle that would have altered the SAC's initial classing, the SAC will request immediate re-classing from the SEB and the BOD.

Modified Category

#26575 Dwarf cars in FM

Per the MAC, no rule change is needed to permit the requested modification. As stated in Solo Rules Appendix A, under F Modified, subsection B.1.b, you may use any differential and final drive ratio.

Change Proposals

Street Category

#26735 Fix SS - Viper 2013-17 (ALL)

The SAC would like member feedback on the following change to listings in Appendix A:

SS

Dodge

Viper *(all)*

~~Viper & Viper GTS (non-ACR, non TA)(2013-17)~~

~~Viper ACR (2016-17)~~

~~Viper SRT (non-ACR, non-TA 2.0)(2015-17)~~

~~Viper (NOC)~~

Street Prepared Category

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

The SPAC is requesting member feedback on the following proposal. This is a revised version of the Limited Prep proposal from last year.

Add listings to Appendix A as follows:

DSP

Subaru

*BRZ (2013-2016) *Limited Prep**

*BRZ (2017-2018) *Limited Prep**

Scion

*FR-S (2013-2016) *Limited Prep**

Toyota

*GT86 (2017-2018) *Limited Prep**

BMW

*128i *Limited Prep**

Add to section 15. as follows:

*Vehicles denoted with *Limited Prep* in Appendix A will run under the normal Street Prepared rule set with exceptions as follows: subsections denoted "Full Prep" do not apply.*

Modify subsection number designations as follows:

15.1.C *(Full Prep)*

15.2.K *(Full Prep)*

15.2.L *(Full Prep)*

15.2.N *(Full Prep)*

15.2.O *(Full Prep)*

15.2.P *(Full Prep)*

15.2.R *(Full Prep)*

15.2.D *(Full Prep)*

15.9.D *(Full Prep)*

15.10.R *(Full Prep)*

15.10.S *(Full Prep)*

15.10.T *(Full Prep)*

The sections below are shown with changes providing alternate rules for Limited Prep

15.2.A:

Full Prep: Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified or removed for tire clearance and for installation of fender flares as allowed herein.

Limited Prep: 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 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, brake ducts, etc). No other changes to the standard fenders or wheel wells are permitted.

15.2.E.3:

Full Prep: SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.

Limited Prep: SFC's must be bolted.

15.2.I:

Full Prep:

Spoilers/splitters and cosmetic trim pieces are permitted. Side skirts may not be used. Spoilers/splitters must comply with the following:

1. A spoiler/splitter may be added to the front of the car below the bumper. It may not extend rearward beyond the front most part of the front wheel well openings, and may not block normal grille or other openings, or obstruct lights. Splitters may not protrude beyond the bumper. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.

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

a. It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.

b. It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. 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.

Limited Prep:

Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)

2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc). Parts must be installed as directed by the manufacturer. Exact replicas,including weight, from alternate sources are also permitted.

15.6.A:

Full Prep: Any brake lines, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of Section 3.3.3.B.13 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose. One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.

Limited Prep: Any brake line may be used.

15.6.C:

Full Prep: ABS braking systems may be disabled, but not removed.; brake boosters may be removed, modified, substituted, or added.

Limited Prep: ABS braking systems may be disabled, but not removed

15.10.O:

Full Prep: Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be add- ed. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted.

Limited Prep: Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be add- ed. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted. Clutch/ Flywheel friction surface diameter must be the same as original equipment.

Modified Category

#25310 Electric motor clarification

In Appendix A under Modified Class E, subsection A, remove the following line:

~~Electric powerplants (non-hybrid) ..... 1800~~

The MAC believes electric-powered vehicles should be separately classed in the Modified category, and is looking at possible specifications and safety requirements for such a class. Member input regarding these subjects is invited.

Not Recommended

Street Category

#26727 Fix F street

Thank you for your input. The SAC will continue to evaluate future additions to F Street.

#26661 Pimpy Dumpers

Thank you for your input. The SAC will continue to evaluate the shock rules in Street.

#26700 Street and Street Touring Class Tire Proposal

Thank you for your input. The SAC believes that the tire rules are adequate as written.

#26712 Reclass. Ford Focus RS from DS to BS

Thank you for your input. The SAC will continue to monitor the performance balance in DS.

#26737 Steering Wheel Spacers

The SAC believes that 3.1.B covers modifying the controls of the vehicle to accommodate physical handicaps. Otherwise modifying the controls of the vehicle is not in the spirit of the Street category.

#26762 Move C5 from BS to DS

Thank you for your input. The SAC believes the base C5 is appropriately classed.

#26769 FRS / BRZ /86 Re-classification Request

Thank you for your input. The SAC believes the FRS and BRZ are appropriately classed.

#26776 Please Move Stick Axle Mustangs to BS, They are too fast for M3s

Thank you for your input.

#26785 +/- 2

Thank you for your input. The SAC believes this rule is adequate as written.

Solo Spec Coupe

#26680 Amend driver seat substitution and restaint alllowences

The SEB does not believe seat substitutions are in the best interests of the SSC class.

Other Items Reviewed

General

#26443 Course design

Thank you for your willingness to serve the Club in this capacity. Please see item #25562 in the April Fastrack.

#26483 Kelly Cup Nomination

Thank you for your nomination.

#26526 2019 Nationals Changes (Kudos)

Thank you for your input.

#26619 Support for Non-gender Based Classing

Thank you for your input.

#26673 Supplemental Classes

Thank you for your input.

#26788 Updated Input - Letter 26655 -

Thank you for your positive feedback.

#26826 Impound Delays

Thank you for your input.

Street Category

#26589 911 Carrera (inc 4, S, 4S) (997 chassis)(2005-12)

Thank you for your input.

#26734 Don't change NOC eligibility

Thank you for your input.

Handled Elsewhere

Street Category

#26729 NOC Feedback

Please see the response to #26733 elsewhere herein.

#26732 NOC cars should not be eligible for national competition

Please see the response to #26733 elsewhere herein.

#26747 Over-the-Air Updates for Model 3 and Others

Please see the response to #26721 elsewhere herein.

#26778 Additional infoPlease include GT3 (996 & 997 chassis, all) in SS

Please see the response to letter #26588 in the May Fastrack.

#26783 Wheel sizing

Please see the response to #26785 elsewhere herein.

#26787 OTA Software Updates to Tesla 3

Please see the response to #26721 elsewhere herein.

#26784 Remove wheel diameter restriction

Please see the response to #26785 elsewhere herein.

Tech Bulletins:

General

#26682 Revise grammar for 6.11 - Tire Temperature Management

Clarify 6.11 to read:

Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off.

Street Category

#26721 The Tesla Model 3 should be moved from B-Street

Add to 3.2 after the second sentence: "*If a manufacturer issues an official specifications change (software or otherwise) to any previously-classed vehicle, and that change is deemed significant enough to warrant reclassification, the SEB can request the BOD to approve an immediate classing change.*"

#26756 Lincoln MKZ 3.0T to join Fusion Sport in GS

Per the SAC, add the following listings to Appendix A:

DS

Lincoln

MKZ (AWD)

GS

Lincoln

MKZ (FWD)

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED
July 2019

SOLO

SOLO EVENTS BOARD | May 22nd

The Solo Events Board met by conference call May 22nd. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Jason Isley of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

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.

Street Touring Category

#24805 ST Preamble

The following is the corrected version of the Street Touring Category Preamble:

Category Objective:

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this category are looking to add performance to a select group of vehicles based on performance potential.

Category Values:

1. *Vehicle modifications should not prevent daily use on public roads; "Daily use" is a subjective criterion; Competitors will interpret this differently; "Street legal" is a category goal. Some states may require more stringent requirements. It is not the intention of "street legality" to be an absolute. It is intended for the majority of the membership. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.*
2. *Performance Improvements Through "Bolt-On" Modifications*
   a. *Modifications should not require cutting, drilling, or permanent alterations to body panels.*
   b. *Modifications that enhance the performance for Solo and street driving*

1. Suspension
2. Differentials
3. Bolt-On Engine Parts
4. Aftermarket/Larger Brake Kits
5. Wheels/Tire Upgrades

3. Vehicle Safety Systems
a. ABS may be electronically disabled, but otherwise must remain unaltered

4. Required Diagnostic Systems
a. OBDII systems should remain functional
b. Retention of specific emissions systems

5. Engine Tuning

Current Classes Offered:

STS (Street Touring Sport): Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

STR (Street Touring Roadster): Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally, sports car based chassis.

STX (Street Touring Xtreme): Medium HP coupes and sedans. Primarily RWD with some performance matching AWD mixed in.

STU (Street Touring Ultra): Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

STH (Street Touring Hatchback): Turbo hatchbacks and sedans

#26205 ND2 to STR for 2020

The STAC is recommending the following vehicle classing **effective 1/1/2020**. Provided there are no changes for the 2020 model year, the 2020 cars will also be included when this classification change goes into effect.

Appendix A:

STR (Street Touring Roadster)
Mazda
MX-5 Miata (2006-*19*)

Street Modified Category

#23106 16.1.H Rule Clarification - Rear diffusers

After reviewing member feedback regarding a rule change to 16.1.K regarding diffusers, the SMAC recommends adding wording to 16.1.K as follows:

"16.1.K.

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 the Wing Area Computation in Section 12. The number of wing elements is limited to two (2).

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6.0" forward of the rear axle, more than 0.0" beyond the rear most portion of the bodywork, or more than 6.0" above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof; however, a convertible or roadster utilizing a hardtop will use the highest portion of the hardtop as the roofline.

Reinforcements to the wing mounting area may be used but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g., trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 sq. in. (1290.3 cm2) each and limited to a maximum of two (2).

Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.

Canards are allowed and may extend a maximum of 6.0" (152.4 mm) from the front bodywork 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. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm2) for each side.*

Diffusers that come as a standard OE part are allowed but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed."

Prepared Category

#25235 ABS/Traction Control/Stability Control in Prepared

The PAC recommends the following changes to 17.6 and Appendix A:

17.6 BRAKES

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, *Anti-lock Braking Systems (ABS),* etc. are unrestricted except for Section 3.3.3 requirements and as follows:

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).
B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.
~~C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

17.9.F Any traction or stability control systems are permitted.

