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Solo

SOLO EVENTS BOARD | November 25th

The Solo Events Board met by conference call November 25th. Attending were SEB members Mark Labbancz, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Steve Strickland of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Street Modified Category

#29086 #28658 feedback - manufacturer specific engine blocks

The SMAC thanks you for your input.

#29130 #28658 Delete the cross-make engine weight penalty - feedback

The SMAC thanks you for your input.

#29258 In support of #28658 to remove cross-manufacturer penalty

The SMAC thanks you for your input.

#29307, 29308, 29310, 29313 Feedback on #28407 Aftermarket gauge clusters (various)

The SMAC thanks you for your input.

#29335 28407 Feedback

The SMAC thanks you for your input.

Prepared Category

#29371 Front Air Damn

Vertical means perpendicular to horizontal. Front spoilers/air dams are covered in 17.2.O, which "allows a vertical air dam/spoiler above a horizontal splitter." As per 1.c in Appendix A, X Prepared, the splitter has a +/- 3 degree allowance from horizontal. The PAC strongly cautions against tortured interpretations of the rules.

#29735 Bodywork modifications

Per the PAC, if bodywork is in excess of the allowances of section 17.2 of the Solo Rules, but is compliant with the Club Racing General Competition Rules (GCR) GT rule set, and is of a car listed in Appendix A of the Solo Rule Book for CP (I.E. Camaro, Firebird, Mustang. Not Corvette), then the bodywork is legal per the rules as long as the author applies the 10% in excess weight penalty in section 17.11.B. The PAC strongly recommends the author print the GCR, read and understand the appropriate GCR bodywork section, highlight any areas that may be questionable to other competitors, and have the rule set in hand in the event of a protest.

Former Trans-Am series bodywork may or may not be legal, depending on if it fits into the GCR GT rules.

Change Proposals

Street Touring Category

#29627 STH Audi A3 Out or More O

The STAC is seeking membership feedback on moving the third generation (2016+) Audi TT from STH to STU, as shown below. The STAC feels that this car does not appropriately fit with the performance of the current STH class.

Modify Appendix A as follows:

STU

Audi

TT quattro (AWD) (2016+)

STH

Audi

TT quattro (AWD) *(1998-2014)*

Other Items Reviewed

Street Category

#29654 RE71R Should Be Thought Through

Thank you for your input. The SAC is aware of competitors' concerns around potential availability of the Bridgestone RE71R. Currently the tire remains available through normal retail channels and thus satisfies 13.3.B (see B.5). Section 13.3.B.2 provides for a tire to be placed on the exclusion list due to supply shortages; the SAC and SEB will be monitoring the availability situation going forward.

#29722 Moving BMW M3 E9X from FS to BS

Thank you for your letter. This was proposed in letter #25430 and as published in the April 2019 Fastrack; the SAC withdrew the proposal based on member feedback. Please also see letter #28005 published in the June 2020 Fastrack for the current FS concept proposals. The SAC will continue to closely monitor the competitive balance in FS in 2021.

Street Touring Category

#29565 Aftermarket BOV/DV valves on factory electronic control solenoids

Thank you for your input. Aftermarket BOV and Diverter Valves are part of the new allowances introduced as part of the STU proposal that was published for feedback earlier this year. Please see the response to letter #28321 in the December 2020 Fastrack.

Prepared Category

#29577 Fastrack feedback

Thank you for your input. Even though the original letter writer's intent was to improve safety of windshield-less cars, the PAC noted that all Open cars require a roll bar. In Appendix C there were no minimum size requirements for roll hoop braces and only one (1) brace was required. The PAC feels that the Appendix C recommendations for minimum size and two (2) braces are appropriate for all open cars in Prepared.

Appendix C.8.A does not cover the suggestions later in Appendix C; it states that tripod and post roll bars are unacceptable.

Not Recommended

Street Category

#29636 Street Class - Wheel Width Standards

Thank you for the letter. The SAC believes the wheel rules are appropriately written.

#29698 Clarification: seat rails

Thank you for your letter. The SAC does not believe modifying seat rails is within the spirit of the Street category.

#29672 Add 2020+ Cayman GT4 to SSR

Thank you for your letter. The SAC does not believe the 2020+ Cayman GT4 is appropriate for the SSR class.

#29807 Move 2003 Miata Club Sport from BS to ES

Thank you for your letter. The SAC believes the Miata Club Sport's rarity and weight advantages over more common Miata models do not make it appropriate for the E-Street class.

Street Touring Category

#29592 Veloster N to STH

Thank you for your input. The STAC believes the Veloster N is not appropriate for STH at this time.

#29611 VW 1.8 R turbo

Thank you for your input. The STAC is not in support of allowing modifications or replacements of turbochargers in Street Touring.

#29617 Other options than fender pulling

Thank you for your input. The STAC feels that additional suspension allowances or in this case being able to utilize multiple existing allowances for camber adjustment is not appropriate for ST* and leaves room for abuse by those willing to fabricate custom components to fully utilize the additional allowances.

#29700 Aftermarket intercoolers

Thank you for your input. The STAC is not in favor of an allowance to remove vehicle components in order to facilitate installation of larger intercoolers.

Street Modified Category

#29452 Bumper Beam Allowance for Street Modified class

Thank you for your letter. At this time, the SMAC does not believe allowing modification or replacement of the OE bumper beam is in the best interests of the whole category.

Prepared Category

#29549 Feedback on roll bar proposal

Thank you for your input.

Handled Elsewhere

Street Category

#29606 1995-1999 Dodge/Plymouth neon to HS

Please see the response to letter #29502 published in the December 2020 Fastrack.

Street Touring Category

#29620 Veloster N to STH

Thank you for your input. Please see the response to letter #29592 in the current Fastrack.

#29638 Follow-Up to Letter 29592

Thank you for your input. Please see the response to letter #29592 in the current Fastrack.

Tech Bulletins:

Street Category

#29644 Class Tesla Model Y Performance

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

SS

Tesla Motors

Model Y (all) (2020-21)

#29660 2021 mustang mach 1 classing

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

BS

Ford

Mustang Mach 1 (all) (2021)

#29670 Amend Cayman GT4 to include 2021 model

Per the SAC, please make the following changes in Appendix A:

SS

Porsche

Cayman GT4 (2020-*21*)

#29701 Unknown class for MB AMG CLA35

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

DS

Mercedes-Benz

AMG CLA 35 Coupe (2021)

AMG A 35 4Matic (2021)

#29868 Porsche Taycan

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

SS

Porsche

Taycan (all) (2020-2021)

Street Prepared Category

#29263 Please rewrite 15.2.I.1 to specify splitter viewing angle

Clarify the third sentence of 15.2.I.1 as follows:

"Splitters may not protrude beyond the bumper *as viewed from above*."

Street Modified Category

#29314 Clarifications section out of date?

Correct the wording in Appendix F, Street Modified Category Clarifications, Elise Clamshell Clarification, to remove the spurious word "lid" from the end of the last sentence, which should read:

"However the entire rear clamshell may not be replaced, as there is no allowance to replace the trunk."

Note: The original clarification from October 2014 does not include the extra word.

Modified Category

#29546 Place Goblin track frame kit on accepted EMOD kit list.

Per the MAC, add to the list of DM/EM eligible kit cars in 18.1.A.1 under "The list of currently approved models is as follows:"

DF Goblin

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Solo

SOLO EVENTS BOARD | December 23rd

The Solo Events Board met by conference call December 23rd. Attending were SEB members Mark Labbancz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Street Touring Category

#29787 Resume to join STAC

The SEB has approved the addition of Devin McCuen to the STAC.

#30059 Request to Join the STAC

The SEB has approved the addition of Kevin Gu to the STAC.

Not Recommended

Street Category

#29923 Ford Mustang Ecoboost vs. Ecoboost HPP

Thank you for your input. The SAC believes all variants of the EcoBoost Mustang are appropriately classed at this time.

#30034 Extend 13.5.8 to other street classes

Thank you for your letter. The SAC does not plan on changing the class allowances for 13.5.8 for 2021.

#30061 Street Class Wheel Allowance

Thank you for the letter. The SAC believes the wheel rules are appropriately written, but will continue to monitor size offerings as new/competitive tires are released.

#30072 Larger wheels from 2003 stock miata to be used on 1990 miata

Thank you for the letter. The SAC believes the wheel rules are appropriately written.

#30073 Allow the larger factory wheels from Miata NB for use on older NA

Thank you for the letter. The SAC believes the wheel rules are appropriately written.

Super Street R

#29997 Please List/Class Corvette Stingray (C8) (2020) in SSR

Thank you for your letter. The SAC believes that the C8 Corvette exceeds the performance parameters of SSR.

Street Touring Category

#29931 Cayman 718 Base classing to Street Touring?

Thank you for your input. Although this car was being considered for STU the STAC is holding on adding new cars to the class until the speed of the class with the new allowances is better known. At that point the STAC will evaluate classing new competitive cars.

#29958 Weight to tire modification

Thank you for your input. The STAC does not feel that a tire vs. weight allowance is in the best interests of the category.

#29966 Move 8th/9th Gen Civic Si to STH

Thank you for your input. The STAC feels that STX is the most appropriate place for the 8th and 9th gen Civic Si.

#30009 Make STU Great Again request

Thank you for your input. Street Touring is a category that requires an explicit classing for a vehicle to run in a class. Vehicles currently classed are not eligible for bumping "up" and running in a theoretically faster class. The STAC does not feel that going back to allowing cars to run in multiple classes would be in the best interest of the category.

Other Items Reviewed

Street Touring Category

#30035 Request clarification

Thank you for your letter. All generations of the Volkswagen R32 are currently classed in STX.

Handled Elsewhere

Street Category

#29950 Farewell RE71R

Please see the response to letter 29654 published in the January 2021 Fastrack.

#29979 Bridgestone RE-71R/Tire Availability concerns

Please see the response to letter 29654 published in the January 2021 Fastrack.

Tech Bulletins

Street Category

#29922 Please clarify classing of 2000 Dodge Viper GTS ACR

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

SS

Dodge & SRT

~~Viper (all)~~

Viper (2013-2017)

Viper (ACR and TA all)

#30003 Clarification on Street classing for Mk1 and Mk2 Ford Focus

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

HS

Ford

~~Focus (non-ST 2013-18 and non RS)~~

Focus (2000-2011)

Focus (non-ST, non-RS) (2012-2018)

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SOLO EVENTS BOARD | January 27th

The Solo Events Board met by conference call January 27th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Lyn Hodges Watts of the BOD; Brian Harmer and Heyward Wagner of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Street Category

#30075 SAC Application

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

Street Touring Category

#29850 Clarify LSD allowance for VAQ equipped FWD GTI

Thank you for your inquiry. The new allowance for tuning electronic differentials and the existing allowance for replacing a differential in a 2WD STH car are separate allowances. As such, the replacement of an existing mechanical (open or otherwise) differential is not limited by the existence of an electronic differential.

#30039 Clarification on STU Proposal?

The electronic differential tuning and mechanical differential replacement are two separate allowances. Therefore, unless otherwise noted cars in Street Touring may take advantage of both allowances.

Street Prepared Category

#29174 HATCHBACK REAR SPOILER CLARIFICATION

As written in 15.2.I.2.b a spoiler on a hatchback may be mounted to a rear hatch lid or a deck/trunk lid. An OE wing is not one of these surfaces and therefore cannot be the mounting point or surface to measure from for a non-production spoiler.

Change Proposals

Street Category

#29472 Roll Cage clarification

The SAC is requesting member feedback to the following rule change:

13.2.G.1 Roll Bars and Roll Cages

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

1. Roll bars may be added. Roll bars may be welded or bolted in. Standard rollover hoops, covers, trim panels and interior parts may be modified or removed for clearance. Holes may be added to the chassis to allow bolt installation but may not be added for tube clearance or pass through. Factory safety systems may not be removed or altered to facilitate roll bar installation. The total weight of components removed must be less than the of the components installed. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make unduly tortured interpretations of this rule.

Street Prepared Category

#29666 NC Miata SP Classing Change

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

CSP

Mazda

~~MX-5 (2006-15)~~

BSP

Mazda

MX-5 (2006-15)

DSP

Mazda

*MX-5 (2006-15) *Limited Prep**

Other Items Reviewed

Street Touring Category

#29028, 29561, 29573, 29594, 29600, 29604, 29605, 29614, 29779 Provisional ST Class Input (various)

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29199 Response to #28321

Thank you for your input. Please see the final recommended rules language for the STH differential allowances published in the December Fastrack.

#29679 Rule adjustment for Solo Class STH, 14.10.C

Thank you for your input. An allowance to replace charge pipes was part of the STU proposal that was recommended in the December Fastrack.

#29738 Put cars in the class that people actually want to own

Thank you for your input.

#29778 Please consider class change

Thank you for your input. As mentioned in the Street Touring Town Hall the STAC is evaluating options for providing a competitive place for certain STR and STX cars that are popular with the membership but are not currently sufficiently competitive in the current classing structure.

#28839 Make STU Great Again, Allow all years of the Audi TTRS In

Thank you for your input. The Appendix A changes were ultimately not recommended with the rest of the proposed STU changes. The STAC will monitor the speed of STU with the new allowances and make decisions about moving any new cars to STU once the pace of STU is better known.

Street Prepared Category

#27845 Monoball bushings clarification - Update/Backdate

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack.

#28737 15.8 Suspension Bushing Material

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack. For letter 26949 the SPAC is continuing to collect member feedback and a direction will be in a future Fastrack.

#28755 Please sir may I have some bearings?

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack. For letter 26949 the SPAC is continuing to collect member feedback and a direction will be in a future Fastrack.

#29384 2006-2015 Honda Civic Si to FSP Limited Prep

Thank you for your input. Please see the responses to letters 29303 and 29336 in the December 2020 Fastrack.

#29454 Is a Gurney flap considered to be an end plate

As described a Gurney flap located at the top of a spoiler is not considered an end plate.

#29456 Feedback on various topics

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack. Please see the response to letter 28830 in the December 2020 Fastrack.

#29583 Spherical bearings for suspension bushings - follow up

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack.

#29671 Support street prepared sunroof removal #24599

Thank you for your input. Please see the response to letter 24599 in the May 2019 Fastrack.

#29696 Sphericals in SP

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack.

#29870 Class e46 m3 in LPSP

Thank you for your input. Please see letter 29385 in the December 2020 Fastrack.

#29938 #29382 class the 88-91 Honda Civic sedan

Thank you for your input. The SPAC is continuing to collect member feedback and a decision will be in a future Fastrack.

#29967 Errors / Omissions in FSP

Thank you for your input. The noted issue is corrected in the current rules.

#29973 Proposal #29368 GT350/GT350R To ESP

Thank you for your input. The SPAC is continuing to collect member feedback currently and will announce the direction in a future Fastrack.

#29977 RE: Comment on #28695 & #26949

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack. For letter 26949 the SPAC is continuing to collect member feedback and a direction will be in a future Fastrack.

#30004 Member Comments for December Fastrack Subjects

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack. For letter 26949 the SPAC is continuing to collect member feedback and a direction will be in a future Fastrack.

Not Recommended

Street Category

#30162 Porsche Boxster (987, non-S) (2005-08) to CS

Thank you for your letter. The SAC believes the 987 Boxster is appropriately classed.

#30202 Modification allowances for street class competition

Thank you for your letter. The SAC feels the Street allowances are appropriate as written.

Street Touring Category

#29769 Remove minimum wheel width rule, keep minimum tire tread rule

Thank you for your input. The SEB is not in favor of removing wheel width limits in STR.

#28930 981 Cayman S Classing

Thank you for your input. The STAC is taking a cautious approach on adding new cars to STU until the pace of STU with the new allowances is better known. As such the STAC does not feel that adding the 981 Cayman S to STU is appropriate.

#29941 Response to Letter #28321 re: Make STU Great Again!

Thank you for your input. The STAC does not feel that the 4-cylinder BMWs would be appropriate for STH in national competition. However, under the current rules some of these cars may be run in STH at the regional level using the NOC catch-all.

#29980 Eliminate lightweight batteries in Street Touring

Thank you for your input. The STAC is not in favor of a takeback of the existing battery allowance.

#29983 Reclassify Mini Cooper S & Cooper S JCW (2007-13) to STX from STU

Thank you for your input. The STAC believes that the 2nd generation Cooper S and JCW are appropriately classed.

Street Prepared Category

#29492 Lexus ES 250 and other old FWD in ESP cleanup

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

Handled Elsewhere

Super Street R

#30112 C8 to SSR Proposal

Please see the response to letter #29997 published in the February 2021 Fastrack.

#30190 Class 718 GT4 (2020+) in SSR

Please see the response to letter #29672 published in the January 2021 Fastrack.

Street Touring Category

#29869 Tire widths proposals

Thank you for your input. The recommended changes published in the December Fastrack for the STU class would take effect on January 1st 2021.

Tech Bulletins

Street Prepared Category

#29574 F8X M3/M4 to LP ESP

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

ESP

BMW

*M3 (F80 chassis) *Limited Prep**

*M4 (F82/F83 chassis) *Limited Prep**

#29836 Move 06-13 vw GTIs to FSP

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

FSP

Volkswagen

*GTI (2006-13) *Limited Prep**

#29951 FSP Limited Prep Celica

Per the SPAC add the following listing to Appendix A:

FSP

Toyota

*Celica (2000-2005) *Limited Prep**

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Solo

SOLO EVENTS BOARD | February 24th

The Solo Events Board met by conference call February 24th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Lyn Hodges Watts of the BOD; Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Divisional Personnel

#30477 Volunteer Needed for SDC Position, NorPac Division

The SEB is seeking a volunteer to be the Solo Development Coordinator for the Northern Pacific Division. This person will become part of the new Solo Development Advisory Committee, which will work with the SEB and Staff to help Regions to improve their programs, share information, and facilitate communication and coordination Division-wide. Interested members from Regions within the NorPac Division are invited to respond in writing to www.soloeventsboard.com

Street Category

#30463 Committee Personnel

An opening is anticipated on the SAC. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street Touring Category

#29080 Clarification on 14.5.B and 14.5.H

The STAC believes that the referenced bushing replacement is permitted as part of the allowance in 14.8.B.

Kart Category

#30047 Interest in position on KAC

The SEB has approved the addition of Ryan Lower to the KAC.

Change Proposals

Street Touring Category

#25039 Cosmetic rule inquiry

The STAC is soliciting member feedback on a change to the cosmetic and aero rules in section 14.2.F. The original intent of this allowance was to allow competitors to modify the looks of their car using spoilers, splitters, etc that are available for their vehicle model without really changing the performance of their vehicles. With the broad defintion in section 12 of "model" and more and more manufacturers creating halo versions of a model with functional aero the STAC is concerned this allowance could be abused. As such the STAC is suggesting limiting the allowance to trim packages that are currently classed in Street Touring using the following wording. An example of the things this rule is trying to prevent is someone taking their STU Camaro and installing the ZL1 1LE splitter and wing.

Modify 14.2.F as follows:

14.2.F. Addition *or substitution* of spoilers, splitters, rear wings, bumper covers, valances, sideskirts, and non-functional scoops/vents is allowed provided that either:

1. It is a standard or optional production part which could be ordered on the US model vehicle as part of the base package or part of a higher trim package. The trim package must be classed in any of the current Street Touring classes.

~~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).

#28150 Final Catalytic Converter allowance on Fed. vs. Cali. Cars

The STAC is seeking membership feedback on an update to the existing exhaust rules to clarify the rule and accommodate vehicles that have multiple exhaust configurations depending on where in the US they were sold. Specifically, cars that were sold in California with different exhaust layouts than those found in the other states.

Modify 14.10.E as follows:

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" (152.4 mm) further along the exhaust flow path from the original exit of the final OE converter.

For vehicles that were delivered with multiple exhaust configurations (i.e. California vs 49-state legal cars) any of the OE exhaust configurations may be used for the purpose of determining the location of the aftermarket catalytic 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).

#28997 Third Brake Light / Rear Wing Removal Rule in Street Touring

The STAC is seeking membership feedback on a clarification to the allowance for removal of wings via 14.2.C. This rule change should allow more leeway when replacing the 3rd brake light that was mounted in the now-removed wing.

Modify Rule 14.2.C as follows:

Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains *a* ~~any federally mandated~~ third brake light.

#29607 Addendum to Letter #28744 - Simplify Tuning in STS

The STAC is seeking membership feedback on the following change to the engine management system allowances for 2005 and older model year vehicles:

Add new 14.10.F.2.d as follows:

d. Additional sensors such as MAP and IAT sensors may be added for use by PCM/ECUs. This is not an allowance to modify or remove existing sensors, or to add or enhance chassis, traction, or stability controls. Holes may be drilled for the mounting of sensors but must serve no other purpose.

#29712 STU and STH Catch-All overlap

The STAC is seeking membership feedback on a clarification to the catch-all class listings present in the Street Touring section of Appendix A. Previously there was some ambiguity with regards to where cars with certain engine sizes could run and this change should clear that confusion up.

The proposed changes are as follows:

Appendix A

Street Touring Sport (STS)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 3.1L normally-aspirated

Street Touring Hatchback (STH)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 2.5L forced-induction)

#30319 14.8.B: Bushing allowances

The STAC is seeking membership feedback on the following changes to the bushing allowances:

14.8.B

Suspension bushings may be replaced with bushings of any materials ~~(except metal)~~ as long as they fit in the original location. Offset bushings may be used~~. In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased.~~ This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

14.8.D

Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

14.8.K

Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

Not Recommended

Street Category

#30322 Please consider letting people remove fake engine noise devices

Thank you for your letter. The SAC does not believe removing plumbing for in-cabin sound devices is in the spirit of the Street category.

#30334 Pedal Dance for All

Thank you for your letter. The SAC feels that allowing modifications to electronic stability control and/or traction control (ESC/TC) beyond 13.9.G is not within the spirit of the Street category.

#30373 Allow Viper TA 1.0 in SSR

Thank you for your letter. The SAC does not believe any of the TA Viper's are appropriate for SSR.

Street Touring Category

#30313 Ford Edge ST Class

Thank you for your input. The STAC does not feel that the Ford Edge ST is appropriate for Street Touring.

Kart Category

#30126 Add 250cc 4 cycle shifter engines to KM

Thank you for your feedback.

This is a novel way of adding a 4 stroke engine to KM.

The KAC will keep this as an idea for future plans.

At this time we do not recommend this rule change.

Other Items Reviewed

Street Touring Category

#29325 Regarding Make STU Great Again

Thank you for your input. As part of the finalized proposal published in the December 2020 Fastrack and now part of the 2021 rulebook, the Appendix A changes were not carried forward.

#29593 In support for creating a Super ST class

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29597 Super ST* Proposal

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29598 SST Request

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29602 In support for creating a Super ST class

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29626 Support for STU+ updates from Townhall + Flywheel proposal

Thank you for your input. The STAC is not in favor of an additional flywheel allowance.

#29665 Town Hall Follow-Up

Thank you for your input on the potential additional classes discussed at the 2020 Street Touring Town Hall, and in the timing of the proposed STU changes. As part of the finalized proposal published in the December Fastrack and now part of the 2021 Solo Rules, the Appendix A changes were not carried forward but the allowances were put in place.

#29692 C5 Z06 in ST

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020, the STAC is evaluating options to provide another competitive outlet for cars that are not well served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29703 SST Class Comments

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020, the STAC is evaluating options to provide another competitive outlet for cars that are not well served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29788 Keep the S2000 Alive

The STAC is currently evaluating options for additional Street Touring (ST) classes and is also monitoring the impact of the new allowances in ST. The potential re-classification of the S2000 will be considered as part of these discussions.

#30316 Rules clarification

Per 14.10.C.2, modification or trimming of plastic to facilitate CAC installation is not allowed.

Street Prepared Category

#29744 Feedback in Favor of Spherical Bearings in SP

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack.

#29937 28695 feedback

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack.

Modified Category

#29945, 29954, 29961, 29962, 29978, 29984, 29985, 30049, 30092, 30143, 30155, 30156, 30169, 30170 Feedback on #28954 Rule Change Proposal (various)

Thank you for taking the time to send in your thoughts on the proposed changes to DM/EM.

Handled Elsewhere

Street Category

#30336 2021 Mercedes Benz AMG CLA45

The 2021 Solo Rules are being updated accordingly.

#30343 BMW m2 CS classing

Please see the response to letter #30258.

#30359 Please add 2021 Porsche GT4 to SS

Please see the response to letter #29672 published in the January 2021 Fastrack.

#30360 Please add 2021 Porsche GT4 to SS

Please see the response to letter #29672 published in the January 2021 Fastrack.

#30362 Ban RE71R from National Competition

Please see the response to letter #29654 published in the January 2021 Fastrack.

#30363 Do not ban RE71Rs

Please see the response to letter #29654 published in the January 2021 Fastrack.

Street Touring Category

#28744 Simplify Tuning in STS

See the proposal published in response to letter #29607.

#29090 Making STU great again (with the S2000)

Please see the response to item #29788

#29613 More STU Proposal Feedback

Thank you for your input. Please see the response to letter #28930 published in the current Fastrack.

#29650 Cayman Build for STU question about a rear wing.

Please see the proposal published in response to letter #25039 in this Fastrack.

#29694 A place to play for S2000s

Please see the response to item #29788.

#30311 Make Bushing Rules Great Again

See the proposal published in response to Letter #30319.

#30314 Some rules are too stupid to follow: ST bushings metal content

See the proposal published in response to letter #30319.

Tech Bulletins

Street Category

#30257 Classing of 2021 Mazda 3 Turbo AWD

Per the SAC, make the following changes in Appendix A:

DS

Mazda

Mazda3 Turbo (2021)

HS

Mazda

Mazda3 *(non-turbo)* (2004-*21*)

#30258 Classing of 2020 BMW M2 CS

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

AS

BMW

M2 CS (2021)

#30259 Classing of 2021 Hyundai Sonata N-Line

Per the SAC, add the following listing to Appendix A

HS

Hyundai

Sonata (incl. N-Line)

#30260 Classing of 2021 Hyundai Elantra N-Line and Kia Forte GT

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

GS

Hyundai

Elantra N-Line (2021)

GS

Kia

Forte GT (2020-2021)

HS

Hyundai

Elantra (incl. GT Turbo, *excl. N-Line*) (1990-*2021*)

#30264 Classification for 2016 Boxster Spyder

Per the SAC, update the following listing in Appendix A

SS

Porsche

Boxster Spyder (2011-13, *2016)*

#30333 BMW Car classification

Per the SAC, make the following additions to Appendix A

AS

BMW

Z4 6 cyl (2020-2021)

BS

BMW

Z4 4 cyl (2020-2021)

DS

BMW

2 Series Gran Coupe (228i and M235i) (2020-2021)

FS

BMW

3 Series (330i incl. xDrive, 330e incl xDrive, M340i) (2020-2021)

4 Series (430i incl. xDrive, M440i) (2021)

#30347 Polestar 2 classing request

Per the SAC, add the following listing to Appendix A

SS

Polestar

Polestar 2 (2021)

#30361 Please add 2021 Porsche Boxster Spyder to SS

Per the SAC, update the following listing in Appendix A

SS

Porsche

718 Boxster S, GTS, GTS 4.0 & *Spyder* (2017-21)

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

Solo

NATIONAL APPEALS COMMITTEE | April 14th

On Wednesday April 14th 2021 the National Appeals Committee held a conference call to consider the appeal filed by Eric Stoltz. The appeal concerned disqualification of Mr. Stoltz' Saturday runs by event officials during the Las Vegas National Tour. Present on the call were NAC members Jeff Cashmore, Steve Hudson and Doug Wille. During the course of the call the NAC heard testimony from Event Chief Steward Paul Brown, SCCA Solo Event Lead Robert Christmas and Mr. Stoltz.

The decision of the NAC is to deny the appeal and uphold the decision of event officials. The DSQ of Saturday runs for Mr. Stoltz and for Chris Vreeland is upheld.

Both competitors were observed after competition hours testing their competition cars relative acceleration on Las Vegas Blvd. in front of the event site. While speeds may not have been excessive, the optics of helmeted drivers in stickered up race cars doing side by side second gear pulls is at best poor. Both drivers are commended for their contrition after the fact.

High quality event sites are in short supply around the country. We have to continue to work together to keep them. Competitors are reminded of Section 1.3.2 L. of the 2021 Solo Rules. “Unsportsmanlike Conduct: Any driver who drives unsafely at/near the event location or displays unsportsmanlike conduct shall be disqualified.” Let’s keep our racing on the course!

SOLO EVENTS BOARD | March 24th

The Solo Events Board met by conference call March 24th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Arnie Coleman, and Lyn Hodges Watts of the BOD; Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

Modified Category

#28954 Proposal for changes to DM and EM

The MAC is recommending the following change and would like to thank the many members of the Modified community who provided information and input towards these changes:

Section 18, 18.0, 18.1 changes:

18. MODIFIED CATEGORY

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

- A Modified (AM) – Least restricted class with significant aero allowances and unlimited drivetrain.
- B Modified (BM) – GCR-based formula cars and sports racers with a high power/weight and aero allowances.
- C Modified (CM) – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.
- D Modified (DM) – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.
- E Modified (EM) – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.
- F Modified (FM) – Small, very agile, GCR-based formula cars.

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM).

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM*, DM, and EM,* where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is pro prohibited in AM and BM. ~~Additionally, in DM and EM, a Stock Tub car (18.1.C.1) may use any ABS, TCS, and/or SCS with no weight adjustment as long as it was a standard option on the car and the original unmodified control unit and programming are used.~~ Engine RPM limiting devices (rev limiters) and cooling fans are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable section(s).

Modified Category cars are divided into classes based on potential Solo® performance. They need not be licensed for or capable of street use. The Solo® Rules shall take preference over the Club Racing GCR concerning safety requirements for vehicles in this Category. Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be movable when the car is in motion. The use of any moving device (e.g. a fan, propeller, turbine) or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.

18.0.A. Sound Control Modifications

If a formula car or sports racer is restricted by a GCR-stated exhaust length or vehicle length and therefore prohibited from installing the necessary exhaust devices to quiet the car to meet local dB limits, the following shall apply:

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

18.0.B. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to 1.6 times (1.6 ×) the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.
3. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times (1.4 ×) the computed displacement.

18.0.C. Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/ or inclination of the wing or number of elements. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation. This specification supersedes Section 12, Wing Area Computation, for these classes.

18.0.D. Tires

Any tire (including recaps) meeting the applicable portions of Section 3.3 is allowed.

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

1. Scattershields/Chain Guard:The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

   The following material requirements apply to scattershields/explosion-proof bell housings:

   - ⅛ in. (0.125”; 3.18 mm) SAE 4130 alloy steel
   - ¼ in. (0.250”; 6.35 mm) mild steel plate
   - ¼ in. (0.250”; 6.35 mm) aluminum alloy
   - SFI or NHRA approved flexible shields
2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mount-ed in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

   a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

b. Closed Sports Racing Cars, Production Cars, and GT Cars: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

c. Open Production and GT Cars: May exercise a choice among the above locations.

3. Driveshaft Hoop: RWD DM and EM vehicles shall have a drive-shaft hoop capable of preventing the shaft from entering the driver's compartment or damaging any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, ¼ in. (0.250"; 6.35 mm) minimum thickness and 2.0 in. (50.8 mm) wide, or ⅞ in. (0.875") x 0.065" (22.23 mm x 1.65 mm) welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

   Note: DM and EM vehicles are exempt from the scattershield, drive-shaft hoop, and Master Switch requirements if they are using DOT-approved tires.

4. The roll bar structure must meet the requirements of either Appendix C or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

   Specials are required to have the roll bar extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.

5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.

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.

7. FSAE cars using electronic throttle control must be able to demonstrate throttle closure to zero when power is cut via kill switch.

8. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.

9. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:

   a. Fuel cells

   b. Windscreens, side mirrors and tail/stop lights.

   c. Headlight covers, lenses, and bulbs.

   d. Log books.

   e. Fire retardant driver's suits.

   f. Homologation.

   g. Fuel test ports.

   h. Production-based dune buggies need not meet door requirements.

   i. Running lights.

   j. Deformable structures as defined by the GCR Formula Atlantic rules.

   k. On-board fire systems.

l. Reverse gear in BM and FM vehicles.

m. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.

n. Driver restraint system aging requirements (GCR Section 9.3.19) do not apply.

The 180° vision rule is recommended.

Note: If any conflict exists between the Club Racing GCR and the Solo® Rules, the Solo® Rules shall take precedence.

See Sections 3.8 and 8.3.1 for documentation requirements.

Refer to Appendix A for additional class-specific vehicle preparation rules.

Refer to Appendix F for past clarifications of these rules.

The following types of cars are assigned to the Modified Category:

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

Modified classes D (DM) and E (EM) contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes XP through FP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.

1. Kit Cars

Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The SCCA® will evaluate each submitted kit model individuallyand the evaluation will ensure that the specific model:

a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see Section 18.1.C.1).

b. Has no unusually advantageous aerodynamic features.

c. Has no exceptionally low center of gravity.

d. Has no exceptionally high strength-to-weight ratio.

e. Has no other unique features that would upset the competitive balance in DM and EM.

f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

~~g. They will automatically take the Modified Tub weight penalty (see Appendix A).~~

~~h. They will have the same weight displacement scales and weight bias penalties as production-based cars.~~

i. They will be allowed all, but no more than, the modifications that production-based cars are permitted, with the exception that minimum width for all kit cars shall be no less than 65” (165.1 cm) as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.

j. They are subject to the same engine and transmission restrictions as production-based cars.

k. They must meet the same safety requirements as production-based cars.

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

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

A newly-added model is not eligible for the current year's Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

The list of currently approved models is as follows:

- Exomotive Exocet
- Factory Five Racing 818 (S & R)
- Sylvia Sports Cars J15

2. Clones

Clones/replicas of SCCA®-recognized production cars are permittedto compete in DM and EM provided they comply with the following requirements:

a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.

b. Their specifications do not violate any rule stated herein.

c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

The Panoz Roadster and Porsche 550 Spyder are eligible for competition in DM and EM. ~~as a modified production-based car using the Modified Tub minimum weights.~~

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.
2. Firewalls and floors shall prevent the passage of flame and debris to the driver compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
3. The driver must be provided with clear and unobstructed access to the driver's compartment.
4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.
5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.
6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.