Appendix A – (XP) Prepared:

~~4. Brakes~~
~~Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.~~

8.b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car with a 1796 cc Turbo engine and 51% of the weight on the rear axle is 13*50* + [(1.796 x 1.6) x (200 + 20)] = 1982 lbs.

Forced Induction Engine Displacement (lbs.)
FWD.....13*50* + 150 per liter
RWD.....13*50* + 200 per liter
AWD.....13*50* + 250 per liter

Normally Aspirated Engine Displacement less than 4.0L (lbs.)
FWD.....12*50* + 150 per liter
RWD.....12*50* + 200 per liter
AWD.....12*50* + 250 per liter

Engine displacement of 4.0L or greater (lbs.)
FWD.....16*50* + 50 per liter
RWD.....16*50* + 100 per liter
AWD.....16*50* + 150 per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments (lbs.)
~~ABS (anti-lock braking system).....+ 50~~
~~TSC (traction/stability control).....+ 50~~
Active/reactive suspension.....+ 100

Greater than 51% of weight on rear axle.....+ 20 per liter

Appendix A – (CP) Prepared:

~~Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained but may not be replaced or modified in any way other than removal.~~

Member Advisories

Street Category

#26897 Camaro LPO Options clarification

The SAC would like to remind members that the GM LPO options must be specifically listed in Appendix A. The SAC is not adding any additional LPO options at this time.

#26916 My 1979 Porsche isn't competitively classed

The SAC would like to remind members that cars over 30 years old are not eligible for national competition. Local Regions are allowed to alter classing for local events as desired.

Change Proposals

Street Category

#26886 Nissan 370Z to DS

The SAC would like member feedback on the following proposal:

Move from BS to FS:
Nissan
370Z (excl. Nismo) (2009-19)

Move from DS to FS:
Nissan
350Z (excl. Nismo) (2003-09)

Street Modified Category

#23829 Please add 4 seat Porsches to SSM

The SMAC and SEB are requesting member feedback regarding the proposed update to the SSM section of Appendix A below. This change would make 4 seat Porsches and the Lotus Evora eligible for competition in SSM. The proposed wording also removes the repetitive listing of SM cars.

"Super Street Modified class (SSM)

Eligible Vehicles:

- All 2-seat cars not excluded below
- All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.
- ~~All SM eligible vehicles~~
- McLaren MP4-12C
- *Porsche (all)*
- *Lotus Exige, Elise, Evora, & Esprit*

Excluded Vehicles:

- Lotus (all except *models listed as eligible*)
- All 2-seat cars not eligible for Street Prepared Category
- All vehicles not meeting specifications to have been delivered in the US

Minimum Weight Calculations Without Driver (LBS):

- FWD.....1350 + 125 per liter
- RWD.....1600 + 200 per liter
- AWD.....1600 + 300 per liter
- Supercharged/Turbocharged SSM Engines:.....Add 1.4L to the actual displacement
- Rear wheel weight greater than 51%..... + 25 per liter
- Tire width 275 mm or less..... -200
- Regardless of the weight formulas above, no car will be required to weigh more than 2900."

Prepared Category

#26771 Driveshaft material update

The PAC feels that composite/non-metal based driveshafts are not as exotic as they once were. The PAC would like member feedback regarding the following proposed change to 17.10.Q.1.

"Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. ~~All non-standard driveshafts must be made of metal.~~"

Modified Category

#26464 Rotary Engine displacement calculation (SM, Prep, Mod)

Rule change proposal: change the displacement multiplication factor for rotary engines to 1.6. This is proposed to be implemented as follows:

"18.0.B.2: Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to *1.6* times (*1.6*x) the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

18.1.D.5: For weight designations in EM, Mazda Rotary engines are compared to the piston engines listed (i.e., 3.2L OHC vs. 4.5L OHV) *calculations as follows:*

- *13B 2-rotor normally aspired engines (1308cc x 1.6 = 2093cc)*

- *13B 2-rotor forced induction engines (1308cc x 1.6 x 1.4 = 2930cc)*
- *20B 3-rotor normally aspirated engines (1962cc x 1.6 = 3139cc)*
- *20B 3-rotor forced induction engines (1962cc x1.6 x 1.4 = 4395cc)*

Appendix A, Modified Class E:

A. Weight with driver vs. Displacement (lbs.):
...
• 2-rotor rotary engines *all configurations* 1700
• 3-rotor rotary engines *(normally aspirated)* *1700*
• 3-rotor rotary *forced induction* engines ..... *1800*"

#26669 Rule clarification

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

Change 3.3.3.B.22 as follows:

"Alcohol may not be used in manifold injection or spray bottles ~~unless it is specified for this use by the OEM~~."

#26993 Aero, Diffusers

Change 18.1.F.5 as follows:

"5. Diffusers are allowed at the rear of the car only*; no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle*. The diffuser may protrude rearward beyond the top viewed outline of the car. Diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber*; this 25" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser.* A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed inside the diffuser, sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules."

Kart Category

#26905 Section 19 rule rewording.

The KAC believes that the Section 19 rules are currently difficult to read and is very poorly organized due to years of adding rules to different locations and not cleaning up the correct organization of those rules.

Below is the committee's proposed rewording of the whole section 19 including KM, JA, JB, and JC. This would be a complete strike out of the current section 19 and drop the replacement section in its place. It is believed to be much easier to convey what the KAC wants to achieve this way. The intent is not to change allowances or requirements, but rather to organize them in a clearer manner. Member review and input is requested.

19. KART CATEGORY

19.1 GENERAL REQUIREMENTS

A. Kart:

1. Frame and axle:
a. Shall be constructed of a carbon steel alloy. Movable suspensions are prohibited. Mechanisms that allow the rear wheels to rotate at different speeds are prohibited. Frame-mounted jackshafts and / or axle clutches are prohibited.
2. Dimensions:
a. Maximum overall width = 55.0"; Maximum overall length = 84.0".
3. Engine:
a. A kart shall have no more than one (1) engine.
4. Fuel:
a. Gasoline is the only allowed fuel. May be mixed with oil only. Performance additives are not allowed.
5. Chain guard:
a. Required on all chain-driven karts
6. Overflow:
a. Overflow lines for carburetor / radiator / fuel tank, if present, must terminate in an overflow bottle(s) of at least 2 oz. (59.1 mL) capacity.
7. Pedal extensions:
a. Must be positively secured in a manner that prevents movement out of their intended position, possibly interfering with pedal operation. Examples such as a through-bolt, machined flatten surface with a setscrew, or brackets are acceptable. Cylindrical (round) pedal extensions are exempt.
8. Seating:
a. Unsecured seat pads or inserts are not allowed. Seat belts or other devices restraining the driver to the kart are not allowed.
9. Brakes:
a. A disc-type brake that operates on the rear axle, providing braking to both rear wheels, is required. A redundant brake pedal-to-master cylinder linkage (safety cable) is required.
10. Bodywork:
a. A nose cone and driver fairing are required.
b. Left & right sidepods, confined to the area between the front & rear tires, are required.
c. Floor trays must be confined within the frame rails and must not extend aft of the lower front seat mounting points.

d. Other aerodynamic devices, including wings or vertical sealing devices, are not allowed.

e. Metal bodywork construction is not allowed; metal floor tray construction is allowed.

11. Fasteners required to be secured:

a. The following fasteners must be secured using a locking nut, safety wire / cotter pin through the bolt end, machined-groove & clip, or other positive locking mechanism:

- *Tie rod end bolts*
- *Kingpin bolts*
- *Spindle nuts attaching front wheel*
- *Steering wheel to hub bolts*
- *Steering hub to shaft bolt*
- *Lower steering shaft uniball*
- *Throttle pedal pivot to chassis*
- *Brake pedal pivot to chassis*
- *Master cylinder to chassis bolts*
- *Brake caliper mounting bolts (if applicable)*
- *Brake pad retaining bolts (if applicable)*
- *Brake rotor to hub (if applicable; no nylon lock nuts)*

12. Ballast weights:

a. Must be affixed to the frame, floor tray, seat, or driver only.

b. Must be affixed to prevent movement during competition runs.

c. Weights affixed to the kart must meet all the following criteria:

I. Maximum weight per bolt used = 10 lb.

II. Minimum 5/16" (8 mm) SAE Grade 5 (Metric 8.8) mounting bolt.

III. Minimum 1-3/16" (30mm) diameter metal washer under the bolt head.

IV. A single locking nut and safety wire passing through the bolt end; or double locking nuts.

d. Weights affixed to the driver must be on the torso only.

B. Driver:

1. Helmet:

a. KM: Minimum per section 4.3.1.

b. FJ: Must comply with 4.3.1. and be a helmet of closed face design, with full-face shield and chinbar.

2. Neck Brace:

a. An unaltered, collar-type neck brace designed for motor sports use is required. A kart-specific neck brace is recommended.

3. Suit:

a. An abrasion-resistant jacket (leather, vinyl, nylon karting jacket, or equivalent) and full-length pants are minimally required. A karting-specific suit is recommended.

4. Hand / foot protection:

a. Shoes, socks, and abrasion-resistant gloves are required.

5. SFI-certified chest protector:

a. Required for all drivers age 12 and under.

6. Seating position:

a. The driver must be able to reach and fully operate all controls.

19.2 KART MODIFIED (KM)

A. Minimum age & weights:

1. Minimum driver age = 15 years

2. Minimum weights are as-raced including driver

3. KM class base minimum weight = 385 lb.

4. KML class base minimum weight = KM base weight -20 lb.

5. Some engine configurations run with an addition or deduction to the minimum base weight, per section 19.2.D .

B. Wheels and Tires:

1. Wheels:

a. Maximum diameter = 6" (as indicated on tire)

2. Tires:

a. Dimensions (as indicated on tire): Minimum diameter = 9.0", maximum diameter = 12.5". Maximum width front = 5.5", maximum width rear = 7.1"

b. Brand and compound: Tire brand and compound are open.

Exception: 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.

C. Brakes:

1. In addition to the requirements of 19.1.A.9, karts with 125cc & larger gearbox engines must have:

a. Disc-type brakes that operate on both front wheels, and

b. Dual master cylinders arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.

D. Engine:

1. Modified Moto:

a. Must be a mass-produced, single cylinder, motocross motorcycle engine originally sold in the U.S. Maximum displacement = 125cc.