7. Standard bumpers may be retained, removed, or replaced with alternate materials. The bumper, if retained, will contribute its contour to the top view outline of the car for measurement purposes. Bumpers made of alternate materials shall retain the shape and size of the original.

8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with light er material.

C. Body and Frame

1. Stock Tub

a. No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

b. A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.

c. In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part-height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.

d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.

e. No removal of the interior sides of the pillars or tub to leave just an outer shell.

f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.

g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.

h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12, Floor Pan. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full standard floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain / exhaust / tire / suspension clearance.

i. Tunnels and other vertical floor pan features, as defined in Section 12, Floor Pan, are included as part of the floor pan of a Stock Tub and shall be at least the original size. They can be longer, wider, and taller.

j. No car of any sort with a floor pan less than 37" (94.0 cm) wide for front-engine cars or less than 42" (106.7 cm) wide for mid- and rear-engine cars shall be allowed in DM or EM.

k. A Stock Tub car over 93" (236.2 cm) in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.

No weight adjustment.

2. Modified Tub

a. All attributes of a Stock Tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.

b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.

c. Lightweight replacement body panels, a thinned-down standard fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead to bulkhead region.

d. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than standard ~~with a Modified Tub weight adjustment~~. A flat floor pan is legal.

e. Floor pan material, thickness, and method of attachment are open ~~under Modified Tub allowances~~.

f. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.

g. All other cars~~, Stock or Modified Tub,~~ whose factory wheelbase are less than 93" (236.2 cm) may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.

~~h. All series of Lotus 7, 7A, Super 7 and their clone or kit forms (such as Birkin, Westfield, Locost) are automatically classified as Modified Tubs. This also applies to the Shelby Cobra and its clones.~~

~~i. Tube frame cars are included in this modified tub category.~~

3. Materials ~~(all tubs)~~

a. Except as specifically authorized, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.

b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. ~~Lighter replacement sections may not be used between bulkheads in a Stock Tub without it becoming a Modified Tub.~~

c. Except as specifically authorized, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

d. ~~Cars that have been approved for DM and EM as clones do not have the freedom to use better strength per weight structural materials than those originally used in the corresponding places in the originals. The only exception is the use of high carbon or chromoly steel in place of mild steel.~~

D. Drivetrain

1. Engines must be derived from production automobiles available in the US or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac® Super Duty 4 and the Cosworth® 16-valve series are allowed. Motorcycle*, UTV, ATV, side-by-side,* snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile. Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke.

2. Engine and/or drivetrain changes are permitted within the following limitations:

a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rear-ward of the midpoint of the wheelbase).

b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.

3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.

4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed

safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.

~~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 engine (1308 cc × 1.6 = 2093 cc)~~

~~• 13B 2-rotor forced induction engine (1308 cc × 1.6 × 1.4 = 2930 cc)~~

~~• 20B 3-rotor normally aspirated engine (1962 cc × 1.6 = 3139 cc)~~

~~• 20B 3-rotor forced induction engine (1962 cc × 1.6 × 1.4 = 4395 cc)~~

5. Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3”). The restrictor pas-sage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts.

E. Minimum Weights

Minimum weights for cars in DM and EM and all adjustments to these weights are shown in Appendix A.

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, ~~wings~~, or sealing skirts may be added. No bargeboards, ramps, vanes, ~~wickerbills~~, or other aerodynamic devices are allowed except as specified herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model.

2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in Section 18.1.E.3.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.

3. Front Aero

a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4.0” (101.6 mm) above the horizontal centerline of the front wheel hubs.

b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.

c. The front spoiler may not be wider than either the front or rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0” (254.0 mm) as viewed from above. The front spoiler must be connected to bodywork above the spoiler across its full width. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car’s spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0” (20.3 cm) of its ex-tent. The change in top view outline caused by these bodywork changes is allowed.

d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/ spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car. The splitter must be a single plane with the top and bot-tom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

   Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

e. A front splitter and its associated features shall not function as a diffuser.

f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.

g. Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/ fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12, Definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 cm²). The canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm2) for each side.

4. Rear spoilers

   a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0" (25.4 cm) from the attachment point out to the outer or free edge. This sets the maxi-mum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5" (19.1 cm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.

   b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (25.4 cm) as viewed from above.

   c. Aerodynamic aids permitted in Section 18.1.F shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.

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 view outline of the car. The diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; this 25.0" 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.

6. If a factory production car or kit car was supplied with tunnels ~~or wings~~, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels ~~or on wings~~ to ruin their shape or to stop airflow.
7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6.0" (152.4 mm) must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:
   - 56 sq. in. (362.9 cm²) for a roof spoiler;
   - 100 sq. in. (645.16 cm²) for a trunk spoiler;
   - *100* sq. in. (*645.16* cm²) for a front splitter.
8. *Wings may be added, removed, or modified. Non-OE wings may only be attached to the chassis or body behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated per Section 12, Definitions. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm2) each and the number of endplates is limited to a maximum of 2. No part of the wing may extend past the widest part of the car.*

G. Brakes

The use of any type brakes, pads, and components are permitted (disc or drum). The location of brake components (inboard vs. outboard) may be changed from original. The original "emergency" or hand brake may be removed.

H. Tolerances

A tolerance of ±½" (±12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

1. At least ½ the width of each tire must be covered by the fenders when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
2. Suspension systems and wheels are free.
3. The use of a windscreen is not required.
4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

Appendix A changes:

MODIFIED CLASS D (DM)

Modified Production and GT cars with internal combustion engine dis-placement 2000 cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM with the following restrictions:
   1. No replacement of cast iron engine case segments with aluminum.
   2. On the 12A engine, only side and rotor housings from 1974-86 engines shall be used.
   3. No replacement of 12A or 13B sections, such as side plates, with those from other series engines (i.e., Renesis-type parts).

4. On 12A engines: no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water O-ring is permit-ted. On 13B engines, 4- and 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight with driver ~~vs. computed displacement~~ (lbs.): *1400*

- ~~Piston engines, normally-aspirated up to & including 1800 cc 1280~~
- ~~12A rotary engines, normally aspirated w/ porting restriction 1280~~
- ~~Piston engines, normally-aspirated 1801-2000 cc 1380~~
- ~~13B rotary engines, normally-aspirated w/ porting restriction 1380~~
- ~~Forced induction w/ displacements per 18.0.B, up to 2000 cc w/ inlet restrictor 1380~~

C. Performance Adjustments (lbs.):

- AWD Add 200
- ~~Modified Tub Add 40~~
- TCS*/ABS/SCS* Add ~~200~~ *100*
- *Wings* *Add 200*
- ~~ABS and/or SCS (no additional weight adjustment) Add 250~~

~~D. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):~~

- ~~RWD with less than 51% weight on drive wheels Deduct 35~~
- ~~FWD Deduct 35~~
- ~~AWD Not affected~~

MODIFIED CLASS E (EM)

Modified Production and GT cars as follows:

A. Weight with driver ~~vs. Displacement~~ (lbs.): *1700*

- ~~Piston engine up to & including 3200 cc OHC 1700~~
- ~~Piston engine up to & including 4500 cc pushrod/OHV 1700~~
- ~~2-rotor rotary engine all configurations 1700~~
- ~~3-rotor rotary engine, normally aspirated 1700~~
- ~~Piston engine, unlimited displacement 1800~~
- ~~3-rotor rotary engine, forced induction 1800~~

B. Performance Adjustments (lb.):

- AWD Add 300
- ~~Modified Tub Add 50~~
- TCS*/ABS/SCS* Add ~~300~~ *100*
- *Wings* *Add 200*
- ~~ABS and/or SCS (no additional weight adjustment) Add 375~~

~~C. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):~~

- ~~RWD with less than 51% weight on drive wheels Deduct 50~~
- ~~FWD Deduct 50~~

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Member Advisories

Street Touring Category

#28661 Heat shielding question

Per section 14.10.d, exhaust heat shields may be added, modified or removed within constraints. The STAC views that air intake components that may be modified per 14.10.c.1 may have additional heat shielding added. Components which cannot be changed or modified may not have additional heat shielding applied, such as the intake manifold.

#29363 Allow programming for all the things

Thank you for your input. Allowances pertaining to re-programming of specific electronic control units have been added, see sections 14.10.P-Q of the 2021 rulebook. Additionally, allowances regarding engine management have been expanded to permit changes to boost regulation systems, see section 14.10.C.5. The STAC will monitor the impact of these allowance changes before considering any additional changes.

#30290 Miata 1.6 engine replacement

There are two rules which could apply in this case because the Street Touring Category rules are derived from the Street Category rules, with additional allowances:

The front content of Section 13 (Street Category), if the replacement part has formally been listed by the manufacturer as the superseding part for a previously discontinued part, or 14.11 which covers when a part is no longer available from a manufacturer for purchase.

In either case, the entrant MUST be able to show documentary proof that the new part is properly listed as the replacement part or is as similar as possible to the original part, respectively for Section 13 or 14.11. The documentation requirements applicable to show proof are contained within sections 3.8 and 8.3.1 of the 2021 Solo Rules. Please note that these rules apply to more than just the crankshaft, so the burden will fall on the competitor to show that all parts of the '93 engine are compliant with the '90 chassis- not just the long nose crankshaft.

Change Proposals

Prepared Category

#30487 91-94 Mercury Capri Non Turbo Classing Clarification and Proposal

The PAC would like member feedback on the following proposed set of changes:

In Class DP:

Ford & Mercury

Mustang & Capri (4-cyl non-turbo) (1979-~~93~~ *86*)

In Class EP:

Ford & Mercury

Capri (FWD, 4-cyl non-turbo) (1991-94)

Not Recommended

Street Category

#30405 V8 Vantage to FS

Thank you for your letter. The SAC believes the Aston Martin V8 Vantage is appropriately classed.

#30409 Move narrow body C6 down to BS

Thank you for your letter. The SAC believes the narrow-body C6 currently exceeds the performance potential of B Street.

#30444 Street Category Wheel Proposal

Thank you for the letter. The SAC believes the wheel rules are appropriately written.

Street Touring Category

#29370 2016 Audi TTS in STU

The 2016+ Audi TTS Quattro is not classed in Street Touring. The STAC is holding off on adding new cars to STU until the impact of the new allowances (implemented in 2021) is better known. The STAC is also currently evaluating options for additional Street Touring (ST) classes and potential classification of this vehicle will be considered as part of these discussions.

#30048 ST Class for 2016 Audi TTS

Thank you for your input. The 2016+ Audi TTS quattro is not classed in Street Touring. The STAC is holding off on adding new cars to STU until the impact of the new allowances (implemented in 2021) is better known. The STAC is also currently evaluating options for additional Street Touring (ST) classes and potential classification of this vehicle will be considered as part of these discussions.

#30089 Allow 2013-2016 Porsche Boxster S (981) in STU

Thank you for your input. Although some additional models of the Porsche Boxster and Cayman were being considered for STU, the STAC is holding off on adding new cars to this class until the impact of the new allowances (implemented in 2021) is better known. The STAC is also currently evaluating options for additional Street Touring (ST) classes and potential classification of these vehicles will be considered as part of these discussions.

#30161 Looking for ST class for 2016 M2

The 2016 BMW M2 is not currently classed in Street Touring. Although this car was being considered for STU the STAC is holding off on adding new cars to this class until the impact of the new allowances (implemented in 2021) is better known. The STAC is also currently evaluating options for additional Street Touring (ST) classes and potential classification of the 2016+ BMW M2 will be considered as part of these discussions.

#30300 Lotus Evora allowed on Street Touring Ultra category.

Thank you for your input. The STAC is holding off on adding cars to this class until the impact of the new allowances (implemented in 2021) is better known. The STAC is also currently evaluating options for additional Street Touring (ST) classes and potential classification of this vehicle will be considered as part of these discussions.

#30332 STU

Thank you for your input. The STAC does not feel it is necessary for the Street Touring Category ruleset to address the definition of "charge pipe".

#30374 Explicitly allow SSC cars to run in STX

The STAC does not believe it is appropriate to allow SSC cars to compete in STX at this time.

Prepared Category

#30305 Class Ultima in XP

Thank you for your inquiry. The PAC believes that this vehicle is not in the spirit of XP.

Handled Elsewhere

Street Category

#30389 Please classify the 2021 Cayman GT4 in SS

Please see the response to letter # 29672 published in the January 2021 Fastrack.

Street Touring Category

#29421 Update Traction/Stability control wording w/ STU proposal - 28321

Please see the response to letter 29386 elsewhere herein.

#30346 Takeback suspension bushings

Thank you for your input. The STAC is interested in member feedback for suspension bushing allowances. Please see the response to letter #30319 in the April Fastrack.

Tech Bulletins

Street Category

#30390 Civic Type R Limited Edition to BS

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

BS

Honda

Civic Type-R Limited Edition (2021)

Street Touring Category

#29386 Update ST Stability Control Rules

14.10.B currently states:

"Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way."

Per the STAC, this should be corrected as follows:

"Original equipment traction *and stability control* systems may be electrically disabled, but not removed or altered in any way.

This is a clarification - the STAC believes the definition of traction and stability controls in Section 12 covers both systems and is updating section 14 to align.

Prepared Category

#29912 Fix for 17.2.O Prepared Aero Rules Contradiction

Errors and Omissions: Due to editing errors, the content of 17.2.O is corrected as follows:

17.2.O

The standard OE front spoiler or a non-standard front spoiler/splitter may be used. If a non-standard front spoiler/splitter is used it must comply with the following requirements: Shall be installed parallel to the ground (within ±3° fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels axles. No portion of the splitter *may be wider than/*extend beyond the widest part of the front ~~bumper as viewed from above~~ *bodywork/fascia from a vertical line drawn at the center of the front axles forward on the vehicle*. The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm2) for each side. Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq. ft. (1114.8 cm²). Openings are permitted

for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler/splitter. The spoiler/splitter may not function as a wing. This allows a vertical airdam/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~~.

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SOLO EVENTS BOARD | April 28th

The Solo Events Board met by conference call April 28th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Lyn Hodges Watts of the BOD; Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Safety

#30358 Footwear Clarification

Local SSS discretion is preferred to attempting to write a rule covering all styles of footwear. Closed-toe sandals are appropriate.

Street Category

#30488 Wheel size rules clarification

Per Solo Rules Section 13, using wheel widths from a different model / package / trim than standard does not meet 13.4.A.

Super Street R

#30518 Allow Viper GT in SSR

The Viper GT is currently allowed in SSR with the current listing.

Street Touring Category

#30462 car clarification

A '97-'01 Honda Prelude (non SH) can be run in STS under the catch-all allowance for local events only. Per 14.10.k.1, the electronic differential in the 97-01 Type SH Prelude does not fit within the STS ruleset and the vehicle does not fall into the other ST catch-all's.

#30537 Potential protest

The STAC does not consider removing the sun visor to be consistent with the comfort and convenience allowance of 13.2.A. Therefore, removing the sun visor would be a potentially protestable modification.

Change Proposals

Street Touring Category

#30573 Putting the Super in Street Touring

Based on the membership feedback the STAC received after last year's virtual town hall and in consideration of the numerous letters received over the last several years requesting classing of cars that are currently beyond the scope of the ST category, the STAC and SEB are seeking membership feedback on the addition of a new Supplemental class, Super Street Touring (SST).

Super Street Touring will be for the highest performance cars in the Street Touring category. It will have the same allowances as STU but with unlimited wheel and tire sizes.

The proposed class listings in Appendix A would be as follows:

Super Street Touring

Alfa Romeo

- 4C (incl. Spider) (2015-20)
- Giulia Quadrifoglio (2017-21)

Audi

- TT RS (2012-13)
- RS 3 (2017-19)
- RS 4 (2007-08)
- RS 5 (2013-*21*)
- RS 6 (C5 chassis) (2003-04)
- *RS7 (2014-2018)*
- S5 (2008-19)
- S6 (2013-18)
- S7 (2012-18)
- TTS (2016-20)

BMW

- M2 (except Performance Edition ZL9) (2016-19)
- M2 Competition (2019-21)
- M3 & M4 (F80/F82 chassis; non-*CS*) (2015-20)

Cadillac

- ATS-V (2016-19)

Chevrolet

- Camaro Z28 (2014-15)
- Camaro ZL1 (non-1LE) (2012-15, 2017-20)
- Camaro LS & LT (2.0L Turbo; including 1LE) (2016-21)
- Corvette (C6, C6Zo6 non-ZR1) (2005-13)
- Corvette Z06 (C5) (2001-04)

Ford

- Focus RS (2018)
- Mustang Shelby GT350 (2015-18*)*
- Mustang Shelby GT350 (incl. Handling Package) (2019-20)
- Mustang Boss 302 (2012-13)

Honda

- S2000

Lotus

- Elise (non-SC) (2005-11)
- Esprit Turbo (1996-2004)
- Evora S (2011-14)
- *Evora GT (2020-21)*
- Exige (non-S) (2006)

Nissan

GT-R (excluding NISMO & Track Edition & *GT-R50*) (2009-21)

Porsche

718 Boxster (base & T) (2017-*21*)
718 Cayman (base & T) (2017-*21*)
Boxster GTS (981 chassis) (2015-16)
Boxster S (981 chassis) (2013-16)
Boxster S (987 chassis) (2009-12)
Cayman GTS (981 chassis) (2015-16)
Cayman S (981 chassis) (2013-16)
Cayman S (987 chassis) (2009-12)

Toyota

Supra, 6cyl (2020-21)
Supra, 4cyl (2021)
Supra Turbo (1993½-98)

Not Recommended

Street Category

#30473 20 and 21 inch wheels special allowances

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

#30497 Open Street Wheel Diameter Options

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

#30500 I think it's time we seriously address the Supra moving to AS

Thank you for your letter. The SAC will continue to monitor the competitive balance of both AS and BS with respect to the Toyota Supra.