I. Weight adjustment (OE ignition) = 0 lbs.

II. Weight adjustment (non-OE ignition) = +25 lb.

b. Carburetion & fuel system:

I. Single carburetor only. Must be float bowl-type with fixed jets. Floatless and recirculating systems are allowed.

II. Fuel pumps must be pulse driven.

c. Induction:

I. Intake & reed assemblies are non-tech.

d. Crank / rod / bearings:

I. Crank & rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.

II. Bearings are non-tech.

e. Cylinder:

I. Machining of the port areas and mating surfaces are allowed. No ports may be added or deleted.

II. Re-plating & honing are allowed; re-sleeving is not allowed. Bore size must remain within OE specifications.

f. Cylinder head:

I. Machining is allowed. External water fittings may be modified or aftermarket.

g. Piston assembly:

I. Non-tech, but diameter must be within OE specifications.

h. Crankcase & external modifications:

I. All castings must remain recognizable as OE parts.

II. Crankcase mating surfaces and ports may be machined. Machining of the reed block / intake boot mounting surface or shortening of the intake tract is not allowed. Kick starter assembly may be removed and plugged. The kick start boss may be altered for carburetor clearance. The crankcase may be repaired to original dimensions from incidental damage.

III. Non-OE electric start systems are allowed.

i. Ignition:

I. Coil / spark plug: Coil must be OEM. Plug wire, cap & plug are non-tech.

II. OE ignition: Stator, CDI, rotor / flywheel and stator mounting hardware must be original to the engine series. Stator mounting holes may be elongated to allow for static timing changes only. Wiring to the coil may be extended and shutoff switch leads may be removed. All other parts of the ignition system must remain unmodified. Power jets, shift interrupts or other performance systems controlled by ignition output are not allowed.

III. Non-OE ignition: Weight adjustment = +25 lb. Stator, rotor / flywheel and stator mounting hardware must be original to the engine series and may be modified for static timing changes only. CDI & wiring harness are non-tech. Power jets, shift interrupts or other performance systems controlled by ignition output are not allowed.

j. Exhaust pipe:

I. Non-tech.

k. Exhaust silencer:

I. Minimum length = 12".

l. Transmission:

I. OE 5-Speed or 6-Speed transmission components only. Gears may be interchanged within the OE engine series only. Machining / coatings are not allowed.

m. Shift mechanism:

I. Gearbox must be entirely manually operated. Ignition interrupt systems not allowed.

n. Clutch:

I. The original configuration (wet or dry) must be retained.

II. Components may be aftermarket, but all components must be present and in original working order.

III. May be cable- or hydraulically-actuated. Must be manually operated.

o. Cooling:

I. OE water pump impeller may be modified.

2. Stock Moto:

a. Honda® CR125R® engines only. Must conform to all Section 19.2.D.1 Modified Moto rules, with additional restrictions as indicated in this section.

I. Weight adjustment = -10 lb.

b. Carburetion & fuel system:

I. Keihin PWM-38 or PWK-38 carburetor is required. May be modified for floatless recirculating fuel system. Jets, jet needle & slide are non- tech. No other carburetor modifications are allowed.

c. Induction:

I. Same as Section 19.2.D.1.c

d. Crank / rod / main bearings:

I. Same as Section 19.2.D.1.d

e. Cylinder:

I. Must be OE 1997-2002 Honda CR125R. Overall height (between mounting surfaces) minimum = 3.307", maximum = 3.316".

II. May have power valve assembly removed and plugs installed.

III. The casting must not have other modifications or tool markings of any type.

IV. Honing of the bore is allowed; replating is not allowed.

f. Cylinder head:

I. Must be OE 1997-2002 Honda CR125R.

II. External water fittings may be modified or aftermarket.

III. The casting must not have other modifications or tool markings of any type.

g. Piston assembly:

I. The only allowed pistons are Honda OE as follows: #13110-KZ4-A40, #13110-KZ4-A90, #13120-KZ4-A40, #13120-KZ4-A90.

II. Ring, bearing & circlips must be OE.

h. Crankcase & external modifications:

I. Same as Section 19.2.D.1.h

i. Ignition:

I. OE 1999 Honda CR125R stator & CDI only.

II. Stator cover plate holes only may be enlarged to the size to the backing plate holes to allow for static timing changes. All other portions of the stator assembly and CDI must be original and unmodified.

j. Exhaust pipe:

Same as Section 19.2.D.1.j

k. Exhaust silencer:

Same as Section 19.2.D.1.k

l. Transmission:

Same as Section 19.2.D.1.l

m. Shift mechanism:

Same as Section 19.2.D.1.m

n. Clutch:

Same as Section 19.2.D.1.n

o. Cooling:

Same as Section 19.2.D.1.o

3. KZ & ICC:

a. All current and prior approved CIK® / FIA® ICC & KZ engines are allowed. All components must be unmodified CIK® / FIA® homologated except where otherwise specified. Components may be interchanged within the same engine series by the same manufacturer only.

I. Weight adjustment = +25 lb.

b. Carburetion & fuel system:

I. Must meet current or prior CIK® homologation, maximum bore = 30.6 mm.

c. Induction:

I. An unmodified current or prior CIK® homologated air box is required; maximum number of tubes = 2, maximum tube ID = 30mm.

II. Intake & reed assembly are non-tech.

d. Crank / rod / bearings:

I. Crank & rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.

II. Bearings are non-tech.

e. Cylinder:

I. Machining of the port areas and mating surfaces are allowed. Maximum exhaust duration = 199°. No ports may be added.

II. Re-plating & honing of the bore are allowed. Bore size must remain within OE specifications.

f. Cylinder head:

I. Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc as measured with the LAD tool.

II. The outside of the head may be painted.

g. Piston assembly:

I. Non-tech, but diameter must be within OE specifications.

h. Crankcase & external modifications:

I. Crankcase mating surfaces and ports may be machined. The crankcase may be repaired to original dimensions from incidental damage. No other modifications to the crankcase are allowed.

i. Ignition:

I. Stator & coil / CDI must be CIK® homologated and as supplied by the manufacturer for the specific engine.

II. Spark plug must be commercially available. With crush washer or temperature sending unit in place and the spark plug at operating torque, the body of the plug (excluding electrodes) must not extend into the dome of the combustion chamber.

j. Exhaust pipe:

I. Must be CIK® homologated with stamp present, and as supplied by the manufacturer for the engine series.

k. Exhaust silencer:

I. Non-tech.

l. Transmission:

I. If an aftermarket part is substituted it must be of similar dimensions as the original part. The weight of the replacement part shall not be less than the OE part. The outside diameter and tooth count of replacement gears must be the same as the OE part.

II. Grinding and / or polishing transmission parts is allowed.

m. Shift mechanism:

I. Gearbox must be entirely manually operated.

II. Ignition interrupt systems are not allowed.

n. Clutch:

I. Must be cable-actuated with manual operation.

II. Aftermarket friction discs are allowed; all other components must be OE.

o. Cooling:

I. An electric water pump may be added.

4. Rotax® DD2:

a. Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present. Engine, gearbox, clutch and all related systems must be unmodified, as supplied from the manufacturer.

5. Other allowed engines:

Other Engines – Engines must be either:

a. Mass-produced, single speed, single cylinder two-cycle engine, not to exceed 125cc. Weight adjustment = -25 lb.

b. Mass produced, single speed, single or twin cylinder four-cycle engine, not to exceed 250cc. Weight adjustment = -25 lb.

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

· No engines are currently listed.

19.3 FORMULA JUNIOR

A. Safety items:

In addition to compliance with all items in Sections 19.1.A & 19.1.B, the following safety procedures are required for all Junior Class karts:

1. Emergency kill switch:

a. All Formula Junior karts must have an emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart. The ignition kill switch shall be located on the steering wheel, near the top of the Nassau panel, or on the frame between the driver and gas tank in plain view with unimpeded access. All drivers must demonstrate the ability to shut down the engine both while driving and stationary.

2. Engine starting & running:

a. Safety Procedures: On centrifugal clutch-based karts, the engine may not be started or running without a driver sitting in the seat unless the two rear wheels are suspended in a secure manner preventing the tires contacting the ground.

b. When a kart is securely resting on a kart stand, the rear wheels and tires cannot be rotated by the engine unless all minors are a minimum of 3 feet from the rotating assembly.

B. Chassis:

1. Must meet all requirements of Sections 19.1.A

C. Tires:

1. Dry tire brand and compound is restricted to the MG® HZi.
2. Maximum tire dimensions (as marked): Front = 4.6/10-5. Rear = 6.0/11-5.
3. Rain tire brand & compound are non-tech; sizing is per 19.3.C.2. Rain tires may be used only upon declaration of a rain event by the Youth Steward.

D. Junior Class A (JA):

1. Ages:

a. 12 years to 18 years

2. Engines:

a. Briggs & Stratton® World Formula®

I. Minimum weight: 310 lb.

II. Operating requirements:

· Engine & clutch must be as-shipped from the manufacturer. Cylinder bore must remain within the manufacturer's specifications.

· #35 pitch clutch sprocket is allowed.

· Electric starter assembly and ring gear may be removed but must be replaced with Briggs cover #555702.
· Old-type (Briggs analog) and new-type (PVL® digital) OE ignition systems are allowed.
· No other modifications are allowed

b. Briggs & Stratton® Animal® LO206®
I. Minimum weight: 275 lb.
II. Required components:
· Air filter: Briggs & Stratton #555729
· Exhaust header: RLV #5506 or #5507
· Exhaust silencer: RLV B91 (#4104)
· Clutch: Must be of drum-type centrifugal configuration and commercially available in the U.S., with a maximum of nine (9) springs and six (6) shoes. Drum must be stamped steel. Clutch mounting bolt must be minimum SAE Grade 8. Machining or alteration of any clutch part from the manufacturer's original configuration is not allowed. Clutch key, springs, and drive sprocket are non-tech.
III. Operating requirements:
· All components, including carburetor jets, must remain as provided from the manufacturer.
· LO206 engines must remain sealed as from the manufacturer.

c. Briggs & Stratton® Raptor®
I. Minimum weight: 290 lb.
II. Operating requirements:
· The unmodified OE Briggs & Stratton camshaft must be used.

d. Yamaha® KT-100®:
I. Minimum weight: 330 lb.
II. Allowed types:
· Only heads with OEM casting "Yamaha"®" and cylinders with "787"® and "Y3®" or "Y4"® and "787®" are allowed.
III. Required carburetor & exhaust:
· Walbro® WB3A® & RLV® SSX-V® (4-hole)

e. Rotax® Mini-Max®
I. Minimum weight: 330 lb.
II. Operating Requirements:
· Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present. Engine, clutch, Mini-Max® restricted exhaust header and all related systems must be unmodified, as supplied from the manufacturer.
III. Required sprocket sizes:
· #219, 13T front & 82T rear

3. JB or JC karts in JA: JB or JC karts may compete in JA. The driver must meet JA age restrictions and the kart must be compliant with JB or JC requirements.