#30532 Please remove electronic shock controllers from SS class

Thank you for your letter. The SAC does not believe removing electronic shock controllers from SS is necessary at this time.

Street Touring Category

#29627 STH Audi A3 Out or More O

The STAC believes at this time that the Audi TT (2016+) meets the intent of the rules and balance of STH. The proposal to move the Audi TT (2016+) to STU is withdrawn.

Street Prepared Category

#30082 Move Porsche 944 16v from BSP to FSP

Thank you for your input. The SPAC recently made a change to the classing of this vehicle, please see the response to letter 28634 in the December 2020 Fastrack. If there is additional feedback afterwards please submit a new letter.

Kart Category

#29359 Please Add Chassis Specific Guidelines to the KM ruleset.

The KAC appreciates your member feedback.

The KAC will remind members that autocross consists of both left and right turns. While karts designed for circle track and other karting disciplines are not prohibited they are less than ideal for autocross.

#30584 Electric Kart Allowance

The KAC appreciates the member feedback.

While the KAC has no immediate plans for electric karts at a National level, we are keeping tabs on motor and battery development and deployment in the future of karting.

We would also like to remind members that local Regions are free to alter and/or create their own classes for this exact scenario. So long as they abide by the SCCA safety requirements.

Other Items Reviewed

Street Category

#30454 Class class I'm in?

Thank you for your letter. The 2021 Solo Rules have been updated to include the 2021 model year of the Veloster N in DS.

#30524 Vacancy Application

Thank you for your application. Your information will be kept on file for future consideration.

#30527 SAC committee Personnel

Thank you for your application. Your information will be kept on file for future consideration.

Xtreme Street Category

#27942, 27943, 27944, 27945, 27954, 27957, 27965, 27967, 28306 CAM for imports feedback (various)

Thank you for your input; the Supplemental XS category has been created.

#30198 Xtreme Street send letter to/category

Thank you for your input. The letter system has been updated accordingly.

Street Prepared Category

#30021 Requesting LP classification for the NC Miata

Thank you for your input. Per the response to letter 29666 in the March 2021 Fastrack the SPAC is collecting feedback on this topic. Further information will be in a further Fastrack after more member feedback has been reviewed.

#30050 Thoughts on EFs in FSP

Thank you for your input. The SPAC is continuing to collect feedback and will update the proposal in a future Fastrack.

#30146 EF sedan to FSP

Thank you for your input. The SPAC is continuing to collect feedback and will update the proposal in a future Fastrack.

Modified Category

#29334, 29311, 29442, 29649, 29693 Input on Electric Modified Vehicles (various)

The MAC thanks you for your letter. The MAC, SEB, and Safety committees are currently evaluating safety rules and classifications for higher preparation level electric competition vehicles. The information provided will be made available to the committees involved in writing those safety requirements.

#30299, 30303, 30309, 30312 Feedback on combining Mod classes (various)

The MAC thanks you for your letters. We are passing all comments and concerns along to the SEB about any possible class consolidation and will communicate to the Modified community if any future plans are made including a detailed timeline.

Handled Elsewhere

Street Category

#30506 Classing of 2021 Mustang Mach 1

Please see the response to #29660 published in the January 2021 Fastrack.

Street Touring Category

#30201, 30204, 30205, 30206, 30344, 30466 Feedback on Moving 2016+ Audi TT from STH to STU (various)

Thank you for your input. Please see response to letter #29627.

#30441 Flywheel replacement

Please see the response to Letter #29626 in the April Fastrack.

Street Prepared Category

#30145 Spherical suspension bushings

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack

#30207 street/street prepared roll bar rule clarification

Please see the response to letter 29472 in the March 2021 Fastrack for a proposed clarification on this topic. If you have any further comments on this please submit a new letter with any other questions or comments on the topic.

Modified Category

#29547 Place Goblin track frame kit on accepted EMOD kit list.

Please see item #29546 in the January Fastrack.

Tech Bulletins

Street Category

#30556 Please class 2020+ Porsche 911 (992 chassis) cars

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

SS

Porsche

911 Carrera (992 Chassis excl. Turbo, Turbo S & GT3) (2020-2021)

#30580 2020 Mercedes E63 AMG Sedan

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

B Street

Mercedes

E63 AMG (2010-~~16~~ *2021*)

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SOLO EVENTS BOARD | May 26th

The Solo Events Board met by conference call May 26th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Lyn Hodges Watts of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

Street Touring Category

#30319 14.8.B: Bushing allowances

Based on the membership feedback, the STAC is recommending the following changes:

14.8.B

Suspension bushings may be replaced with bushings of any materials ~~(except metal)~~ as long as they fit in the original location. Offset bushings may be used. ~~In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased.~~ This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

14.8.D

Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

14.8.K

Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

Member Advisories

General

#27318 Down or missing cone procedure. DQ + ReRun?

Solo rules 1.2.1, 1.3.2, and 6.2 enumerate that the course configuration must be the same for all drivers in a class. Failure to navigate the same course configuration under 6.2 may result in scoring penalties including:

- a downed/displaced pylon under 7.8.2;

- a Course Deviation / DNF (did not finish) under 7.8.3; or
- a rerun may be granted provisionally under 7.4, at the authority and discretion of The Chief Steward (National Events) or Event Chair (Regional Events) according to event or local standards.

As such, the SEB advises members to stop for a rerun under 7.4 for any cone displaced beyond 7.8.1.

Tire Rack Solo Nationals

#30847 Nationals Event Chair Position(s)

The chairperson position for the Tire Rack Solo Nationals will need a volunteer (or team) for the 2022 event. Interested members are requested to submit their qualifications in writing to the SEB via www.soloeventsboard.com.

Street Category

#30640 Replacement of broken charge pipe

Thank you for your letter.

There is presently now allowance in 13.0 or 13.1 for the use of aftermarket/alternate parts. The "industry standard methods" clause of 13.1 does not cover substitutes for OEM parts. Aftermarket charge pipes do not fall within section 13.10.G and are otherwise not allowed under the Street category rules, even if their only apparent difference from the Standard Part is one of materials.

Street Touring Category

#30505 Clarification of Spring Perch Definition and Allowances

14.5.B does allow for inverting the shock but this does not allow for converting from a divorced configuration to a coilover.

Prepared Category

#30781 Join the PAC!!! See the world!!!

An opening is anticipated on the PAC. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Change Proposals

General

#30110 Modify 4.9 to explicitly include simulators

The SEB is seeking member feedback on an update to rule 4.9 to disallow the use of simulators to gain a competitive advantage. Although this does not seem to be a current problem the goal of this change would be to prevent this from becoming an issue in the future.

Modify 4.9 as follows:

> No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle *or simulator*, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid traveling at normal walking speed to accomplish the requirements of Section 6.3. All event officials, whether competing in the event or not, must use caution to avoid individual conflict of interest situations during the event.

Street Category

#30740 FS Changes

The SAC would like to thank the membership for the constructive feedback received on letter #28005 (published originally in the June 2020 Fastrack).

The SAC is seeking additional member feedback for moving the "Track Ponies" as defined below.

Move from BS to FS:

Chevrolet

Camaro SS 1LE (V8) (2017-2021)

Dodge

Challenger R/T Scat Pack Widebody (2019-21)

Ford

Mustang GT w/ Performance Package - Level 2 (2018-20)

Mustang Mach 1 (all) (2021)

Mustang Shelby GT350 (2015-18)

NOTE: The 2019-2020 GT350 has been left off this initial list due to the availability of the handling package and the overall rarity of those model years but is requesting member feedback on the possibility of adding those model years/option package to the proposal.

#30742 AS to BS moves

The SAC is seeking member comment on the changes below. The SAC believes these cars align more with the class philosophy of BS than AS.

Move from AS to BS:

Alfa Romeo

Giulia Quadrifoglio (2017-21)

Chevrolet

Corvette (C6 base and Z51) (2005-13)

Jaguar

F-Type (non-V8) (2014-21)

Mercedes-Benz

SLK55 AMG (2012-16)

Porsche

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

Super Street R

#30743 Potential SSR additions

The SAC is seeking member feedback on the additions to SSR below. The SAC believes these additions are within the spirit of SSR and may boost class participation.

Add to class SSR:

BMW

M2 Competition (2019-21)

M3 CS & M4 CS (2018-20)

Chevrolet

Corvette Stingray (C8) (2020)

Ford

Mustang GT500 (2020+)

Porsche

Cayman & Boxster 718 GTS & GTS 4.0

Cayman GT4 (2020-2021)

911 GT3 (991 chassis)

Toyota

Supra 6cyl (2020-2021)

Other Items Reviewed

General

#27467 Displaced Cone

The SEB believes that the rulebook sufficiently enumerates the concept of displacing a cone (pylon, or course marker) such that the inner edge of the line no longer defines the outer edge of the cone base, in Sections 2.3.D, 7.8.1, and 7.8.2. Additionally, section 7.4 extends the Chief Steward the authority to grant provisional reruns, review evidence, and judge/approve those provisional rerun times as official.

Street Category

#29403 SAC Application

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#30601 Comment to 28005

Thank you for your feedback.

Not Recommended

Street Category

#30607 Car reclassing question

Thank you for your letter. The SAC believes the 981 Cayman GTS is appropriately classed.

#30643 Move early V8 Vantages to FS where they belong

Thank you for your letter. Please see the response to letter 30405 in the May 2021 Fastrack.

Street Touring Category

#30683 Classifying Alfa Romeo 4 cylinder automobiles in Street Touring

The STAC does not feel it is appropriate to classify these cars for national level competition in Street Touring. The STAC recommends referring to the catch-all for Street Touring Sport for regional competition.

Handled Elsewhere

General

#27468 Explicit definition of

Please see the SEB response to letter #27467 elsewhere herein.

Street Category

#30617 Please Class 2021 Ford Mustang Mach 1

Please see the response to letter #29660 published in the January 2021 Fastrack.

#30636 Please class 2021 Mazda3 2.5T

Please see the response to letter #30257 published in the April 2021 Fastrack.

Street Touring Category

#30509, 30501, 30541, 30545 Bushing proposal feedback (various)

Thank you for your input. See the response to Letter #30319

#30557 Request to classify current gen Auti TT-S in STU

Thank you for your input. See response to letter 29370 in the May 2021 Fastrack.

#30603 (29627) Leave the 16+ Audi TT in STH

Thank you for your input. See the response to letter #29627.

#30626 Potential future STU classifications - yes please

Thank you for your input. Please see response to letter 30300 in the May 2021 Fastrack.

Tech Bulletins

Street Category

#30673 Classification for Ford Mustang Mach-E?

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

SS

Ford

Mustang Mach-E (2021)

#30695 SCCA Solo Rules Request: Update Volkswagen e-Golf model years

Per the SAC, please update the following lines in Appendix A:

H Street

Volkswagen

e-Golf (2015-~~18~~ *20*)

Street Prepared Category

#30040 Add Mk5/6 GTI to FSP *Limited prep*

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

FSP

Volkswagen

*Golf GTI (2006-2009) *Limited Prep**

*Golf GTI (2010-2013) *Limited Prep**

#30410 Classification of Alfa Romeo 4C

Per the SPAC, add the following to Appendix A:

BSP

Alfa Romeo

*4C *Limited Prep**

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

Solo

SOLO EVENTS BOARD | June 23rd

The Solo Events Board met by conference call June 23rd. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Brian Harmer of the National Staff; Charlie Davis, Arnie Coleman, and Lyn Hodges Watts of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

Street Category

#29117 Clarification on Vehicle classification

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

GS

Ford

~~Fusion (6-cyl)~~

HS

Ford

Fusion (2006-2012)

Prepared Category

#28910 Appendix C for Prepared Cars with no Windshields

17.12 SAFETY

A. Roll Bars/Roll Cages (Aluminum is not an allowed material)

1. All open Prepared Category vehicles shall have at a minimum a roll bar complying with Appendix C. *Additionally, two (2) roll hoop braces meeting the minimum tubing size requirements of Appendix C.B.2 table shall be required.*

Member Advisories

Electric Vehicle Category

#30690 Electric Vehicle Class

As announced previously, the supplemental EV class has been approved by the SEB. The current rules are as follows:

ELECTRIC VEHICLE EXPERIMENTAL (EVX)

Rationale: The purpose of EVX is to provide an alternative class specifically targeted towards production electric powered vehicles. This ruleset draws from Street and Street Touring with the intention of choosing common-sense allowances to balance streetability and autocross preparation. Example:In many cases cars come from the factory with narrow wheels to improve real-world range.

Wider wheels/tires will diminish range slightly, but still work well for street use while improving autocross performance.

ELIGIBLE VEHICLES

- Audi
  - E-tron (Incl Sportback)(2019-21)
  - A3 Sportback e-tron (2017-18)
- BMW
  - i3 (2014-21)
- Chevrolet
  - Bolt (2017-21)
- Fisker
  - Karma (2011-2012)
- Ford
  - Mustang Mach-E (2021)
- Hyundai
  - IONIQ EV (2020-21)
  - Kona EV (2020-21)
- Jaguar
  - I-Pace (2019-20)
- Kia
  - Niro EV (2020)
- Mini
  - SE Hardtop (2020-21)
- Nissan
  - Leaf (2011-21)
- Polestar
  - 2 (2021)
- Porsche
  - Taycan (2020-21)
- Tesla Motors
  - Model S (2012-21)
  - Model 3 (All, incl. Performance) (2018-21)
  - Model X (2016-21)
  - Model Y (2020-21)

- Roadster (all) (2008-13)

- Volkswagen
  - e-Golf (2015-18)
  - ID.4 (2021)
- Volvo
  - XC40 Recharge (2021)

ALLOWANCES

BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted.

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run other than real-time display and data recording.

C. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

D. Roll Bars and Roll Cages

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

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

E. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal “harness bar” may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.

F. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

G. Tow bar brackets may be installed but may serve no other purpose.

H. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

I. Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.

J. 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.

K. Strut bars per Section 12 are permitted with all types of suspension, subject to the following constraints:

1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.

2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.

3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2" (50.8mm) in any direction of the actual suspension attachment to the chassis.

4. Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only "bolt-on" attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

BRAKES

A. The make and material of brake linings may be changed.

B. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and overall thickness) and made of ferrous material (e.g., iron). The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area.

C. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

D. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

E. 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.

TIRES

Tires must meet section 13.3 requirements except as noted:

Any tire size may be used, provided it doesn't require exterior and/or mechanical modifications outside of what is allowed elsewhere in these rules.

WHEELS

Wheels may be replaced with wheels of any diameter and width. Replacement wheel material must be metal.

SHOCK ABSORBERS/STRUTS

A. Shock absorbers may be modified or replaced. Shock absorber mounting brackets and bushings may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component.

B. Struts may be replaced. Replacement struts may only utilize the same mounting points on the chassis, subframe, or suspension component as the factory struts. Strut mounting brackets and bushings may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component. This includes upper strut mounts which may also function as an upper spring perch. On struts with an attached steering arm the position of the steering arm on an aftermarket strut must remain the same as stock.

C. Upper and lower spring perches may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component. This allowance does not permit relocation of a spring (e.g. moving from a divorced shock/spring to a coilover).

D. Shock absorber and strut bumpstops are unrestricted

E. When replacing factory electronically controlled shocks or struts, devices may be added to satisfy the ECU that the OEM shocks or struts are still installed; such devices shall perform no other function.

F. Vehicles equipped with an adaptive ride control system (MSRC, MRC, PASM, etc.) may alter the calibration using an OEM-provided reflash or replace the entire controller. When utilizing this allowance the OEM shocks/struts must be utilized without modification.

G. A hole may be added through bodywork and strut bars to permit access to the adjustment mechanism on a shock absorber or strut. The hole may serve no other purpose and may not be added through the exterior body panels.

H. For remote reservoir shocks a hole may be added through bodywork to route the reservoir to a remote mounting location. Such holes may serve no other purpose.

ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of front and rear anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. This does not authorize the cutting of holes to route the bar(s) or links. Components such as anti-roll bars and strut housings that serve dual purposes by also functioning as suspension locators may not be modified in ways that change the suspension geometry or steering geometry.

B. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts.

SUSPENSION

A.Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers.

B. Alternate suspension springs are permitted but must remain the same type as the factory springs (e.g. coil, leaf, torsion bar).