E. Junior Class B (JB):

1. Ages:

a. 8 years to 12 years

2. Engines:

a. Briggs & Stratton® World Formula®

I. Minimum weight: 270 lb.

II. Throttle restrictor: The required 0.420" (10.67mm) restrictor & cap lock, with Briggs & Stratton® check tool, are available through the SCCA® Solo® Department only.

III. Operating requirements: Same as 19.3.D.2.a.II

b. Briggs & Stratton® Animal® LO206®

I. Minimum weight: 250 lb.

II. Throttle restrictor: The required restrictor, Briggs & Stratton® #555734 ("Blue"), is available through Briggs & Stratton® retailers.

III. Required components: Same as 19.3.D.2.b.II

IV. Operation requirements: Same as 19.3.D.2.b.III

c. Briggs & Stratton® Raptor®

I. Minimum weight: 260 lb.

II. Operating requirements: Same as 19.3.D.2.c.II

d. Yamaha® KT-100®:

I. Minimum weight: 265 lb.

II. Allowed types: Same as 19.3.D.2.d.II

III. Required carburetor & exhaust:

· Walbro® WA55B® carburetor & manifold with RLV® SSX-V® or HPV1® exhaust, or

· Walbro® WB3A® carburetor & 0.600" restrictor plate with RLV® YBX® exhaust.

e. Rotax® Micro-Max®:

I. Minimum weight: 260 lb.

II. Operating requirements:

· Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present. Engine, clutch, Micro-Max® restricted intake & exhaust, and all related systems must be unmodified, as supplied from the manufacturer.

· Required sprocket sizes: #219, 14T front & 73T rear

f. Clone:

I. Minimum weight: 250 lb.

II. Required engine:

· Predator, Powerhorse or similar inexpensive 6.5hp 4-stroke engine up to 212cc displacement.

III. Permitted modifications:

· Engine must remain stock with the exceptions that the governor may be removed or defeated, and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, exhaust, carburetor, or intake are allowed.

g. Comer® K-80®:

I. Minimum weight: 250 lb.

II. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

3. JC karts in JB: JC karts may compete in JB. The driver must meet JB age restrictions and the kart must be compliant with JC requirements.

F. Junior Class C (JC): This is a Regional-only, restricted availability class; available by prior approval from the SCCA® National Office only.

1. Ages:

a. 5 years to 8 years

2. Chassis size: "Baby," "Kid" or "Cadet" racing-style chassis only. Maximum wheelbase = 950mm. Larger chassis are inappropriate for this class regardless of any modification.

3. Tires: Brand & compound are open. Maximum indicated dimensions for front: 4.60/10.0-5 . Maximum indicated dimensions for rear: 5.00/11.0-5.

4. Engine:

a. Honda® GXH50®:

I. Minimum weight: No restriction imposed at this time.

II. Operating requirements: Must comply with GXH50_Class_Rules.pdf (see SCCA® website or contact Solo® Department for details). The yellow oil alert wire must be disconnected or cut.

b. Comer® C50® & C51®:

I. Minimum weight: No restriction is imposed at this time.

II. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

G. Additional classes: Regions may add Formula Junior classes which extend the maximum age range, but such classes may not allow additional modifications beyond those of JA / JB as documented herein.

H. Action or Protest: Any disciplinary action or protest needed to be taken against a Junior Driver and / or kart will be addressed to the parent / legal guardian listed on the Minor Waiver of that Junior Driver.

Not Recommended

Street Category

#26880 Request to move the Kappa cars

Thank you for your input. The SAC feels that the GXP is appropriately classed, and the non-turbo cars are already classed in CS.

#26894 Move 2014-15 CLA/GLA 45 AMG to D street

Thank you for your input. The SAC believes these cars are appropriately classed.

#26911 987.2 Cayman S

Thank you for your input. The SAC believes the 987.2 is appropriately classed but will continue to monitor the performance balance in BS.

#26920 Changing the Mini's class

Thank you for your input. The SAC believes the Mini Cooper S is appropriately classed.

#26924 Move Cobalt SS Turbo (2008-10) to GS

Thank you for your input. The SAC believes the SS turbo exceeds the performance potential of GS.

#26929 Feasibility of Moving NC1 and 13-16 Twins to ES

Thank you for your extremely thorough and well-reasoned letter. The SAC continues to monitor the participation levels in ES.

#26930 Sound Exemptions for Cars with Complete OEM Exhaust Systems

The sound rules exist for the safety of the participants and to avoid undue friction with the communities that host our events. Factory equipment does not give the competitor a pass on meeting the sound requirements.

Street Touring Category

#26739 Replace Rear Seats with Rollover Protection

Thank you for your input. The STAC does not believe this change would be in the best interests of the category.

#26800 Add NISMO 350Z to STU

Thank you for your input. Due to its unique chassis the STAC does not feel that classing the Nismo 350z in STU is appropriate.

#26824 Classify C6 Corvette

Thank you for your input. The STAC does not believe that the C6 Corvette would be appropriate for STU.

Street Prepared Category

#26705 25346 Feedback and 24688

Thank you for your input.

#26895 ND from BSP to CSP

Thank you for your input. The SPAC is continuing to monitor the competitive balance in Street Prepared.

Street Modified Category

#26466 Rotary Engine displacement calculation (SM, Prep, Mod)

Thank you for your input. The SMAC will continue to monitor the competitiveness of the NA rotary. At this time, the SMAC believes the formula for rotary displacement has allowed for rotary powered SM cars to remain competitive.

Prepared Category

#26716 Belly pans to catch oil/fluids

Thank you for your input. The PAC does not feel that belly pans should be a required modification for Prepared

Other Items Reviewed

Street Category

#26838 Affordable Car Class

Thank you for your input. The SAC will continue to closely monitor participation across the category.

#26840 Support for proposal 24743

Thank you for your input.

#26893 Against moving C7GS to AS

Thank you for your input.

#26928 Question regarding the BS Tesla

Please see the response to letter #26721 in the June Fastrack.

Street Prepared Category

#26461 Solo Rules Specification FSP

The SPAC believes that the rule is sufficient as written.

#26626 In favor of 23358 - align SP fluid coolers to ST

Thank you for your input.

#26743 A general response to the state of SP - potential consolidation

Thank you for your input. The SPAC is continuing to monitor the category.

Street Modified Category

#26690 Rear diffusers

Thank you for your input regarding diffusers in SM.

#26717 Please respond to previous letter 25797

See the response to 25797 in the May Fastrack under Member Advisories. Thank you for your patience.

Prepared Category

#26365 No to traction control - bring back ABS weight penalty

Thank you for your input. Please see the response to letter 25235 contained in this Fastrack.

#26611 Support for #25235 ABS/Traction Control/Stability Control in Prep

Thank you for your input. Please see the response to letter 25235 contained in this Fastrack.

#26634 #25235 ABS/Traction control in Prepared

Thank you for your input. Please see the response to letter 25235 contained in this Fastrack.

#26652 RE 25235 - ABS Proposal

Thank you for your input. Please see the response to letter 25235 contained in this Fastrack.

Modified Category

#26573 Carb - changing jets

Thank you for your input.

#26574 Reference to letter # 25570

Thank you for your input.

#26644 Support for letter 25570 - Dial-a-jet for FM

Thank you for your input.

Handled Elsewhere

Street Touring Category

#26586 Please update STH to include the 2019 Hyundai Veloster Turbo

Thank you for your input. Please see the response to letter #26477.

Street Modified Category

#25325 Lotus Evora to SSM

This letter's request is covered in the SMAC's proposed change to Appendix A, as in item #23829.

Modified Category

#26883 Allow wings in D and E Mod

Thank you for your input. Please see item #25925 in the May Fastrack.

Tech Bulletins

Street Category

#26856 2019 Jetta GLI

Per the SAC, add the following listing to Appendix A:

GS
VW
Jetta GLI (2006-*19*)

#26921 Class the 2019+ BMW M4 CS in AS

Per the SAC, add the following listing to Appendix A:

AS
BMW
M4 CS (2018-19)

#26933 Need a classification ruling

Per the SAC, add the following listing to Appendix A:

FS
Audi
A7 (all) (2010-19)

#26941 Return the non turbo Z0K from the void

Errors and Omissions: The non turbo Z0K Solstice was erroneously removed from the rulebook. Please re-add the following to

Appendix A:

BS
Pontiac
Solstice (Z0K) (non turbo) (2007-10)

Super Street R

#26890 Update Porsche Listings for SSR

Per the SAC, update the following listing in Appendix A:

SSR
Porsche
718 (all) (2017-*19*)

Street Touring Category

#26477 Please update STH to include the 2019 Hyundai Veloster Turbo

The STAC would like to add the 2019 Hyundai Veloster to STH along with the previous Veloster Turbo models. The STAC is also adding the Veloster N to STU. This update also clarifies the previous STH listing for the prior generation Veloster Turbo.

Per the STAC, update Appendix A as follows:

STH
Hyundai
Veloster *Turbo* (~~2012~~ *2013*-16)
Veloster Turbo (2019)

STU
Hyundai
Veloster N (2019)

#26722 Car classing for 2014 Benz E550

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

STU
Mercedes-Benz
E550 (non-AMG) (2014-16)

#26879 Civic sport classification for STH

Per the STAC, add to class STH in Appendix A as follows:

STH
Honda
Civic Sport (2017-19)

Fastrack news
official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED
August 2019

SOLO® EDITION

SOLO EVENTS BOARD | June 26th

The Solo Events Board met by conference call June 26th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Chris Albin, and Jason Isley of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2021.**

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.

Street Category

#24743 Consider Reevaluation of non-turbo 996 & 997 Porsche 911

The SAC recommends updating the following listing in Appendix A:

Move from SS to AS:

Porsche

911 Carrera (incl. 4, S, 4S) (997 chassis) (2005-12)

#25535 Cobalt 2.4L classing

The SAC recommends updating the following listing in Appendix A:

Move *from GS to HS*

Chevrolet

Cobalt (non-turbo) (2006-209)

Member Advisories

Safety

#27056 Segways and course walk

The Solo Safety Committee and SEB remind competitors that 4.9 states that any competitor using a wheeled vehicle for a course walk must have approval from the Chief Steward and proceed at a walking speed. A Segway is considered to be a wheeled vehicle in this context.

Street Touring Category

#26902 #26061 - brake ducting

Thank you for your input. The current Street Touring rules allow for removal of fog lights (14.2.C). As such, competitors would be able to use the now empty fog light openings for brake ducts under the proposed rule change (item 26061).

#26980 request for rule clarification for rotary engines

Thank you for your input. As there are no additional allowances in Street Touring related to engine internals (including rotors and housings), all components/coatings must be OE or OE-equivalent parts per the Street category rules. Bearings follow the same Street category allowances which means they must be OE or OE-equivalent, unless specified otherwise in a factory service manual or service bulletin.

Change Proposals

Street Category

#27071 Super Street Car Classing Request Porsche 911 Turbo (Non S)

The SAC would like feedback on the following proposal:

Update the following listing:

SS

Porsche

911 (991 chassis, incl. GT3, *Turbo*; excl. GT2, GT3 RS~~, Turbo~~, & Turbo S (2012-19)

Solo Spec Coupe

#27101 Endlinks Options

Competitors have reported accelerated bushing wear in the original equipment endlinks when used in conjunction with the Solo Spec Coupe anti-rollbar ("swaybar") kit. The SEB is requesting member comments on allowances for the replacement of the front and rear endlinks in SSC.

Kart Category

#26523 Feedback for sunset of Formula Junior engines

The KAC is looking to remove the following engines from the 2020 rules for JA and JB.

Briggs Raptor

Rotax Mini-Max

Rotax Micro-Max

The KAC is requesting feedback from and/or regarding people who are actively using these engines.

NOTE: This is a revised version of the proposal; the Comer K-80 and Yamaha KT-100 have been withdrawn from this list based on member input.

#26903 Increase Minimum Weight for Mod-Moto to 395lbs

NOTE: The following proposal is presented in a form which is compatible with the format of the 2019 Kart rules. If this change and the proposed reorganization of those rules (published last month as item #26905) are both approved, the format – but not the effect – of this change will be adjusted for compatibility with the new Section 19 organization.

The KAC would like member feedback on increasing the weight of the modified Moto engine package to +10 lbs. over the base 385 lb. minimum weight.

Current rules for minimum weight:

Stock Honda:	375 lbs.
Mod-moto:	385 lbs.
Mod-moto PI:	410 lbs.
KZ:	410 lbs.

Proposed change for 2020:

Stock Honda:	375 lbs.
Mod-moto:	*395 lbs.*
Mod-moto PI:	410 lbs.
KZ:	410lbs

Not Recommended

Street Category

#26971 Classify JDM Kei Sports

Thank you for your input. The SAC does not believe classing a car which was never available in North America is in the best interests of the club. We would like to remind you that local Regional programs are free to alter classing to serve their members.

#27007 16'-17' Focus RS

Thank you for your input. The SAC feels the 2016-17 Focus RS is appropriately classed at this time.

#27016 Class change for gt350r.

Thank you for your input. The SAC feels the GT350R is appropriately classed at this time.

#27032 Yokohama A052

Thank you for your input. The SAC and SEB are closely monitoring the performance of eligible tires. At this time there are no plans to place the Yokohama ADVAN A052 on the exclusion list prior the completion of the 2019 Solo Nationals.

#27042 Ats-v to F-Street

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

#27054 Clutch Master Cylinder Brace puts car in ST?

Thank you for your input. The SAC does not feel the additions of such reinforcements are in the spirit of the Street category.

Street Touring Category

#26817 Adjust to catchall in Street Touring for electric vehicles

Thank you for your input. Electric vehicles that the STAC feels are appropriate for the category are currently classed.

#26901 Allowance for electric fan conversions

Thank you for your input. The STAC does not feel that electric fan conversions (and associated wiring modifications) are within the spirit of the Street Touring category.

#26904 responding to #26206

Thank you for your input. The naturally aspirated Camaros are currently classed in STU. The STAC feels that the much lighter turbo Camaros are outside the performance envelope of the current Street Touring classes. Also, the original proposal was not to move the Mustangs to STU but to simply clarify the listing of the Mustangs currently classed in STU.

#26963 Please class the 997 Porsche 911 Carrera/4, S/4S in AS and ST

Thank you for your input. The STAC feels that the 997 Porsche 911 models exceed the performance envelope of the current Street Touring classes.

#26996 Removing cars from STH

Thank you for your input. The STAC does not feel that splitting STH into multiple classes for AWD and 2WD cars would be in the best interest of the category.

Other Items Reviewed

Street Category

#24991 V6 NOC catch-all?

Thank you for your input.

#27014 Letter 26360 follow-up

Thank you for your input. The SAC will continue to monitor the performance of the Veloster N in DS.

#27015 Rewrite 3.6 A for electric cars

Thank you for your input. The SAC feels the current fuel rules are adequate as written.

#27038 Mixed feelings on GT3 RS 3.8 in SS

Thank you for your input.

Kart Category

#26906 Open Proposal 26523 OPPOSITION

Thank you for your feedback.

#26915 Rule Change Proposal 26523

Thank you for your feedback.

Handled Elsewhere

Street Category

#27017 Class change for gt350r.

Please see the response to letter #27016

#27021 Yokohama A052

Please see the response to letter #27032

Tech Bulletins

Street Category

#26992 Class 2019 Mazda 3 AWD

Per the SAC, update the following listing in Appendix A:

HS

Mazda

Mazda3 (2014-*19*)

#27009 Pre-2013 Lincoln MKZ AWD classing - DS vs GS

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

GS

Lincoln

MKZ (2006-12)

#27018 Classing G30 BMW 540i Xdrive

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

FS

BMW

5 Series (G30/G31/G38 chassis) (2017-19)

SSR

#26892 Update Porsche Listings for SSR - continued

Per the SAC, update and consolidate the following listings in Appendix A:

SSR

Porsche

Boxster (all, incl. Spyder) (1998-2016)

Cayman (all, incl. R, excl. Clubsport) (2006-16)

~~Boxster S (2009-14) Boxster Spyder (2011-12)~~

~~Cayman GT4 (non-Clubsport) (2016)~~

~~Cayman R (2012)~~

~~Cayman S (2009-14)~~

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED
September 2019

SOLO® EDITION

SOLO EVENTS BOARD | July 24th

The Solo Events Board met by conference call July 24th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Jason Isley of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is *1/1/2021*.**

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Member Advisories

Street Category

#27175 Clarification Request Regarding Manual to Power Window Conversion

Thank you for your input. Power window conversions would be included under Section 13.2.A.

Street Touring Category

#26765 Factory 3rd Radiator clarification

Installation of the factory 3rd radiator on a M/T Porsche 987 Cayman may only be done as part of a Street category legal option package conversion. At this time the SEB is not aware of a Street category legal option package that allows this configuration.

Street Modified Category

#27141 Carbon Brake Rotors

16.1.C allows "standard parts" to be excepted from the requirement that brake disc surfaces be 100% ferrous metallic. If the rules set forth in **15.1.C Authorized Modifications** can be adhered to while utilizing a "Standard Part" from a later model car on the same line in Appendix A, then the part is legal for use in SM via the SP update/backdate rule.

Change Proposals

Street Category

#27157 m3 power steering fluid overflow

The SAC would like member feedback on the following rule change proposal:

Update section 13.10 E as follows:

"The installation of ~~water expansion~~ *fluid catch* tanks*, catch cans, or oil separators* is allowed *provided the function and performance of the system (example: PCV system) is not altered.* ~~The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.~~"

Street Touring Category

#26786 FRS/BRZ Dual Radiator/Oil Cooler Clarification

The STAC is soliciting member feedback on an explicit allowance to utilize combination radiator/oil coolers which are available for multiple popular cars within the ST* category.

Modify 14.10.L as follows:

14.10.L Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

1. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part
2. Radiator must mount to OE radiator mounts
3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part.
4. *A replacement radiator may contain an integrated oil cooler provided the portion of the radiator that is utilized for coolant conforms to the remainder of 14.10.L.*
5. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).

Not Recommended

Street Category

#27107 Acura NSX in SSR

Thank you for your input. The SAC feels the NSX exceeds the performance potential of the class.

#27115 Reclassification of Solstice GXP

Thank you for your input. The SAC feels the Solstice GXP is appropriately classed at this time.

#27160 Tesla model 3 performance remove from BS

Thank you for your input. The SAC will continue to monitor the competitive balance in BS.

Street Touring Category

#26918 Proposed wording for brake duct allowance

Thank you for your input. The STAC does not feel that creating non-OEM holes in bumpers/fascias is within the spirit of the Street Touring category.

#26964 14.8.I. clarification

Thank you for your input. The STAC feels the allowance is appropriate as written and already includes an allowance for camber adjustment.

#27044 Proposal for Rear Toe Arms in ST

Thank you for your input. The STAC does not feel that an allowance for aftermarket toe arms would be beneficial to the Street Touring category.

#27075 Are rain tires in the spirit of street tire classes??

Thank you for your input. The STAC does not believe that a spec tire would be appropriate for the category.

Street Prepared Category

#26956 Miatas from BSP to CSP

Thank you for your input. The SPAC is continuing to monitor the competitive balance in the category.

Handled Elsewhere

Street Category

#27182 Re: 26886 - 370Z to FS

Please see the response to letter #27173.

Other Items Reviewed

Street Category

#27173 Feedback on #26886 Nissan 370Z to DS

Thank you for your input. The proposal is for the regular 370Z, and the NISMO version was deliberately excluded.

#27185 #26886 Nissan 370Z to DS

Thank you for your input.

Street Prepared Category

#26950 Street Prepared Sunroof Removal

Thank you for your input. Please see the response to letter 24599 as found in the May Fastrack.

Street Modified Category

#27040 23106 diffusers in Street Mod

Thank you for your feedback regarding diffusers in Street Mod.