C. Suspension bushings may be replaced with bushings of any materials

D. If ordered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications

recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specifications.

E.Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.

F.Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.

2.On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment allowed by the EV rules can be utilized, but NOT both.

3.The replacement arms or mounts must attach to the original standard mounting points. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

4. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

H.Changes in alignment parameters that result directly from the use of the allowed components are permitted.

ELECTRICAL SYSTEM AND DRIVETRAIN

No changes are permitted to electronic management systems or their programming. Batteries, the computers and/or hardware controlling battery systems, and all mechanical drivetrain components must remain stock. Including but not limited to electric motors, transmissions, differentials, battery packs, powertrain control modules/computers and sensors, etc.

Street Category

#30547 Are Canadian Market Volkswagon GTI's Illegal?

Thank you for your letter.

The Canadian-market GTI is not legal for National competition as it is NOT identical to the US-market counterpart as defined in the preamble of section 13.

Also, please see the response to letter 30543 published in the current Fastrack.

#30757 Nankang CR-1 eligibility?

Thank you for your letter. The Nankang CR-1 does meet the eligibility requirements in 13.3.B.3 and is therefore legal for 2021 National Solo competition.

#30773 Make our tires legal again!

Thank you for your input. All tires that meet 13.3.B are listed in the Tire Guide and/or the Tread Design Guide.

#30798 Rules clarifications for Street classes (and possible request)

Thank you for your letter. None of the modifications listed are currently compliant for Street category competition.

Also, please see the response to letter #30543 published in the current Fastrack.

#30808 NA/B Miata Camber Bolts

Thank you for your letter. As a reminder, per the preamble of section 13 - any replacement hardware must be "essentially identical to the standard part and provide no performance benefit".

Street Touring Category

#30494 Clarification on Shock Absorber adjustment

Per the STAC, 14.5.B applies to both in-motion automatic damper adjustment and use of a device that allows in-motion button-push "manual" adjustment such as a Remote Damper Controller - these are not permitted unless fitted as original equipment. In the STAC's opinion simply unplugging the RDC is not sufficient to meet the rule as this equipment is not permitted unless it was originally equipped.

Change Proposals

General

#25260 Protest Rules 8.3.4

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervision of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have authority to impose penalties upon finding any ~~additional illegal~~ *non-compliant* item(s)*, including those not listed by the protestor* during ~~an~~ *the* inspection *and/or disassembly*.

Street Category

#30543 Update section 13.9.G.

The SAC is seeking member feedback on the following changes to 13.9.G. The intent of the proposed wording is align the rule with more modern cars and to better serve the membership.

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

"Use of alternate OEM ESC/TC modes are permitted so long as the alternate OEM modes are accessible though menus (e.g. "dyno mode"), driver-control inputs (e.g. button/pedal press sequences), or coding using an OBD tool (e.g. "VAG-COM"). Manufacturer authorized, vehicle-specific OEM ESC/TC software upgrades / updates are allowed; non-OEM modification of tables/algorithms/parameters is specifically prohibited. Modifications may serve no other purpose. Any OBD codes or error lights resulting from allowed ESC/TC modifications are permitted."

Street Touring Category

#30774 996 and 997 Porsche to SST

Thank you for your input. Based on responses from the membership, the STAC is requesting feedback on the addition of cars as shown to the proposed SST listings for Appendix A:

Super Street Touring

Alfa Romeo

4C (incl. Spider) (2015-20)

Giulia Quadrifoglio (2017-21)

Audi

TT RS (2012-13, *2018-2021*)
RS 3 (2017-19)
RS 4 (2007-08)
RS 5 (2013-21)
RS 6 (C5 chassis) (2003-04)
RS7 (2014-2018)
S5 (2008-19)
S6 (2013-18)
S7 (2012-18)
TTS (2016-20)

BMW

M2 (except Performance Edition ZL9) (2016-19)
M2 Competition (2019-21)
M3 & M4 (F80/F82 chassis; non-CS) (2015-20)
Z4 M Coupe/Roadster (2006-2008)

Cadillac

ATS-V (2016-19)

Chevrolet

Camaro Z28 (2014-15)
Camaro ZL1 (non-1LE) (2012-15, 2017-20)
Camaro LS & LT (2.0L Turbo; including 1LE) (2016-21)
Corvette (C6, C6Zo6 non-ZR1) (2005-13)
Corvette Z06 (C5) (2001-04)

Ford

Focus RS (2018)
Mustang Shelby GT350 (2015-18)
Mustang Shelby GT350 (incl. Handling Package) (2019-20)
Mustang Boss 302 (2012-13)

Honda

S2000

Lotus

Elise (non-SC) (2005-11)
Esprit Turbo (1996-2004)
Evora S (2011-14)
Evora GT (2020-21)
Exige (non-S) (2006)

Mercedes

C63 AMG (non-Black Series)(2008-2020)

Nissan

GT-R (excluding NISMO & Track Edition & GT-R50) (2009-21)

Porsche

718 Boxster (base & T) (2017-21)
718 Cayman (base & T) (2017-21)
Boxster GTS (981 chassis) (2015-16)
Boxster S (981 chassis) (2013-16)
Boxster S (987 chassis) (2009-12)
Cayman GTS (981 chassis) (2015-16)
Cayman S (981 chassis) (2013-16)
Cayman S (987 chassis) (2009-12)
911 (996, non-turbo) (1998-2005)
911 Carrera (incl. 4, S, 4S, GTS)(997 chassis)(2005-2012)

Toyota

Supra, 6cyl (2020-21)
Supra, 4cyl (2021)
Supra Turbo (1993½-98)

Other Items Reviewed

General

#25317 Support for non-gender based classing

Thank you for your input. As mentioned in this letter, Ladies Classes provide opportunities for family and friends to share cars in a way that is easy to differentiate. Local regions are trying different strategies to provide a nurturing environment for women, as these prove to be successful, the SEB is monitoring to see how they may be adapted to national competition.

#25633 Support Letter for Club Class, letter #24941

Thank you for your input. As mentioned in this letter, Ladies Classes provide opportunities for family and friends to share cars in a way that is easy to differentiate. Local regions are trying different strategies to provide a nurturing environment for women, as these prove to be successful, the SEB is monitoring to see how they may be adapted to national competition.

#25894 Inclusion of all women in the

Thank you for your input. The SEB does not control anything related to PAX. PAX positions on the Sololive website are for entertainment purposes only.

#28026 SEB Application

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#28041 Volunteer to serve on board

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#28475 Request to volunteer on an AC

Thank you for your application. We appreciate your willingness to serve the Club.

#29730 SEB Application

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#29785 Application to SEB

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#30022 Time for Ladies Class to be Replaced with Club Class

Thank you for your input. As mentioned in this letter, Ladies Classes provide opportunities for family and friends to share cars in a way that is easy to differentiate. Local regions are trying different strategies to provide a nurturing environment for women, as these prove to be successful, the SEB is monitoring to see how they may be adapted to national competition

Street Touring Category

#29465 Street Touring Advisory Committee

Thank you for your application and interest in serving the membership. The position has been filled.

#30331 SCCA Solo STAC Application

Thank you for your application and interest in serving the membership. The position has been filled.

#30772 SST winrar

Thank you for your input.

#30780 #30319 14.8.B: Bushing allowances

Thank you for your input.

#30793 Not another class

Thank you for your input.

#30800 STAC application

The SEB has approved the addition of Todd Kunze to the committee.

#30803 Super street touring

Thank you for your input.

#30810 Include the rest of AS/SS in SST

Thank you for your input. The STAC does not think it is appropriate to include all SS and AS cars in the proposed SST class. Individual cars for the proposed class will be considered on a case by case basis if the class moves forward. Also, please see response to letter #30774.

Modified Category

#30648 May 2021 Fastrak Proposal #28954

The MAC thanks you for your letter. We value your input and appreciate the feedback.

#30650 Proposed changes to DM and EM #28954 in May 2021 Fastrack

The MAC thanks you for your letter. We value your input and appreciate the feedback.

#30714 Proposed Changes to the D/E Mod Rules

The MAC thanks you for your letter. We value your input and appreciate the feedback.

Not Recommended

Street Category

#27332 Move class for Audi/BMW 4 cyl cars

Thank you for your letter. The SAC believes the AWD Audi A3 and 4cyl BMW cars are appropriately classed.

#30746 Civic Type R LE fewer than 1000 made for the US

Thank you for your letter. Per section 13, the SAC/SEB is permitted to class car models with less than 1000 units.

Street Touring Category

#29607 Addendum to Letter #28744 - Simplify Tuning in STS

Thank you for your input. After further consideration and based on additional information provided by the membership, the STAC feels that the proposed change for creating an allowance to add additional sensors for engine management in 2005 and older vehicles could significantly upset the balance within STS and therefore does not recommend this change at this time.

Modified Category

#30698 Heads for Solo Vee

The MAC thanks you for your letter. After reviewing availability we found suitable national supply to support the existing rules. We would remind all solo-vee owners that rule book legal size valve seats can be pressed in and do not need to be factory installed.

Handled Elsewhere

General

#27469 Clarify rule 7.8.2 downed or displaced pylon on course

Please see the SEB response to letter #27467 in the July Fastrack.

#29953 Can we have a dropdown in this form for the XS classes?

Thank you for your input. The letter system has been updated accordingly.

Street Category

#28005 Proposed Courses of Action regarding FS

Please see the response to letter #30740 in the July Fastrack.

#29045 Gin N Juice

Please see the response to letter #30742 published in the July Fastrack.

#30393 Beating the traction control horse again

Thank you for your letter. Please see the response to letter #30543 published in the current Fastrack.

#30540 Update 13.9.G's interpretation to reflect the real world

Thank you for your input. Please see the response to letter #30543 published in the current Fastrack.

#30747 CTR LE should not be classed in Street

Please see the response to letter #30746 published in the current Fastrack.

#30805 What Class is 2021 Mazda3 Turbo in?

Please see the response to #30257 in the April 2021 Fastrack.

#30827 Nankang CR-1 for National Solo events

Please see the response to letter #30757 published in this Fastrack.

Street Touring Category

#30507 Support for #29607

Thank you for your input. See response to letter #29607.

#30508 Simple Tuning Proposal Comments

Thank you for your input. See response to letter #29607.

#30517 Please make ST tuning so easy a caveman can do it

Thank you for your input. See response to letter #29607.

#30519 ST sensor proposal (letter 29607)

Thank you for your input. See response to letter #29607.

#30530 Don't allow sensors to be added

Thank you for your input. See response to letter #29607.

#30599 Do not support allowing additional sensors. Need more information

Thank you for your input. See response to letter #29607.

#30734 Classing a Mercedes C63/S (W205 2015-2021) in ST

Thank you for your input. Please see response to letter #30774.

#30736 Full Classification for 2020/2021 Toyota Supra

Thank you for your request. See Change Proposal letter #30573 in the June 2021 Fastrack regarding proposed Street Touring classing of the Toyota Supra.

#30771 Adding Z4M Roadster/Coupe to ST

Thank you for your input. Please see response to letter #30774.

#30775 Class 996/997 Carrera/S/4/4S SST

Thank you for your input. Please see response to letter #30774.

#30779 Add 911 Carrera S/4/4S and FD Mazda Rx7 in new SST class

Thank you for your input. Please see response to letter #30774.

#30782 Request to Add 2018-2021 Audi TTRS to SST

Thank you for your input. Please see response to letter #30774.

#30821 Comments on adding sensors

Thank you for your input. Please see the response to letter #29607.

#30824 RE: Super Street Touring #30573 & Request to Add BMW Z4M in SST

Thank you for your input. Please see the response to letter #30774.

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Solo

SOLO EVENTS BOARD | July 28th

The Solo Events Board met by conference call July 28th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

Street Touring Category

#25039 Cosmetic rule inquiry

The STAC is recommending the following changes:

Modify 14.2.F as follows:

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

1. It is a standard or optional production part which could be ordered on the US model vehicle as part of the base package or part of a higher trim package. The trim package must be classed in any of the current Street Touring classes.

~~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).

#28150 Final Catalytic Converter allowance on Fed. vs. Cali. Cars

The STAC is recommending the following change:

Modify 14.10.E as follows:

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" (152.4 mm) further along the exhaust flow path from the original exit of the final OE converter.

For vehicles that were delivered with multiple exhaust configurations (i.e. California vs 49-state legal cars) any of the OE exhaust configurations may be used for the purpose of determining the location of the aftermarket catalytic 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).

#28997 Third Brake Light / Rear Wing Removal Rule in Street Touring

The STAC is recommending the following changes:

Modify Rule 14.2.C as follows:

Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains *a* ~~any federally mandated~~ third brake light.

#29712 STU and STH Catch-All overlap

The STAC is recommending the following changes:

In Appendix A:

Street Touring Sport (STS)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 3.1L *(3100cc)* normally-aspirated

Street Touring Hatchback (STH)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 2.5L *(2500cc)* forced-induction)

Prepared Category

#30487 91-94 Mercury Capri Non Turbo Classing Clarification and Proposal

The PAC recommends the following changes:

In Class DP in Appendix A:

Ford & Mercury

Mustang & Capri (4-cyl non-turbo) (1979-~~93~~ *86*)

In Class EP in Appendix A:

Ford & Mercury

Capri (FWD, 4-cyl non-turbo) (1991-94)

Member Advisories

Street Category

#30945 AP1 S2000 Optional Wheels

Thank you for your letter. Per section 13.4.B you are able to add or subtract one inch from the factory-equipped wheel diameter, however width must remain the same as the OE wheels. Dealer-installed parts and/or factory authorized accessories are not considered the same as an OE production part.

Street Touring Category

#30889 STH or STU? 11' Mini Cooper Clubman S class clarification

All 2011 Mini Cooper S models, including the Clubman, are classed in STU, see Appendix A.

Per 14.10.O, Flywheels cannot be changed in Street Touring.

#30927 Rule Clarification for 2018 Subaru BRZ tS in STX

Per Appendix A, all Subaru BRZs from 2013-2020 are classified in STX, including the tS.

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Change Proposals

Street Touring Category

#30465 False equivalency between A-arm and multi-link

The STAC is seeking membership feedback on the proposed rule changes to 14.8.H. This is intended to clarify the rules for modifications of multi-link suspensions.

H. Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, *a-arm* ~~multi-link~~) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. ~~Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.~~

2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 14.8.B, C, or F may be used, but NOT both.

3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.

4. Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.

5. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 14.8.B. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

6. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

7. On multi-link suspensions only one lateral link or arm may be modified or replaced. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s)) may not be replaced, changed, or modified.

~~Note: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 1988-on Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most "multi-link" and are covered by Section 14.8.H.1.~~

Other Items Reviewed

Street Touring Category

#30830 Addition of 718 GTS 2.5T

Thank you for your input. The STAC is still evaluating member feedback on the proposed SST class.

#30840 Support of SST class

Thank you for your input. The STAC is still evaluating member feedback of the proposed SST class.

#30850 Focus RS in STU Clarification

Thank you for your input. The STAC is still evaluating member feedback on the proposed SST class.

#30861 SST/STU Proposal and Cayman Classing

The proposed SST class is separate from STU. The rule revisions to Street Touring that were proposed last year which primarily impacted STU and STH became effective at the beginning of 2021, with no changes to Appendix A for STU. The STAC is still evaluating member feedback on the proposed SST class.

#30906 Yes to SST (in 2021)

Thank you for your input.

Xtreme Street Category

#30604 What aero rules

Thanks you for your input. The XS rules do not build off the Modified or Prepared rule sets, and are a standalone rule set.

Prepared Category

#30131 Alternate Engine Allowance

The PAC does not have any plans to review the alternate engine allowance weight penalty at this time.

Not Recommended

Street Category

#30900 Proposed immediate rules change

Thank you for the letter. The SAC believes the wheel rules are appropriately written.

#30902 Safety allowances in Street for TT compatibility

Thank you for your letter. The SAC does not believe modifying seat rails is within the spirit of the Street category.

#30947 Make Every FS Car Competitive

The SAC is not interested in adding index or handicaps to any classes competing at a National level.

#30954 Make MINI Relevent Again

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

#30960 200TW Spec Tires

Thank you for your letter. The SEB and SAC do not believe a spec tire is appropriate for the Street category.

#30967 Request to Allow Camber Mod's

Thank you for your letter. The SAC believes that the current suspension allowances are adequate as written.

Street Touring Category

#30657 Allow SSC to bump to STX legally

Thank you for your letter. The STAC does not feel it is appropriate to allow SSC cars to compete in STX at this time.

#30833 Allow knuckle change as a single means of camber adjust

Thank you for your input. The STAC feels that the current allowances and limitations in 14.8.H.5 are appropriate for the category.

#30887 Bring back STP!!!

Thank you for your input. The STAC does not feel it is appropriate to restore STP as a national class. Per 4.8.C, Regions are free to reinstate STP as a regional class.

Handled Elsewhere

Street Category

#30982 Camber Allowance in Street

Please see the response to letter #30967 published in the current Fastrack.

Street Touring Category

#30909 30319 bushing allowances

Thank you for your input, please see letter #30319 in the July Fastrack.

#30521 Catalytic Convertor Input

Thank you for your input. Please see the response to letter 28150 elsewhere herein.