Tech Bulletins

Street Touring Category

#27109 Class request for Saab 9-2x Aero

The STAC would like to update Appendix A to class the Saab 9-2x in STH with its mechanically similar WRX counterparts.

Update Appendix A as follows:

Street Touring Hatchback (STH)

Saab

9-2x (2005-2006)

Note: Per SR 3.1, this model is not eligible in this class for the 2019 Solo Nationals.

Fastrack news
official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED
October 2019

SOLO® EDITION

SOLO EVENTS BOARD | August 26th

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RECOMMENDED ITEMS

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Street Touring Category

#25497 Clarification on Catalytic converters

The STAC recommends the following rule change to clarify the ST* catalytic converter rules.

Modify 14.10.E as follows:

"~~Any catalytic converters are allowed. Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.~~

Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6" (152.4mm) further along the exhaust flow path from the original exit of the final OE converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm). "

#26061 Allow brake ducts to be oriented to direct air to the rotor

The STAC recommends the following allowance to permit additional modifications to expand the existing brake ducting rules.

Replace the current 14.6.C as as follows:

"~~C: Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.~~

C. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose. "

Revise 14.2.E as follows:

"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 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, ~~brake ducts,~~ etc.). No other changes to the standard fenders or wheel wells are permitted. "

#26206 Clarification request for Mustang listing in STU

The STAC recommends the following changes to Appendix A in an effort to clarify the listings for eligible Mustangs in STU.

Modify Appendix A as follows:

STU

Ford

~~Mustang (N/A)~~

~~Mustang GT, V6, and EcoBoost (2.3T) (2015-2017)~~

Mustang (all except Cobra R) (1979-1993)

Mustang (all except Cobra) (1994-2004)

Mustang GT (excludes Shelby versions and Boss 302) (2005-2014)

Mustang GT (excludes Shelby versions) (2015-2018)

Mustang V6 (All)

Mustang EcoBoost (2.3T) (2015-2018)

Prepared Category

#26771 Driveshaft material update

The PAC feels that composite/non-metal based driveshafts are not as exotic as they once were. The PAC recommends the following change to 17.10.Q.1.

"Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. ~~All non-standard driveshafts must be made of metal.~~"

MEMBER ADVISORIES

Awards

#27528 Nominations Request

The SEB is requesting nominations for the Driver of the Year award. This award is described in section V of Appendix K in the Solo Rules.

General

#27333 Snell helmet eligibility

Change to Section 4.3.1 as follows:

"Helmets meeting the following standards must be worn while on course:

~~All helmets meeting the latest or two immediately preceding~~ Snell Memorial Foundation standards ~~(~~*~~EA2016, CMS2016, CMR2016,~~* SA2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005~~)~~, ..."

Comment: The Snell SA 2020 helmets will not be available for retail sales until October 2020. This change is intended to help the membership and Tech inspectors to know what helmets will be allowed.

Street Category

#27235 Miata top replacement in ES

The SAC believes that a non-OEM soft top is an acceptable replacement as it is a wear item. However, members are reminded that no performance advantage may be gained from such an allowance.

Street Touring Category

#27153 2006 S2000 with CR Bumper

Per the STAC, section 14.2.F allows adding a CR front lip on a base model S2000.

#27171 Fender Modification Allowance

Thank you for your input. The STAC would like to remind the membership that while fender rolling is permitted, changes to the outer fender contour are not permitted. The STAC would like to caution the membership that certain methods of rolling the inner fender lip may result in unintended changes to the outer fender contour.

#27282 STAC Opening

The STAC currently has a vacancy. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

#27283 STAC Personnel

The SEB and STAC would like to thank Bart Hockerman for his service to the STAC.

Prepared Category

#27059 XP Rules Clarification

The allowances in XP Appendix A, supersede 17.2.L

Modified Category

#27051 Vehicle Eligibility

Per the MAC, a Can Am Maverick X3 DSX Turbo may be consistent with the criteria of a Special (see Solo® Rules 18.4) and thus compete in Modified Class A, so long as it meets the specifications of Solo® Rules 18.4 and the safety requirements of 18.0.

CHANGE PROPOSALS

Street Touring Category

#26768 Clarification on ND Miata front strut bar assembly

The STAC is soliciting member feedback on a change to the definition of strut bar in Section 12. Many vehicles today come from the factory with strut tower braces that attach to the firewall at multiple points. This revision is an attempt to bring the rules up to date with the way manufacturers are building vehicles.

Change the definition of strut bar in Section 12 as follows:

"strut bar A transverse member connecting the upper or lower suspension mounting points at the front or rear of the car. Strut bars may be mounted only transversely across the car from upper left to upper right suspension mounting point and from lower left to lower right suspension mounting point. A two-point strut bar fastens only at the left and right suspension pointing points. A triangulated strut bar has ~~a third area of~~ *one or more* attachments at ~~the chassis (e.g., at~~ the firewall/bulkhead *in addition to the attachment points at each strut tower*~~)~~. All connections to the vehicle must be bolted. No connection point to the chassis can be welded."

#26867 Coolant Hardlines

The STAC is seeking membership feedback on a clarification to the current allowance for fluid coolers. With the current rules language, the allowances are not sufficient to allow competitors to fully utilize the fluid cooler

allowance as it was intended. This new language provides competitors authorization to make necessary modifications to utilize the existing fluid cooler allowance.

Modify 14.10.A as follows:

"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. *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.*"

Street Prepared Category

#27165 Make ESP Great for the First time

The SPAC is requesting member feedback on the following classing changes:

ASP

~~BMW~~

~~328 & 335 (2006-13)~~

BSP

BMW

335 (2006-13)

DSP

BMW

328 (2006-13)

Kart Category

#27340 MG HZ tire sun setting in 2021

The KAC would like member feedback on sun setting the MG HZ for the 2021 rules. This should allow those who have the older tire to cycle though, since the tire is no longer in production, and switch to the HZi.

The MG HZi tire would become the only spec tire in 2021.

NOT RECOMMENDED

Street Category

#27206 MINI Cooper S classification

Thank you for your input. The SAC believes the Mini Cooper S is appropriately classed.

#27212 Subaru WRX to GS

Thank you for your input. The SAC believes the newer WRX chassis are appropriately classed.

#27232 Bolt for wheel clearance

Per Section 13: Parts available as replacements which do not meet the standard part specifications (e.g., hardness, size, etc.) are non-compliant.

#27246 Limit tire width in Street Category

Thank you for your input.

#27314 Reclass GLA45 AMG

Thank you for your input. The SAC believes the GLA45 is appropriately classed.

Street Touring Category

#25473 1992-2005 Honda Civic Class Change

The STAC would like to withdraw the proposal to move the 6th and 7th gen base Civics to STX. The STAC feels that those vehicles more closely align with the cars in their existing class (STS).

#27046 Consider using Street class rules for batteries in Street Touring

Thank you for your input. The STAC does not feel that a take-back on the current ST* battery rules is appropriate at this time.

#27076 2019 mx5 to STU

Thank you for your input. The STAC feels that the ND2 is not appropriate for STU.

#27097 Consider 2006-2008 BMW Z4M Coupe and Roadster in STU

Thank you for your input. The STAC does not feel that the Z4M Coupe/Roadster is appropriate for STU.

#27245 Spec tire for ST

Thank you for your input. The STAC is not interested in pursuing a spec tire at this time.

Street Prepared Category

#27065 Remove allowance for custom pistons in Street Prepared

Thank you for your input. The SPAC believes that the rule is sufficient as written.

Kart Category

#27222 Electric Karts

Thank you for your ideas. The KAC does not recommend adding electric propulsion to Formula Junior at this time but will continue to monitor the evolution of the karting industry including alternative energy powerplants.

OTHER ITEMS REVIEWED

Street Category

#27197 Proposal to move Nissan 370Z to F/S

Thank you for your input. The SAC is continuing to evaluate this proposal.

#27244 Yoko A052 availability and basic tire eligibility concerns

Thank you for your input. The SAC is continuing to monitor the tire eligibility rule.

#27304 2019-20 BMW M2 Competition Coupe

The 2019+ M2 Competition is currently classed in AS and there is currently no proposal to move it.

Street Touring Category

#27045 Support for #26061

Thank you for your input on the brake duct proposal.

Prepared Category

#27247 ABS and other sissypants stuff

Thank you for your input.

Modified Category

#27179 feedback on #26464

Thank you for your input.

Kart Category

#27178 Missed items in rewrite

The KAC acknowledges we missed these items in the KAC rewrite of the 2020 section 19 rules for 2020. The rewrite will be updated.

HANDLED ELSEWHERE

Street Touring Category

#26316 Comment on #25473

Thank you for your input. The proposal was withdrawn.

Super Street R

#27217 NSX withdraw request

Per the SAC, we weren't going to class it in SSR anyway.

Modified Category

#27050 Vehicle Eligibility

Please see the response to #27051.

TECH BULLETINS

Street Category

#27266 Aston Martin V8 Vantage

Per the SAC, please add the following listing to Appendix A:

BS

Aston Martin

V8 Vantage (2005-17)

#27292 Please class the 2019 Audi TT RS

Per the SAC, please update the following listing in Appendix A:

SS

Audi

TT-RS (2012-13, 2018-*19*)

Street Prepared Category

#27227 No car class

Please update the year listing as shown below:

ESP

Ford & Mercury

Mustang (non-GT350, non-GT500) (2015-~~16~~-*19*)

#27277 Please classify the 2019 Hyundai Veloster Turbo in SP

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

DSP

Hyundai

Veloster Turbo (2019)

2019 SCCA® SOLO® NATIONAL CHAMPIONSHIPS PROTEST RESULTS

Protestor: Paul Brown, Chief Steward

Protestee: Chris Perry, Car # 38 FM

Vehicle underweight. Weighed in both directions 795 w/ 800 minimum.

Date/time: 9/3/2019 10:25 AM

Protest Decision: Upheld

The protest committee has decided an illegal car should not finish ahead of a legal car. Therefore, we are adding a 7 cone penalty to each run for 38 FM for day 1. This will put the driver behind the otherwise last place car.

An intent to appeal was not filed.

Protestor: Thomas Thompson, Car # 199 STH, competitor

Protestee: Chris Thorpe, Car # 124 (24) STH

Violation of Solo® Rules section 14.10.K.2

124 STH has an aftermarket front diff installed. This is undisputed. I believe this is illegal because the Haldex that controls the front/rear balance on the AWD system should be considered a center LSD. A brief internet search finds the Haldex described as a limited slip coupler. AWD cars in STH are allowed on 1 limited slip “diff.”

Date/time : 9/6/2019 8:29 AM

Protest decision: Upheld

The protest committee confirms the car has an aftermarket front differential. The committee has determined the stock Haldex unit is performing the function of a type of limited slip differential between the front and rear (center) The times for 24 STH and 124 STH are to be disqualified. of the vehicle.

An intent to appeal was filed 9/6/2019 10:54 AM and accepted by the Chief Steward.

NATIONAL APPEALS COMMITTEE REPORT

FINDINGS OF THE PROTEST COMMITTEE - At the Solo® National Championships on 9/6/19 Thomas Thompson protested #124 Chris Thorpe's 2012 VW Golf R for violating section 14.10.K.2 of the Solo® Rule Book. Rule section 14.10.K.2 states that "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." Mr. Thompson wrote that the

OEM Haldex coupler controlled the front/rear balance of the AWD system and should be considered a center LSD. Mr. Thorpe confirmed that the car had an aftermarket front limited slip differential. The PC agreed with the protestor and disqualified the times for #24/124. Mr. Thorpe is appealing that decision.

DATE OF THE APPEAL - The Solo® National Appeals Committee (NAC), Jeff Cashmore, Steve Hudson and Doug Wille, met on September 18, 2019, to review the evidence, hear testimony, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED - Letter of appeal from Mr. Thorpe.

FINDINGS - Standard refers to the "Standard part" definition in Section 12, there is no limited slip differential definition. While the Haldex unit is an electro-hydraulic limited-slip coupler or clutch it performs the same function as a center LSD.

DECISION - The NAC upholds the PC decision in its entirety. Mr. Thorpe's appeal is well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned. It also recommends that the STAC revisit the rule to add more clarity. Perhaps, "(including center differential, transfer case, electro-hydraulic limited-slip coupler or clutch (Haldex type unit)".

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official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

November 2019

SOLO® EDITION

SOLO EVENTS BOARD | September 25th

The Solo Events Board met by conference call September 25th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Jason Isley of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is *1/1/2021*.**

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. It is BOD policy to withhold voting on a rule change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Category

#24903 NOC vs Catch-all

The SEB and SAC are recommending the following rule change:

Add to Appendix A under STREET CATEGORY, to the end of the first paragraph as follows:

Any car listed under a NOC classification is ineligible for National events. See section 13.0 for other eligibility requirements.

#26735 Fix SS - Viper 2013-17 (ALL)

Per the SAC, update the following listings in Appendix A:

SS

Dodge

Viper *(all)*

~~Viper & Viper GTS (non-ACR, non-TA)(2013-17)~~

~~Viper ACR (2016-17)~~

~~Viper SRT (non-ACR, non-TA 2.0)(2015-17)~~

~~Viper (NOC)~~

Street Prepared Category

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

The SPAC is recommending the following proposal. This is a revised version of the Limited Prep proposal from last year.

Add listings to Appendix A as follows:

DSP

Subaru

*BRZ (2013-2016) *Limited Prep**

*BRZ (2017-2018) *Limited Prep**

Scion

*FR-S (2013-2016) *Limited Prep**

Toyota

*GT86 (2017-2018) *Limited Prep**

BMW

*128i *Limited Prep**

Add to section 15. as follows:

*Vehicles denoted with *Limited Prep* in Appendix A will run under the normal Street Prepared rule set with exceptions as follows: subsections denoted "Full Prep" do not apply.*

Modify subsection number designations as follows:

15.1.C *(Full Prep)*

15.1.E *(Full Prep)*

15.2.K *(Full Prep)*

15.2.L *(Full Prep)*

15.2.N *(Full Prep)*

15.2.O *(Full Prep)*

15.2.P *(Full Prep)*

15.2.R *(Full Prep)*

15.2.D *(Full Prep)*

15.9.D *(Full Prep)*

15.10.R *(Full Prep)*

15.10.S *(Full Prep)*

15.10.T *(Full Prep)*

The sections below are shown with changes providing alternate rules for Limited Prep

15.2.A:

Full Prep: Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified or removed for tire clearance and for installation of fender flares as allowed herein.

Limited Prep: 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 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, brake ducts). No other changes to the standard fenders or wheel wells are permitted.

15.2.E.3:

Full Prep: SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.

Limited Prep: SFC's must be bolted.

15.2.I:

Full Prep:

Spoilers/splitters and cosmetic trim pieces are permitted. Side skirts may not be used. Spoilers/splitters must comply with the following:

1. A spoiler/splitter may be added to the front of the car below the bumper. It may not extend rearward beyond the front most part of the front wheel well openings, and may not block normal grille or other openings, or obstruct lights. Splitters may not protrude beyond the bumper. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.

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

a. It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.

b. It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. 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.

Limited Prep:

Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)

2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc). Parts must be installed as directed by the manufacturer. Exact replicas,including weight, from alternate sources are also permitted.

15.6.A:

Full Prep: Any brake lines, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of Section 3.3.3.B.13 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose. One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.

Limited Prep: Any brake line may be used.

15.6.C:

Full Prep: ABS braking systems may be disabled, but not removed.; brake boosters may be removed, modified, substituted, or added.

Limited Prep: ABS braking systems may be disabled, but not removed

15.10.O:

Full Prep: Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch

disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted.

Limited Prep: Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted. Clutch/Flywheel friction surface diameter must be the same as original equipment.

#26555 Miata Extended Lower Ball Joints

The SPAC is recommending the following change proposal:

15.8.H Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms, ~~or~~ arm mounts, *or ball joints* that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted.

Street Modified Category

#23829 Please add 4 seat Porsches to SSM

After a long period for receiving member feedback, the SMAC is recommending the changes shown below be made to the rules.

Super Street Modified class (SSM)

Eligible Vehicles:

- All 2-seat cars not excluded below
- All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.
- ~~All SM eligible vehicles~~
- McLaren MP4-12C
- *Porsche (all)*
- *Lotus Exige, Elise, Evora, & Esprit*

Excluded Vehicles:

- Lotus (all except *models listed as eligible*)
- All 2-seat cars not eligible for Street Prepared Category
- All vehicles not meeting specifications to have been delivered in the US

Minimum Weight Calculations Without Driver (lbs.):

- FWD..... 1350 + 125 per liter
- RWD..... 1600 + 200 per liter
- AWD..... 1600 + 300 per liter
- Supercharged/Turbocharged SSM Engines:..... Add 1.4L to the actual displacement
- Rear wheel weight greater than 51%:..... + 25 per liter
- Tire width 275 mm or less:.....-200
- Regardless of the weight formulas above, no car will be required to weigh more than 2900.

Member Advisories

Street Modified Category

#27433 Tesla Model 3 in SM

Please see Appendix A, Street Modified Category, Engine Classifications, 4, with Weight Adjustments for tire sizing, and subsequent Street Modified Class (SM) sections.

#27265 Hangers on Roof/Headliner Clarification

There is not an allowance for removing ceiling mounted handles or clothes hangers in SM. These items may be modified by the allowances set forth in 16.1.O to facilitate other allowed modifications.

#27480 Hardtop and roll bar for 2016+ ND Miata

Chapter 16. Street Modified Category rules do not allow for hard top installation and soft top deletion for models not available with OE hardtops or factory soft top deletion options. The SMAC does not recommend new rules to allow for soft top deletion and defining hard top allowances without OE guidelines for shape and points of connection.

Change Proposals

Street Category

#27419 Super Street Car Classing Request

The SAC would like feedback on the following proposal:

Update the following listing:

SS

Porsche

911 Turbo (997 chassis; ~~non-S,~~ non-GT2) (2006-12)

#27475 Tesla Model 3 Classing

The SEB is going to be discussing Tesla classing at its meeting in mid-November and is inviting members to comment prior to that time.

Not Recommended

Street Category

#27367 Oil Coolers

Thank you for your input. The SAC does not believe aftermarket oil coolers are in the spirit of the Street category.

#27369 Time to move 2 Miata models to CS

Thank you for your input.

#27396 Porsche 718 S & GTS

Thank you for your input. The SAC believes the 718 S/GTS are appropriately classed at this time.

#27412 Rain tires not in the spirit of Street tire classes

Thank you for your input.

#27418 2016-2019 Audi TTS from B Street to D Street

Thank you for your input. The SAC feels the MK3 TTS is appropriately classed at this time.

#27429 Move the Ford Focus RS and Honda Civic Type R to CS

Thank you for your input. The SAC will continue to monitor the competitive balance in DS.

#27446 E9x M3 has broken FS

Thank you for your input. The SAC is monitoring the participation in FS and evaluating options for the class.

#27449 BS/DS Ford Focus RS

Thank you for your input. The SAC believes the 2018 Focus RS is appropriately classed at this time.

#27456 Revisiting 13.9.G traction control disablement

Thank you for your input. The SAC is not in favor of adding additional options for disabling ESC/TC settings at this time.

#27462 The Yoko A052 is getting disturbingly close to Hoosier territory

Thank you for your input. The SAC/SEB will continue to monitor the tire situation. As of now the A052 meets the requirements in the rule book. The SEB welcomes additional feedback to help determine the impact of the tire on the membership.

#27463 Make Super Street Super

Thank you for your input. Please monitor Fastrack for updates on pending classing changes to SS.

Street Prepared Category

#27083 Proposal relating to letter #26555

Thank you for your input. Please see Fastrack for an update on this topic.

Street Modified Category

#27204 Remove canards and allow endplates

Thank you for your input. The SMAC continues to monitor the state of aero in SM but feels there is not a need for a rule change at this point.

#27205 Allow electric power steering

Thank you for your input. The SMAC feels that modifications to the steering column inside of the passenger compartment are beyond the Category Values and Core Modifications of the class. A rule change is not recommended.

#27231 SM Heavy aka SM Reorganization

Thank you for your input. The SMAC and SEB continue to monitor perception and participation in SM as well as class structure and proliferation. If members are interested in a new class, the membership is urged to please send recommendations and requests via www.soloeventsboard.com.