Xtreme Street Category

#30076 XS-A XS-B Excluded vehicles

Thank you for your input. Please see the proposal published in response to letter #29408 in the current Fastrack.

Tech Bulletins

Street Category

#30867 Ford Crown Victoria Listed Under Two Classes

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

FS

Ford

~~Crown Victoria~~

Xtreme Street Category

#29408 PORSCHE 996 TO XSA

The SEB is responding to member input regarding the addition of Porsches with liquid-cooled engines, and the NSX, to the XS category per the following change.

Modify Eligible Vehicles in the XS Rules Handout as follows:

Eligible Vehicles:

EXCLUDED: ~~Acura NSX~~; Audi R8; Ferrari (all); Ford GT; Lamborghini (all); Lotus 7 (all including clones); McLaren (all)~~; Porsche 911 (all w/liquid-cooled engines)~~.

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Solo

SOLO EVENTS BOARD | August 25th

The Solo Events Board met by conference call August 25th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Arnie Coleman of the BOD; Rick Myers and Heyward Wagner of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

General

Nomination Requests

The SEB is seeking nominations for the Driver of the Year and Rookie of the Year awards. Nominations should be submitted by the website www.soloeventsboard.com. Descriptions of these awards are as follows, and lists of previous winners may be found in Appendix K.V 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.

#28348 Nats Course Video

Thank you for your input.

Street Touring Category

#30600 Variable length air intake legality

A variable length intake in and of itself is covered by the allowance in 14.10.C, however there are no allowances for physically modifying or altering the electrical systems including wiring harnesses. Therefore in the opinion of the STAC, an electronically controlled variable intake is not compliant with the rules.

Change Proposals

Street Category

#31058 Move Ferrari's off the exclusion list

The SAC is seeking member feedback on the following additions to Appendix A, effective 1/1/2023:

Move from Exclusion List to *Super Street*:

Ferrari

355 (1995-1999)

360 (1999-2005)

F430 (2004-2009)

Lamborghini

Gallardo (2003-2008)

Nissan

GT-R Track Edition (2014)

Other Items Reviewed

Street Category

#31068 Please place the Yokohama on the exclusion list

Thank you for your input. The SEB will be discussing tire eligibility requirements in its upcoming meetings.

Street Touring Category

#31057 SST yes please

Thank you for your input.

#31083 Mk3 TT RS (2018-2021) inclusion in proposed SST class

Thank you for your input. The STAC is continuing to collect feedback to refine the proposed SST class.

Not Recommended

Safety

#29041 Helmet decals for Snell expiration

Thank you for your input. The SEB feels the helmet tech inspection requirements do not need to be modified in response to the Covid-19 pandemic.

Street Category

#30966 Member's Feedback Item #30742

Thank you for your feedback. The SAC does not believe that the C6 Grand Sport would be an appropriate addition to the B Street proposal.

#30975 The Supra is not an AS car

Thank you for your letter. The SAC is closely monitoring the performance of AS and BS.

#31002 Class for a 2003 Panoz Roadster

Thank you for your letter. The Panoz Roadster is not eligible for classing in the Street category. Regions can class the car at their own discretion for local/regional competition only.

#31003 Classing Question

Thank you for your letter. The SAC is not interested in creating a new class with a performance envelope below H-Street. The SAC believes all of the cars in H-Street are appropriately classed.

#31010 Allow larger radiators in Street Class

Thank you for your letter. The SAC believes that alternate radiators are not appropriate for the Street category.

#31024 Move from AS to BS: Corvette C5 Z06

Thank you for your feedback, the SAC believes the C5 Z06 is appropriately classed.

#31029 C7 corvette grand sport class change

Thank you for your letter. The SAC believes the C7 Grand Sport is appropriately classed. The SAC is closely monitoring the performance of A-Street.

#31033 Create I Street

Thank you for your letter. The SAC is not interested in creating a new class with a performance envelope below H-Street.

#31091 Request to Move BMW 1M to F Street

Thank you for your letter. The SAC believes the BMW 1M is appropriately classed.

#31109 Re-class Pontiac Solstice ZOK 4-cylinder

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

Street Touring Category

#31009 Allow for the removal of Active Grill Shutters

Thank you for your input. The STAC does not support an allowance for the modification or removal of grill shutters.

#31039 MR2 Turbo classification

Thank you for your input. The STAC is holding off on adding new cars to STU until the impacts of the recent allowance changes are better known.

#31107 More allowances to reach desired camber on Street Touring cars.

Thank you for your input. The STAC feels the current allowances for camber adjustment are sufficient.

Street Prepared Category

#30770 Move Porsche 944 16v from BSP to FSP

Thank you for your input. The SPAC does not currently believe that this is in the best interests of the category. The SPAC will continue to monitor the competitive balance of the category.

Handled Elsewhere

Street Touring Category

#30998 BMW 4-Series in ST?

Thank you for your input. Please see the response to letter #29370 in the May 2021 Fastrack.

#30999 Won't someone think of the poor Porsche drivers

Thank you for your input. Please see the response to letter #30774 in the August Fastrack.

#31019 Feedback on SST proposal

Thank you for your input. Please see the response to letter #30774 in the August Fastrack.

#31046 Please class 996 non turbo in SST

Thank you for your input. Please see the response to letter #30774 in the August Fastrack.

#31098 Tesla Model S RWD Classification

Thank you for your input. Please see the response to item #31039 in this Fastrack.

#31106 Place 2021 Supra 2.0 in STU

Thank you for your input. Please see the response to item #31039 in this Fastrack.

Tech Bulletins

Street Category

#31089 Request to Classify 2018-2022 BMW M5

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

Super Street

BMW

M5 CS (2022)

B Street

BMW

M5 (incl. Competition, 2017-2022)

#31124 Street Classing for 2021 mini John Couper works GP

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

B Street

MINI

John Cooper Works GP (2021)

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Solo

SOLO EVENTS BOARD | September 22nd

The Solo Events Board met by conference call September 22nd. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Lyn Hodges Watts of the BOD; Rick Myers of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Change Proposals

Street Prepared Category

#30860 Twins Class Change Proposal

The SPAC is requesting member feedback for the following classing change:

CSP

Scion & Subaru

~~FR-S & BRZ (2013-14)~~

DSP

Scion & Subaru

FR-S & BRZ (2013-2016)

Other Items Reviewed

Street Prepared Category

#31040 Incorrectly Classed

The SPAC does not believe the Civic Type R listing in DSP is an error. The SPAC will continue to monitor the competitive balance in the category.

Xtreme Street Category

#30962 EVX Class at Nationals?

Thank you for your input. The SEB is monitoring the popularity of the new XS and EV classes and will evaluate their potential for inclusion in future Solo National Championship Events.

Not Recommended

Street Touring Category

#31062 SEB to Class GR86 to STX

Thank you for your input. In the opinion of the STAC it is too early to classify the 2022 BRZ and GT86. The STAC will closely monitor the performance of the NEW BRZ and GT86 and class it appropriately at a later time after more performance information is available.

Street Prepared Category

#31064 BMW e30 Chassis to FSP

The SPAC does not believe that moving the E30 chassis to FSP is in the best interests of the category. The SPAC will continue to monitor the competitive balance of the category.

#31119 Failed Experiment

The SPAC does not believe that moving the DSM chassis to ESP is in the best interests of the category. The SPAC will continue to monitor the competitive balance of the category.

Xtreme Street Category

#28341 Xtreme street rules clean up

The SEB believes the XS ruleset for imported cars is appropriate. Please see letter number #29408 published in the September 2021 FastTrack regarding liquid-cooled Porsches.

#28375 XS Rules & Excluded Cars

The SEB believes that the interior finishing rules are sufficient as written. Please see letters #29408 (Sept '21 FastTrack) and #28694 for updates to the XS exclusion lists.

#29136 Xtreme_street - RollCage Clarifiation.

The SEB believes that the rule is adequate as written as far as providing competitors with opportunities to replace required components presence (e.g. sideglass) in order to install other modifications include roll cages or other safety equipment.

#29504 XS exclusion list

The SEB believes that the Lotus Elise/Exige are appropriate for X(S)-B at this time.

#29553 XS Minimum Weights for Kei Cars.

The SEB recognizes that Kei cars may be interesting vehicles for the import enthusiast market. However given their availability, parts availability, dimensions, weight, and the performance potential of small displacement engines, the SEB does not believe special weight formulas or provisions are appropriate to facilitate their participation in XS at this time.

Handled Elsewhere

Xtreme Street Category

#29357 Full Electric Vehicles in XS?

Please see the response to Letter #28694, in which Electric Vehicles are excluded from XS due to the publication of the Supplemental Class EVx.

#29609 Class Changes for XS-A/B

Please see the response to letter 29553. The SEB does not believe adjusting the weight formulas for these vehicles is appropriate for XS at this time.

#30197 Xtreme Street classing clarification

Please see the response to Letter #28694, in which Electric Vehicles are excluded from XS due to the publication of the Supplemental Class EVx.

#30357 XS Needs a Dropdown at CRBSCCA.COM

Thank you for your input. The letter system has been updated to include a selection for XS.

#30716 Request for my Porsche Turbo

Thank you for your input. Please see the response to letter #29408 published in the September 2021 Fastrack.

Tech Bulletins

Xtreme Street Category

#28694 electric vehicles in XS classes

The SEB is responding to member input due to the creation of the Supplemental Class EV for excluding electric vehicles from XS per the following change.

Modify Eligible Vehicles in the XS Rules Handout as follows:

Eligible Vehicles:

EXCLUDED: ~~Acura NSX;~~ Audi R8; Ferrari (all); Ford GT; Lamborghini (all); Lotus 7 (all including clones); McLaren (all); ~~Porsche 911 (all w/liquid-cooled engines)~~ *Electric Vehicles (all)*.

#30384 ACTUALLY Xtreme Street...

The SEB is responding to member input regarding diffusers and modified rear bumper covers. In order to maintain consistency with the CAM rules, the following change is provided in the XS rules:

Exterior body panels may be replaced or modified in the original locations. Non-metallic fender liners may be removed. *Lower rear body panels may incorporate the "look" of a rear diffuser but may not extend forward more than 6.0" past the exterior OE body panel(s) or rearward beyond the original bumper when viewed from above.*

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Solo

SOLO EVENTS BOARD | October 27th

The Solo Events Board met by conference call October 27th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Arnie Coleman of the BOD; Rick Myers of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

General

#25260 Protest Rules 8.3.4

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervision of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have authority to impose penalties upon finding any ~~additional illegal~~ *non-compliant* item(s)*, including those not listed by the protestor* during ~~an~~ *the* inspection *and/or disassembly*.

Street Category

#30740 FS Changes

Per the SAC make the following changes to Appendix A:

Move from BS to FS:

Chevrolet

Camaro SS 1LE (V8) (2017-2021)

Dodge

Challenger R/T Scat Pack Widebody (2019-21)

Ford

Mustang GT w/ Performance Package - Level 2 (2018-20)

Mustang Mach 1 (all) (2021)

Mustang Shelby GT350 (2015-20)

#30742 AS to BS moves

Per the SAC make the following changes to Appendix A:

Move from AS to BS:

Alfa Romeo

Giulia Quadrifoglio (2017-21)

Chevrolet

Corvette (C6 base and Z51) (2005-13)

Jaguar

F-Type (non-V8) (2014-21)

Mercedes-Benz

SLK55 AMG (2012-16)

Porsche

911 (996, non-turbo) (1999-2004)

#31141 Passat vr6 wagon

Per the SAC make the following changes to Appendix A:

HS

Volkswagen

~~Passat (all, excl. 2.0L turbo & 3.6L VR6)~~

~~Passat (W8)~~

Passat (all)

Super Street R

#30743 Potential SSR additions

Per the SAC add the following listings to class SSR in Appendix A:

BMW

M2 Competition (2019-21)

M3 CS & M4 CS (2018-20)

Chevrolet

Corvette Stingray (C8) (2020-21)

Ford

Mustang GT500 (2020+)

Porsche

Cayman & Boxster 718 GTS & GTS 4.0

Cayman GT4 (2020-2021)

Toyota

Supra 6cyl (2020-2021)

Street Touring Category

#30573 Putting the Super in Street Touring

Based on membership feedback the STAC and SEB are recommending the addition of a new supplemental class (see 4.8.B), Super Street Touring (SST) with make and model listings in Appendix A as shown below.

Super Street Touring is intended for the highest performance cars in the Street Touring category. It will have the same allowances as STU but with unlimited wheel and tire sizes.

Super Street Touring

Alfa Romeo

4C (incl. Spider) (2015-20)

- *Giulia Quadrifoglio (2017-21)*

Audi

- *TT RS (2012-13, 2018-2021)*
- *RS 3 (2017-19)*
- *RS 4 (2007-08)*
- *RS 5 (2013-21)*
- *RS 6 (C5 chassis) (2003-04)*
- *RS7 (2014-2018)*
- *S5 (2008-19)*
- *S6 (2013-18)*
- *S7 (2012-18)*
- *TTS (2016-20)*

BMW

- *M2 (except Performance Edition ZL9) (2016-19)*
- *M2 Competition (2019-21)*
- *M3 & M4 (F80/F82 chassis; non-CS) (2015-20)*
- *Z4 M Coupe/Roadster (2006-2008)*

Cadillac

- *ATS-V (2016-19)*

Chevrolet

- *Camaro Z28 (2014-15)*
- *Camaro ZL1 (non-1LE) (2012-15, 2017-20)*
- *Camaro LS & LT (2.0L Turbo; including 1LE) (2016-21)*
- *Corvette (C6, C6Zo6 non-ZR1) (2005-13)*
- *Corvette Z06 (C5) (2001-04)*

Ford

- *Focus RS (2018)*
- *Mustang Shelby GT350 (2015-18)*
- *Mustang Shelby GT350 (incl. Handling Package) (2019-20)*
- *Mustang Boss 302 (2012-13)*

Honda

- *S2000*

Lotus

- *Elise (non-SC) (2005-11)*
- *Esprit Turbo (1996-2004)*
- *Evora S (2011-14)*
- *Evora GT (2020-21)*
- *Exige (non-S) (2006)*

Mercedes

- *C63 AMG (non-Black Series)(2008-2020)*

Nissan

GT-R (excluding NISMO & Track Edition & GT-R50) (2009-21)

Porsche

718 Boxster (base & T) (2017-21)
718 Cayman (base & T) (2017-21)
Boxster GTS (981 chassis) (2015-16)
Boxster S (981 chassis) (2013-16)
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911 (996, non-turbo) (1998-2005)
911 Carrera (incl. 4, S, 4S, GTS) (997 chassis)(2005-2012)

Toyota

Supra, 6cyl (2020-21)
Supra, 4cyl (2021)
Supra Turbo (1993½-98)

In conjunction with these new class listings, the following addition to the Classes subsection of the Street Touring Category preamble in Section 14 is recommended:

- *Super Street Touring (SST) – Highest performance sports cars and coupes.*

Kart Category

#31509 Non-license / Permit 15year old driver in KM

Per SEB recommendation and BOD approval, the JDP program has been discontinued; in conjunction, the following portions of section 4.1.A and 19.2.A are recommended to be removed from the Solo Rules as shown.

4.1.A:

4.1 DRIVER CREDENTIALS

A. Drivers must be SCCA® members. (A Weekend Membership meets this requirement.)

Drivers in all categories ~~except Kart~~ must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either the driver's parent/legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian witnessed by an adult SCCA® member or notarized (Sections 1.3.2 and 4.13) to ride as a passenger and the restrictions imposed by the underage driver's state of residence must allow the instructor to ride as a passenger.

~~Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:~~

~~1. Minimum age is 15 years old.~~

~~2. Drivers must have approval of the event Chairman and the event Solo® Safety Steward.~~

~~3. Drivers must have participated in at least four (4) National Solo® Events in Formula Junior class A (JA). Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per Section 19.2.~~

The provisions of Section 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.

19.2.A:

19.2 KART MODIFIED (KM)

A. Minimum Age and Weights:

~~1. Minimum driver age: 15 years~~

Member Advisories

Tire Rack Solo Nationals

#31755 Call for Nationals Course Designers

Course Designers who wish to be considered for the 2022 Tire Rack Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com.

Street Category

#31078 Exhaust replacement clarification

Thank you for your letter. Any pollution control devices located in the exhaust system may not be removed or replaced per 13.10.C. It is the opinion of the SEB that the referenced exhaust section (over axle pipes on 2020 and 2021 Porsche GT4/Spyder/GTS 4.0 cars) is considered a pollution control device.

Xtreme Street Category

#29939 class of 2019 dodge Durango SRT

Thank you for your input. The Durango SRT does not meet the rollover requirements of Section 3.1 and therefore would not be Solo Rules compliant for autocross competition.

Street Modified Category

#31754 SMAC Members Needed

The SMAC presently has openings, and interested members are invited to submit their qualifications in writing to the SMAC and SEB via www.soloeventsboard.com

Change Proposals

Modified Category

#30269 DM turbo engine inlet restriction

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

18.1.D.6:

Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3”). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts. *Inlet restrictor must be mounted within 18" of turbo inlet. Tubing materials after restrictor with a maximum inside diameter of 3" must be rigid made from non-expanding parts, silicone couplers are allowed for connection of tubes.*

#30883 Oil injection vs. oil pre-mix

The MAC is seeking member input on the addition of the following new subsection in Appendix A - Modified class F (FM):

A.12 "Pre-mix fuel is allowed along with disconnecting the oil pump actuating arm from the throttle assembly. Oil pump must remain installed and operating but injection lever may be fixed in position."