#27336 If you can't add endplates, dump canards

Thank you for your input. The SMAC continues to monitor the state of aero in SM but does not feel a rule change is required at this time.

#27337 Reducing aero in SM

Thank you for your input. The SMAC continues to monitor the state of aero in SM but does not feel a rule change is required at this time.

Other Items Reviewed

Street Prepared Category

#27063 Regarding 26555-Miata Extended Lower Ball Joints

Thank you for your input. Please see item 26555 in this Fastrack for an update on this topic.

#27068 26555 Miata Extended Lower Ball Joints

Thank you for your input. Please see item 26555 in this Fastrack for an update on this topic.

#27070 Allowance of Bauer Ball Joints

Thank you for your input. Please see item 26555 in this Fastrack for an update on this topic.

#27087 Ball Joints

Thank you for your input. Please see item 26555 in this Fastrack for an update on this topic.

#27510 Support for 26555

Thank you for your input. Please see item 26555 in this Fastrack for an update on this topic.

Handled Elsewhere

Street Category

#27383 2020 Toyota Supra considerations - con't

Please see the response to item #27379.

#27384 new Toyota Supra

Please see the response to item #27379.

#27445 E90/E91/E92 M3 BMW from FS to BS

Please see the response to letter #27446

#27447 Vagcom to turn off esc

Please see the response to letter #27456

Tech Bulletins

Street Category

#27030 2019 Shelby GT350 Handling Package Classing

Per the SAC, update the listing in Appendix A:

BS

Ford

Mustang Shelby GT350 (2015-*18*)

Mustang Shelby GT350 (incl. handling package) (2019)

#27379 2020 Toyota Supra considerations

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

BS

Toyota

Supra (2020)

#27404 2020 Ford Mustang EcoBoost

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

DS

Ford

Mustang EcoBoost (2015-*20*)

#27453 New generation Mazda3

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

HS

Mazda

Mazda3 (2004-20)

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED
December 2019

SOLO® EDITION

SOLO EVENTS BOARD | October 23rd

The Solo Events Board met by conference call October 23rd. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Jason Isley of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is *1/1/2021*.**

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Street Category

The following is a corrected version of the previously-published #26735:

#26735 Fix SS - Viper 2013-17 (ALL) / #27676 Proposed Dodge Viper listing for SS

Per the SAC, update the following listings in Appendix A:

SS

Dodge

Viper (all) (2013-20)

Viper (ACR) (*1999-2010*)

AS

Dodge

Viper (non-ACR) (1992-*2010*)

Modified Category

#26993 Aero, Diffusers

Change 18.1.F.5 as follows:

"5. Diffusers are allowed at the rear of the car only*; no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle*. The diffuser may protrude rearward beyond the top viewed outline of the car. Diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber*; this 25" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser.*

A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed inside the diffuser, sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted.

The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No

tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394”) below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules."

Member Advisories

General

#27826 SEB Vacancy

The SEB will have a vacancy at the end of this year. Members interested in serving on the board are invited to submit their qualifications in writing via www.soloeventsboard.com

#27828 Awards Nominations Requested

The SEB is requesting nominations for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards are as follows, and lists of previous winners may be found in Appendix K of the Solo Rules:

Driver of the Year: To the Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship.

Rookie of the Year: Outstanding performance at a first Solo National Championship by a driver with limited competition experience.

Street Prepared Category

#27482 Tire Clearance Allowance for Mazda RX-8

Corner lights which are integrated into bodywork which is allowed to be modified per 15.2.A, and is in the path of the tire, may be modified for tire clearance along with the fender/bumper/hood.

Other Items Reviewed

Street Category

#27494 Response to #27071

Thank you for your input

#27517 Update the following listing in SS: Porsche 911 GT3/GT3 RS...

Thank you for your input

#27548 RE: #25535 Cobalt 2.4L classing

Thank you for your input.

Street Touring Category

#27411 ND2 to STU

Thank you for your input.

#27416 ND2 to STR

Thank you for your input.

#27426 Another data point against ND2 to STR

Thank you for your input.

Street Prepared Category

#27507 Against 24599

Thank you for your input.

Not Recommended

Street Category

#27473 WRX Move Proposal to GS

Thank you for your input. The SAC feels the WRX is appropriately classed at this time.

#27485 Revisit Rule 13.9 G

Thank you for your input. The SAC is not in favor of adding additional methods of disabling ESC/TCS at this time.

#27505 Change in wheel diameter allowance

Thank you for your input. The SAC feels the Street category wheel allowance is is adequate at this time.

#27523 Reclass 996 911 to B Street

Thank you for your input. The SAC feels the 996 is appropriately classed at this time.

#27537 Request for Exclusion of Yokohama A052 2020 Season

Thank you for your input. The SAC will continue to closely monitor the performance of the A052.

Street Touring Category

#27310 SST class proposal

Thank you for your input. The STAC is not interested in creating an additional Street Touring class at this time but is aware of the membership's desire for a place to run cars on street tires that exceed the performance of the current ST classes. The SEB is discussing various options to address this desire.

#27355 HOT HATCH OR HOT?? CLASSING???

Thank you for your input. The STAC does not believe that splitting STH into separate classes based on drivetrain would be in the best interest of the category.

#27371 STH to STU

Thank you for your input. The STAC does not feel that allowing cars to move "up" and run in a faster ST class (as was done back in the day with STS to STX civics) is appropriate for the category.

#27408 Allow lesser diameter brake rotors

Thank you for your input. The STAC does not feel that allowing competitors to utilize smaller diameter rotors would be in the best interest of the category.

#27407 Keep ND2 in CS and not STR

Thank you for your input.

#27461 Please consider banning the Yokohama A052

Thank you for your input. The STAC is not currently interested in deviating from the tire availability rule inherited from the Street category (Section 13.3).

Handled Elsewhere

Street Category

#27486 Allow ESC/TCS full defeat by any means necessary

Please see response to letter #27485

#27496 State of street tires (follow up from the Nationals town hall)

Please see the response to #27537.

#27513 Street Tire Philosophy

Please see the response to #27537.

#27539 Tire Eligibility Requirements (Section 13.3)

Please see the response to #27537.

#27556 Tire wear comparison: Yokohama A052 versus Bridgestone RE-71R

Please see the response to #27537.

#27559 Yokohohos A052

Please see the response to #27537.

Street Touring Category

#27511 Request classification

Thank you for your input. Please see the response to letter #27097 in the October Fastrack.

#26704 Can hoses between intercooler and stock boost piping be changed?

Please see the response to letter #26703.

#27422 Convertible top upgrade

Please see response to letter #27235 published in the October Fastrack.

Change Proposals

Street Touring Category

#26703 Can hoses between intercooler and stock boost piping be changed?

The STAC is seeking member feedback on an additional allowance within STH to replace the couplers in the factory boost piping. This would include couplers between allowed aftermarket intercoolers and factory boost pipes. The objective of this allowance would be to allow more vehicles to legally take advantage of the current intercooler allowance. The STAC is not interested in opening up the allowance to include modifications/substitutions to factory boost piping, as this would increase the cost of a competitive STH build without providing sufficient benefit for the membership as a whole.

Modify 14.10.C as follows:

STH only: As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced *and must remain in use. Couplers used to connect the CAC to the factory boost piping may be modified or replaced. Couplers, for the purpose of this allowance, are defined as flexible connectors used to connect the CAC to the rigid factory boost piping or connecting the CAC to the turbo/intake manifold.*

Modified Category

#27553 Fender Requirement Tweak for DM/EM

Per the MAC, change 18.1.I.1 to read as follows:

"At least *50%* the width of each tire must be covered by fenders, *for no less than 75% of the length of the tire,* when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted."

Tech Bulletins

Street Category

#27479 Update the Porsche 911 991.2 listing

Per the SAC, update the following listings in Appendix A:

SSR

Porsche

911 (991 chassis; non-R, non-Turbo, non-Turbo S, non-GT2, non-GT3) (2012-19)

~~911 (991 chassis; non-GT3) (2012-14)~~

Street Prepared Category

#27368 Please class the 2020 Supra in ASP

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

ASP

Toyota

Supra (2020)

#27370 Class Mk3 Audi TT & TTS

Per the SPAC add the following to Appendix A:

ASP

Audi

TTS (2014-19)

BSP

Audi

TT (2014-19)

#27394 Civic Type R (17-19) classing to DSP

Per the SPAC add the following listing to Appendix A:

DSP

Honda

Civic Type-R (2017-20)

#27432 Classing Request for Tesla Model 3

Per the SPAC add the following listing to Appendix A:

ASP

Tesla

Model 3

#27437 Classification

Per the SPAC add the following listing to Appendix A:

BSP

Fiat

124 Spider (2016-2020)

#27525 ND2 in BSP

Per the SPAC, update the following listing in Appendix A as shown:

BSP

Mazda

MX-5 Miata (ND chassis, all) (2016~~-17~~ *-19*)

Prepared Category

#27390 Need Classification - 2013 fiat 500, trim: Abarth

Make the following change to Appendix A:

FP

Fiat

500 (Turbo) (2013-19)

#27424 Fiat 124 Spider

Add the following listing to Appendix A:

FP

Fiat

124 Spider (2017-19)

The PAC would like to remind the requesting member to direct a separate letter to the SPAC regarding the SP classing request.

#27526 BMW Z3 6-cyl in FP

Add new listings to Appendix A as shown:

FP

BMW

Z3 (6-cyl) (1999-2002)

Z4 (6-cyl) (2003-08)

Kart Category

#26907 Vortex ROK shifter under KZ/ICC 19.2.D.3.?

The KAC has provided the following addition to the rules as a new engine classification. Insert as a new 19.2.D.4 (and re-letter the subsequent subsections accordingly), as follows:

19. KART CATEGORY

19.1 KART MODIFIED (KM)

D. Engine:

4. ROK Shifter:

a. Vortex ROK Shifter engine package only. Must meet all specifications of the most current Shifter Rok Identification Sheet document, as provided by Vortex. All engine parts and accessories must be as originally supplied by Vortex and must not be modified.

Weight adjustment = +5 lb.

b. Shift mechanism:

I. Gearbox must be entirely manually operated.

II. Ignition interrupt systems are not allowed.

c. Clutch: Must be cable-actuated with manual operation.

d. Cooling: An electric water pump may be added.