Other Items Reviewed

Event Operations

#30898, 30899, 30905, 30920, 30924, 31034, 31114, 31121, 31139, 31143, 31156 Simulators, Rule 4.9, Pre-Running (various)

Thank you for your input. The SEB continues to discuss the topic of simulator use and its effects on competition fairness, and to consider member input on this topic.

General

#24068 Approved means for preheating tires

Thank you for your input.

#28364 Solo Awards banquet

Thank you for your input. The National Office and SEB are accepting feedback through the Solo Nationals Survey on various elements of the 2021 SCCA Solo National Championships including the banquet and trophy presentations.

#29473 Solo Class Structure

Thank you for your input. As has been mentioned at some of the town hall meetings in the past 2 years, the SEB is continuing discussions with the Advisory Committees to determine a path forward for some amount of class consolidation. This will obviously be done over a longer period of time with opportunity for membership feedback along the way.

Street Category

#31153 New GR86/BRZ to Street Class

Thank you for your input. In the opinion of the SAC and SEB it is too early to classify the 2022 BRZ and GT86. We will closely monitor the performance of the NEW BRZ and GT86 and class it appropriately at a later time, after more performance information is available.

#31164 Request to classify Chevy Spark EV in H Street

Thank you for your input. The Chevy Spark EV does not meet the Rollover Potential Guidelines outlined in Solo Rules section 3.1.A.

#31217 Yokohama in Street

Thank you for your input. The SAC, STAC and SEB will continue to monitor tire performance balance with current and future tire models.

Street Touring Category

#31163 Regarding EVX and STU (31098)

Thank you for your input.

#31165 What about the SS 1LE in the proposed Super Street Touring?

Thank you for your input. The SS 1LE is already classed in STU.

#31170 Support letter to #30774

Thank you for your input.

Kart Category

#26802 Rules change/clarification request

Thank you for your input. After extensive consideration, the SEB and BOD have approved the discontinuation of the JDP program.

Not Recommended

Street Category

#31146 Revision for BMW M2 classing

Thank you for your input. The SAC believes the M2 is appropriately classed.

#31181 Get rid of DSC & DAs

Thank you for your input. The SAC is continuing to evaluate the future of the shock rules.

#31202 2021 Supra and 981 Porsches

Thank you for your input. The SAC believes the 981 Cayman is appropriately classed. Please see letter #31065 regarding the 2021 Supra classification.

Kart Category

#30831 Put the Modified back in KM

Thank you for your input. While your proposal falls within the spirit of what is means to be 'Modified', at this time the KAC does not see body worn aero, nor 14" street car tire/wheel swaps as fitting with the competitive makeup of the class.

Handled Elsewhere

Street Category

#31138 GT4 GPF Documentation

Thank you for your input and documentation. The SAC believes the rules surrounding emissions control devices are adequate as written. Please see the response to #31078.

Street Touring Category

#30774 996 and 997 Porsche to SST

Please see the updated version of item #30573 elsewhere in this Fastrack.

#31081 Please class the 2022 GR86 & BRZ to STX

Thank you for your input. See response to item #31062 in the November Fastrack.

#31154 New GR86/BRZ to ST

Thank you for your input. Please see the response to Item #31062 in the November Fastrack.

#31159 2022 BRZ/86

Thank you for your input. Please see the response to Item #31062 in the November Fastrack.

#31207 Classing of new BRZ/86 in ST

Thank you for your input. Please see the response to Item #31062 in the November Fastrack.

#31210 Car Models Already Classed Elsewhere Listed in SST Proposal

Thank you for your input. Please see the response to letter #30573 elsewhere in this Fastrack.

Kart Category

#28964 Minor KM driver experience requirement adjustment

Please see the response to item #26802 elsewhere in this Fastrack.

Tech Bulletins

Street Category

#31065 Request 2021 Toyota GR Supra Classing Review.

In accordance with section 3.2 in the Solo Rules, the SAC recommends the following change to Appendix A:

AS

Toyota

~~Supra (2021)~~

BS

Toyota

Supra (2020-*2021*)

#31136 Classification of 2020 Mercedes AMG GLC63s

Per the SAC please add the following to Appendix A:

SS

Mercedes Benz

GLC63 (inc S)

#31172 NSX Type-S

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

Exclusion List:

Acura

NSX Type S (2022)

Kart Category

#31507 Removal of Formula Junior left over rules Part 1

This and item #31508 document the removal of Solo Rules content pertaining to the JDP program, which has been discontinued per SEB recommendation and BOD approval.

Change the following sections as shown:

Table of Contents:

~~2.8 Junior Driver Program.....33~~

1.1:

1. SOLO® EVENTS 1.1 MANDATORY PROVISIONS Sections 1.0 (except 1.5), 2.0 (except 2.3, 2.7, and 2.8), 3.1, 3.3 (except 3.3.3.A), 3.6, 4.1, 4.2, 4.3, 4.10, 4.12, 4.13, 5.3, 5.4, 5.5, 5.6, 5.7, and 5.11 are mandatory in all SCCA® Solo® Events that an SCCA® Region solely or jointly organizes, conducts, sanctions, or otherwise cooperates as a Region in organizing. The titles of mandatory sections are underlined herein. At events where kart classes (KM~~, JA, JB, JC~~) are offered, Sections 2.7 and 2.8 are mandatory. Vehicle classifications (e.g., Section 3.2) are not mandatory. Regions should use classing structures which are best for the development of their programs. However, Regions may not allow faster karts per age group than those already described in Section 19. National vehicle classifications are located in Appendix A of these rules. Suggested optional classes and rules are located in Appendixes A, B, G, and H. The entire SCCA® Solo® Rules are mandatory for SCCA® National Solo® Events. Additional rules governing the SCCA® ProSolo® National Series are in Section 20.

1.3.2.O

O. Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start, finish, and course areas. ~~Drivers from five (5) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Section 19.2 are exempt from this prohibition during their run group.~~ Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding. Otherwise, they also are prohibited from these areas. Furthermore, staging, grid, start, finish, and course workers should be at least sixteen (16) years

of age. Drivers from eight (8) to sixteen (16) years of age should be assigned to other worker duties as outlined in Appendix H.II.B.4

2.2.O

~~O. Any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car in the vicinity of the FJ grid or the course may be in motion under its own power when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver in the class leaves the grid for the start line until the last driver has returned his kart to the FJ grid, this rule shall apply~~

2.8

~~2.8 JUNIOR DRIVER PROGRAM The Formula Junior (FJ) program is provided that allows regions to permit minors up to 18 years of age to compete in Solo® events in non-shifter-based racing karts. The purpose of this program is to serve as a tool for membership recruitment and retention by providing competition opportunities for the entire family. The rules for organizing and conducting a Junior Driver program are in Section 19, Appendix G, and Appendix H. As this program continues to develop, rule updates or clarifications may appear periodically in Fastrack News on the official SCCA® website (www.scca.com).~~

3.8.D

D. Kart Modified (KM) ~~and Formula Junior (JA, JB, and JC): World Formula engine: Briggs & Stratton Performance Guide and Racing Log which includes specifications and part numbers~~. Other approved karts: Technical manual including the specifications to which the kart was prepared.

6.10

All competitors (vehicle with driver or driver's representative) will be impounded with their class after competing until released by the Chief of Impound or an official designee. While in Impound, vehicles in all categories except Modified *and* Kart Modified~~, and Formula Junior~~ must have hoods and trunks fully opened. During this time competitors may visually inspect each other's vehicles.

#31508 Removal of Formula Junior left over rules Part 2

This and item #31507 document the removal of Solo Rules content pertaining to the JDP program, which has been discontinued per SEB recommendation and BOD approval.

Change the following sections as shown:

4.3.1

4.3.1 Helmets Helmets meeting the following standards must be worn while on course: Snell Memorial Foundation standards EA 2016, SA2020, SA2015, SA2010, SAH2010, SA2005*, M2020D, M2020R, M2015, M2010, M2005*, K2020, K2015, K2010, K2005*; SFI standards 31.1/2015, 31.1/2010, 31.1/2005*, 41.1/2015, 41.1/2010, 41.1/2005*; ECE 22.05 or R22.05; FIA standards 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010, 8860-2004; or British spec BS6658-85 type A* are acceptable. Full face or modular helmets shall be worn while competing in an open- 2021 SCCA® National Solo® Rules — 45 4. Drivers wheel car, formula car, or kart. Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other vehicle with less than the standard-size windshield. ~~Formula Junior drivers must use helmets meeting the above; SFI 24.1/2020, 24.1/2015, 24.1/2010, 24.1/2005* (Youth Helmets); or Snell CMR2016, CMR2007 (Children's Motorsports Restricted), CMS2016, CMS2007 (Children's Motorsports Standard) specifications. Also, Formula Junior helmets must be of closed face design incorporating full face shields and chin bars~~.

19.1.B.1.b

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

Solo Trials Rules - Appendix D, X.4:

4. 125 cc shifter karts are permitted with the appropriate driver safety gear as specified in the Solo® Rules. However, depending upon surface irregularities of the site, the Divisional Solo® Safety Steward (DSSS) may prohibit these karts. ~~Formula Junior karts are not permitted.~~

Solo Safety Steward Guidebook – Appendix E

I.A. Purpose

The Solo® Safety Steward (SSS) program is an ongoing training and licensing program aimed at increasing the safety of SCCA® Solo® events by highlighting the potential hazards of uncontrolled spectator viewing areas, uncontrolled spectator movement adjacent to Solo® courses, and driver/worker safety relative to course design or layout. ~~The SSS program is being expnaded to include a closer working relationship with the Junior Driver Program (Appendix H)~~. It is the intention of the SCCA® that all material contained herein be reviewed with all students during a Solo® Safety Steward Seminar.

~~I.C. Junior Driver Program~~

~~The key components of the upgraded Junior Driver Program (JDP) are focused in four areas; course standards, driver instruction, kart rules/inspection, and event operations. While there will be some changes in the Solo® Rules to support these upgrades, the primary tool in accomplishing the upgrades will be training programs and materials that will aim to educate Region officials on Junior Driver best practices and procedures. The completion of this training will result in the issuance of licenses to Solo® event officials that will certify Regions to be sanctioned to operate a JDP at their Solo® events. All SCCA® Solo® events after February 1, 2018 that include a Junior Driver Program must have licensed JDP officials for the event to be sanctioned.~~

~~The following licenses will be issued after training and are required for sanctioning Solo® events with a Junior Driver Program after February 1, 2018:~~

~~• Solo Safety Steward/JDP: Current Solo Safety Stewards (SSS) can have their license upgraded to include JDP after receiving the training. The JDP training will be incorporated into ongoing SSS training for new and renewing stewards, so after a few years we will revert to just one SSS license instead of two licenses (SSS and SSS/JDP).~~

~~• JDP/Course Design License: If a member is only interested in designing courses and not becoming a SSS, they can take this specific part of the training for this license. If the Region does not have at least one SSS/JDP license holder, they must have a JDP Course Design license holder. If they do have a SSS/JDP license holder, a JDP Course Design license holder is not required, although recommended.~~

~~• Youth Steward License: The current Youth Steward licenses will lapse as of February 1, 2018 and will be replaced with a license that will be issued after receiving the upgraded training on driver instructions and event operations.~~

~~• JDP/Tech License: This license will be issued after receiving training on the proper procedures to do a technical inspection of the unique components found on a kart.~~

Clarifications - Appendix F

~~KART CATEGORY CLARIFICATIONS~~

~~Briggs and Stratton® Engine~~

~~The Briggs & Stratton® World Formula® engine as homologated by CIK® is eligible for competition in JA and JB.~~

~~EasyKart~~

~~The EasyKart is considered compliant for KM provided its construction meets the requirements of Section 19, particularly 19.2.D.3.~~

~~World Formula Chain / Sprocket / Gear~~

~~It is permissible to use an alternate chain/sprocket/gear (type 35) on the World Formula® engine as used in the FJ classes~~

Karts at Solo Events – Appendix G

~~II.G Annual Safety Inspection (Section 3.3.3.A) is not permitted for Junior Driver karts; they must be inspected at each event.~~

Junior Drivers - Appendix H

~~APPENDIX H - JUNIOR DRIVER PROGRAM (JDP)~~

~~I. Objective The Junior Driver Program (JDP) is unlike any other in SCCA Solo. It was started with the philosophy that having children compete at Solo events would allow families to participate in and enjoy the autocross experience together.~~

~~II. Rules and Procedural Updates~~

~~A. The full operational and vehicle allowance rules can be found on www. scca.com.~~

~~B. As this program remains in the developmental phase, rule updates or clarifications may appear periodically in the Fastrack® section of the official SCCA® publication or www.scca.com.~~

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

Solo

SOLO EVENTS BOARD | October 27th

The Solo Events Board met by conference call October 27th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Arnie Coleman of the BOD; Rick Myers of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

General

#25260 Protest Rules 8.3.4

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervision of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have authority to impose penalties upon finding any ~~additional illegal~~ *non-compliant* item(s)*, including those not listed by the protestor* during ~~an~~ *the* inspection *and/or disassembly*.

Street Category

#30740 FS Changes

Per the SAC make the following changes to Appendix A:

Move from BS to FS:

Chevrolet

Camaro SS 1LE (V8) (2017-2021)

Dodge

Challenger R/T Scat Pack Widebody (2019-21)

Ford

Mustang GT w/ Performance Package - Level 2 (2018-20)

Mustang Mach 1 (all) (2021)

Mustang Shelby GT350 (2015-20)

#30742 AS to BS moves

Per the SAC make the following changes to Appendix A:

Move from AS to BS:

Alfa Romeo

Giulia Quadrifoglio (2017-21)

Chevrolet

Corvette (C6 base and Z51) (2005-13)

Jaguar

F-Type (non-V8) (2014-21)

Mercedes-Benz

SLK55 AMG (2012-16)

Porsche

911 (996, non-turbo) (1999-2004)

#31141 Passat vr6 wagon

Per the SAC make the following changes to Appendix A:

HS

Volkswagen

~~Passat (all, excl. 2.0L turbo & 3.6L VR6)~~

~~Passat (W8)~~

Passat (all)

Super Street R

#30743 Potential SSR additions

Per the SAC add the following listings to class SSR in Appendix A:

BMW

M2 Competition (2019-21)

M3 CS & M4 CS (2018-20)

Chevrolet

Corvette Stingray (C8) (2020-21)

Ford

Mustang GT500 (2020+)

Porsche

Cayman & Boxster 718 GTS & GTS 4.0

Cayman GT4 (2020-2021)

Toyota

Supra 6cyl (2020-2021)

Street Touring Category

#30573 Putting the Super in Street Touring

Based on membership feedback the STAC and SEB are recommending the addition of a new supplemental class (see 4.8.B), Super Street Touring (SST) with make and model listings in Appendix A as shown below.

Super Street Touring is intended for the highest performance cars in the Street Touring category. It will have the same allowances as STU but with unlimited wheel and tire sizes.

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- *RS 3 (2017-19)*
- *RS 4 (2007-08)*
- *RS 5 (2013-21)*
- *RS 6 (C5 chassis) (2003-04)*
- *RS7 (2014-2018)*
- *S5 (2008-19)*
- *S6 (2013-18)*
- *S7 (2012-18)*
- *TTS (2016-20)*

BMW

- *M2 (except Performance Edition ZL9) (2016-19)*
- *M2 Competition (2019-21)*
- *M3 & M4 (F80/F82 chassis; non-CS) (2015-20)*
- *Z4 M Coupe/Roadster (2006-2008)*

Cadillac

- *ATS-V (2016-19)*

Chevrolet

- *Camaro Z28 (2014-15)*
- *Camaro ZL1 (non-1LE) (2012-15, 2017-20)*
- *Camaro LS & LT (2.0L Turbo; including 1LE) (2016-21)*
- *Corvette (C6, C6Zo6 non-ZR1) (2005-13)*
- *Corvette Z06 (C5) (2001-04)*

Ford

- *Focus RS (2018)*
- *Mustang Shelby GT350 (2015-18)*
- *Mustang Shelby GT350 (incl. Handling Package) (2019-20)*
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Honda

- *S2000*

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- *Elise (non-SC) (2005-11)*
- *Esprit Turbo (1996-2004)*
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GT-R (excluding NISMO & Track Edition & GT-R50) (2009-21)

Porsche

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718 Cayman (base & T) (2017-21)
Boxster GTS (981 chassis) (2015-16)
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Boxster S (987 chassis) (2009-12)
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911 (996, non-turbo) (1998-2005)
911 Carrera (incl. 4, S, 4S, GTS) (997 chassis)(2005-2012)

Toyota

Supra, 6cyl (2020-21)
Supra, 4cyl (2021)
Supra Turbo (1993½-98)

In conjunction with these new class listings, the following addition to the Classes subsection of the Street Touring Category preamble in Section 14 is recommended:

- *Super Street Touring (SST) – Highest performance sports cars and coupes.*

Kart Category

#31509 Non-license / Permit 15year old driver in KM

Per SEB recommendation and BOD approval, the JDP program has been discontinued; in conjunction, the following portions of section 4.1.A and 19.2.A are recommended to be removed from the Solo Rules as shown.

4.1.A:

4.1 DRIVER CREDENTIALS

A. Drivers must be SCCA® members. (A Weekend Membership meets this requirement.)

Drivers in all categories ~~except Kart~~ must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either the driver's parent/legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian witnessed by an adult SCCA® member or notarized (Sections 1.3.2 and 4.13) to ride as a passenger and the restrictions imposed by the underage driver's state of residence must allow the instructor to ride as a passenger.

~~Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:~~

~~1. Minimum age is 15 years old.~~

~~2. Drivers must have approval of the event Chairman and the event Solo® Safety Steward.~~

~~3. Drivers must have participated in at least four (4) National Solo® Events in Formula Junior class A (JA). Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per Section 19.2.~~

The provisions of Section 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.

19.2.A:

19.2 KART MODIFIED (KM)

A. Minimum Age and Weights:

~~1. Minimum driver age: 15 years~~

Member Advisories

Tire Rack Solo Nationals

#31755 Call for Nationals Course Designers

Course Designers who wish to be considered for the 2022 Tire Rack Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com.

Street Category

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Thank you for your letter. Any pollution control devices located in the exhaust system may not be removed or replaced per 13.10.C. It is the opinion of the SEB that the referenced exhaust section (over axle pipes on 2020 and 2021 Porsche GT4/Spyder/GTS 4.0 cars) is considered a pollution control device.

Xtreme Street Category

#29939 class of 2019 dodge Durango SRT

Thank you for your input. The Durango SRT does not meet the rollover requirements of Section 3.1 and therefore would not be Solo Rules compliant for autocross competition.

Street Modified Category

#31754 SMAC Members Needed

The SMAC presently has openings, and interested members are invited to submit their qualifications in writing to the SMAC and SEB via www.soloeventsboard.com

Change Proposals

Modified Category

#30269 DM turbo engine inlet restriction

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

18.1.D.6:

Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3”). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts. *Inlet restrictor must be mounted within 18" of turbo inlet. Tubing materials after restrictor with a maximum inside diameter of 3" must be rigid made from non-expanding parts, silicone couplers are allowed for connection of tubes.*

#30883 Oil injection vs. oil pre-mix

The MAC is seeking member input on the addition of the following new subsection in Appendix A - Modified class F (FM):

A.12 "Pre-mix fuel is allowed along with disconnecting the oil pump actuating arm from the throttle assembly. Oil pump must remain installed and operating but injection lever may be fixed in position."

Other Items Reviewed

Event Operations

#30898, 30899, 30905, 30920, 30924, 31034, 31114, 31121, 31139, 31143, 31156 Simulators, Rule 4.9, Pre-Running (various)

Thank you for your input. The SEB continues to discuss the topic of simulator use and its effects on competition fairness, and to consider member input on this topic.

General

#24068 Approved means for preheating tires

Thank you for your input.

#28364 Solo Awards banquet

Thank you for your input. The National Office and SEB are accepting feedback through the Solo Nationals Survey on various elements of the 2021 SCCA Solo National Championships including the banquet and trophy presentations.

#29473 Solo Class Structure

Thank you for your input. As has been mentioned at some of the town hall meetings in the past 2 years, the SEB is continuing discussions with the Advisory Committees to determine a path forward for some amount of class consolidation. This will obviously be done over a longer period of time with opportunity for membership feedback along the way.

Street Category

#31153 New GR86/BRZ to Street Class

Thank you for your input. In the opinion of the SAC and SEB it is too early to classify the 2022 BRZ and GT86. We will closely monitor the performance of the NEW BRZ and GT86 and class it appropriately at a later time, after more performance information is available.

#31164 Request to classify Chevy Spark EV in H Street

Thank you for your input. The Chevy Spark EV does not meet the Rollover Potential Guidelines outlined in Solo Rules section 3.1.A.

#31217 Yokohama in Street

Thank you for your input. The SAC, STAC and SEB will continue to monitor tire performance balance with current and future tire models.

Street Touring Category

#31163 Regarding EVX and STU (31098)

Thank you for your input.

#31165 What about the SS 1LE in the proposed Super Street Touring?

Thank you for your input. The SS 1LE is already classed in STU.

#31170 Support letter to #30774

Thank you for your input.

Kart Category

#26802 Rules change/clarification request

Thank you for your input. After extensive consideration, the SEB and BOD have approved the discontinuation of the JDP program.

Not Recommended

Street Category

#31146 Revision for BMW M2 classing

Thank you for your input. The SAC believes the M2 is appropriately classed.

#31181 Get rid of DSC & DAs

Thank you for your input. The SAC is continuing to evaluate the future of the shock rules.

#31202 2021 Supra and 981 Porsches

Thank you for your input. The SAC believes the 981 Cayman is appropriately classed. Please see letter #31065 regarding the 2021 Supra classification.

Kart Category

#30831 Put the Modified back in KM

Thank you for your input. While your proposal falls within the spirit of what is means to be 'Modified', at this time the KAC does not see body worn aero, nor 14" street car tire/wheel swaps as fitting with the competitive makeup of the class.

Handled Elsewhere

Street Category

#31138 GT4 GPF Documentation

Thank you for your input and documentation. The SAC believes the rules surrounding emissions control devices are adequate as written. Please see the response to #31078.

Street Touring Category

#30774 996 and 997 Porsche to SST

Please see the updated version of item #30573 elsewhere in this Fastrack.

#31081 Please class the 2022 GR86 & BRZ to STX

Thank you for your input. See response to item #31062 in the November Fastrack.

#31154 New GR86/BRZ to ST

Thank you for your input. Please see the response to Item #31062 in the November Fastrack.

#31159 2022 BRZ/86

Thank you for your input. Please see the response to Item #31062 in the November Fastrack.

#31207 Classing of new BRZ/86 in ST

Thank you for your input. Please see the response to Item #31062 in the November Fastrack.

#31210 Car Models Already Classed Elsewhere Listed in SST Proposal

Thank you for your input. Please see the response to letter #30573 elsewhere in this Fastrack.

Kart Category

#28964 Minor KM driver experience requirement adjustment

Please see the response to item #26802 elsewhere in this Fastrack.

Tech Bulletins

Street Category

#31065 Request 2021 Toyota GR Supra Classing Review.

In accordance with section 3.2 in the Solo Rules, the SAC recommends the following change to Appendix A:

AS

Toyota

~~Supra (2021)~~

BS

Toyota

Supra (2020-*2021*)

#31136 Classification of 2020 Mercedes AMG GLC63s

Per the SAC please add the following to Appendix A:

SS

Mercedes Benz

GLC63 (inc S)

#31172 NSX Type-S

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

Exclusion List:

Acura

NSX Type S (2022)

Kart Category

#31507 Removal of Formula Junior left over rules Part 1

This and item #31508 document the removal of Solo Rules content pertaining to the JDP program, which has been discontinued per SEB recommendation and BOD approval.

Change the following sections as shown:

Table of Contents:

~~2.8 Junior Driver Program.....33~~

1.1:

1. SOLO® EVENTS 1.1 MANDATORY PROVISIONS Sections 1.0 (except 1.5), 2.0 (except 2.3, 2.7, and 2.8), 3.1, 3.3 (except 3.3.3.A), 3.6, 4.1, 4.2, 4.3, 4.10, 4.12, 4.13, 5.3, 5.4, 5.5, 5.6, 5.7, and 5.11 are mandatory in all SCCA® Solo® Events that an SCCA® Region solely or jointly organizes, conducts, sanctions, or otherwise cooperates as a Region in organizing. The titles of mandatory sections are underlined herein. At events where kart classes (KM~~, JA, JB, JC~~) are offered, Sections 2.7 and 2.8 are mandatory. Vehicle classifications (e.g., Section 3.2) are not mandatory. Regions should use classing structures which are best for the development of their programs. However, Regions may not allow faster karts per age group than those already described in Section 19. National vehicle classifications are located in Appendix A of these rules. Suggested optional classes and rules are located in Appendixes A, B, G, and H. The entire SCCA® Solo® Rules are mandatory for SCCA® National Solo® Events. Additional rules governing the SCCA® ProSolo® National Series are in Section 20.

1.3.2.O

O. Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start, finish, and course areas. ~~Drivers from five (5) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Section 19.2 are exempt from this prohibition during their run group.~~ Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding. Otherwise, they also are prohibited from these areas. Furthermore, staging, grid, start, finish, and course workers should be at least sixteen (16) years

of age. Drivers from eight (8) to sixteen (16) years of age should be assigned to other worker duties as outlined in Appendix H.II.B.4

2.2.O

~~O. Any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car in the vicinity of the FJ grid or the course may be in motion under its own power when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver in the class leaves the grid for the start line until the last driver has returned his kart to the FJ grid, this rule shall apply~~

2.8

~~2.8 JUNIOR DRIVER PROGRAM The Formula Junior (FJ) program is provided that allows regions to permit minors up to 18 years of age to compete in Solo® events in non-shifter-based racing karts. The purpose of this program is to serve as a tool for membership recruitment and retention by providing competition opportunities for the entire family. The rules for organizing and conducting a Junior Driver program are in Section 19, Appendix G, and Appendix H. As this program continues to develop, rule updates or clarifications may appear periodically in Fastrack News on the official SCCA® website (www.scca.com).~~

3.8.D

D. Kart Modified (KM) ~~and Formula Junior (JA, JB, and JC): World Formula engine: Briggs & Stratton Performance Guide and Racing Log which includes specifications and part numbers~~. Other approved karts: Technical manual including the specifications to which the kart was prepared.

6.10

All competitors (vehicle with driver or driver's representative) will be impounded with their class after competing until released by the Chief of Impound or an official designee. While in Impound, vehicles in all categories except Modified *and* Kart Modified~~, and Formula Junior~~ must have hoods and trunks fully opened. During this time competitors may visually inspect each other's vehicles.

#31508 Removal of Formula Junior left over rules Part 2

This and item #31507 document the removal of Solo Rules content pertaining to the JDP program, which has been discontinued per SEB recommendation and BOD approval.

Change the following sections as shown:

4.3.1

4.3.1 Helmets Helmets meeting the following standards must be worn while on course: Snell Memorial Foundation standards EA 2016, SA2020, SA2015, SA2010, SAH2010, SA2005*, M2020D, M2020R, M2015, M2010, M2005*, K2020, K2015, K2010, K2005*; SFI standards 31.1/2015, 31.1/2010, 31.1/2005*, 41.1/2015, 41.1/2010, 41.1/2005*; ECE 22.05 or R22.05; FIA standards 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010, 8860-2004; or British spec BS6658-85 type A* are acceptable. Full face or modular helmets shall be worn while competing in an open- 2021 SCCA® National Solo® Rules — 45 4. Drivers wheel car, formula car, or kart. Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other vehicle with less than the standard-size windshield. ~~Formula Junior drivers must use helmets meeting the above; SFI 24.1/2020, 24.1/2015, 24.1/2010, 24.1/2005* (Youth Helmets); or Snell CMR2016, CMR2007 (Children's Motorsports Restricted), CMS2016, CMS2007 (Children's Motorsports Standard) specifications. Also, Formula Junior helmets must be of closed face design incorporating full face shields and chin bars~~.

19.1.B.1.b

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

Solo Trials Rules - Appendix D, X.4:

4. 125 cc shifter karts are permitted with the appropriate driver safety gear as specified in the Solo® Rules. However, depending upon surface irregularities of the site, the Divisional Solo® Safety Steward (DSSS) may prohibit these karts. ~~Formula Junior karts are not permitted.~~

Solo Safety Steward Guidebook – Appendix E

I.A. Purpose

The Solo® Safety Steward (SSS) program is an ongoing training and licensing program aimed at increasing the safety of SCCA® Solo® events by highlighting the potential hazards of uncontrolled spectator viewing areas, uncontrolled spectator movement adjacent to Solo® courses, and driver/worker safety relative to course design or layout. ~~The SSS program is being expnaded to include a closer working relationship with the Junior Driver Program (Appendix H)~~. It is the intention of the SCCA® that all material contained herein be reviewed with all students during a Solo® Safety Steward Seminar.

~~I.C. Junior Driver Program~~

~~The key components of the upgraded Junior Driver Program (JDP) are focused in four areas; course standards, driver instruction, kart rules/inspection, and event operations. While there will be some changes in the Solo® Rules to support these upgrades, the primary tool in accomplishing the upgrades will be training programs and materials that will aim to educate Region officials on Junior Driver best practices and procedures. The completion of this training will result in the issuance of licenses to Solo® event officials that will certify Regions to be sanctioned to operate a JDP at their Solo® events. All SCCA® Solo® events after February 1, 2018 that include a Junior Driver Program must have licensed JDP officials for the event to be sanctioned.~~

~~The following licenses will be issued after training and are required for sanctioning Solo® events with a Junior Driver Program after February 1, 2018:~~

~~• Solo Safety Steward/JDP: Current Solo Safety Stewards (SSS) can have their license upgraded to include JDP after receiving the training. The JDP training will be incorporated into ongoing SSS training for new and renewing stewards, so after a few years we will revert to just one SSS license instead of two licenses (SSS and SSS/JDP).~~

~~• JDP/Course Design License: If a member is only interested in designing courses and not becoming a SSS, they can take this specific part of the training for this license. If the Region does not have at least one SSS/JDP license holder, they must have a JDP Course Design license holder. If they do have a SSS/JDP license holder, a JDP Course Design license holder is not required, although recommended.~~

~~• Youth Steward License: The current Youth Steward licenses will lapse as of February 1, 2018 and will be replaced with a license that will be issued after receiving the upgraded training on driver instructions and event operations.~~

~~• JDP/Tech License: This license will be issued after receiving training on the proper procedures to do a technical inspection of the unique components found on a kart.~~

Clarifications - Appendix F

~~KART CATEGORY CLARIFICATIONS~~

~~Briggs and Stratton® Engine~~

~~The Briggs & Stratton® World Formula® engine as homologated by CIK® is eligible for competition in JA and JB.~~

~~EasyKart~~

~~The EasyKart is considered compliant for KM provided its construction meets the requirements of Section 19, particularly 19.2.D.3.~~

~~World Formula Chain / Sprocket / Gear~~

~~It is permissible to use an alternate chain/sprocket/gear (type 35) on the World Formula® engine as used in the FJ classes~~

Karts at Solo Events – Appendix G

~~II.G Annual Safety Inspection (Section 3.3.3.A) is not permitted for Junior Driver karts; they must be inspected at each event.~~

Junior Drivers - Appendix H

~~APPENDIX H - JUNIOR DRIVER PROGRAM (JDP)~~

~~I. Objective The Junior Driver Program (JDP) is unlike any other in SCCA Solo. It was started with the philosophy that having children compete at Solo events would allow families to participate in and enjoy the autocross experience together.~~

~~II. Rules and Procedural Updates~~

~~A. The full operational and vehicle allowance rules can be found on www. scca.com.~~

~~B. As this program remains in the developmental phase, rule updates or clarifications may appear periodically in the Fastrack® section of the official SCCA® publication or www.scca.com.~~

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

Solo

SOLO EVENTS BOARD | November 19-21

The Solo Events Board met in person November 19-21. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Arnie Coleman of the BOD; Rick Myers and Brian Mason of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

The following comprises the full list of items which are being recommended to the Board of Directors, with an effective date of 1/1/2022.

General

ITEM 1) #25260 Protest Rules 8.3.4

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervision of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have authority to impose penalties upon finding any ~~additional illegal~~ *non-compliant* item(s), *including those not listed by the protestor* during ~~an~~ *the* inspection *and/or disassembly*.

Street Category

ITEM 2) #29055 Audi A3 2.0t Fwd reclass

Change Appendix A listings as follows:

D Street class (DS)

Audi

~~A3 (2.0T, all) (2015-20)~~

~~A3 quattro (3.2L V6, AWD) (2006-09)~~

A3 (AWD) (2006-20)

G Street class (GS)

Audi

~~A3 (1.8T; FWD) (2015-16)~~

A3 (FWD) (2015-20)

ITEM 3) #29117 Clarification on Vehicle classification

Change Appendix A listings as follows:

GS

Ford

~~Fusion (6-cyl)~~

HS

Ford

Fusion (2006-2012)

ITEM 4) #30740 FS Changes

Change Appendix A listings as follows:

Move from BS to FS:

Chevrolet

Camaro SS 1LE (V8) (2017-2021)

Dodge

Challenger R/T Scat Pack Widebody (2019-21)

Ford

Mustang GT w/ Performance Package - Level 2 (2018-20)

Mustang Mach 1 (all) (2021)

Mustang Shelby GT350 (2015-20)

ITEM 5) #30742 AS to BS moves

Change Appendix A listings as follows:

Move from AS to BS:

Alfa Romeo

Giulia Quadrifoglio (2017-21)

Chevrolet

Corvette (C6 base and Z51) (2005-13)

Jaguar

F-Type (non-V8) (2014-21)

Mercedes-Benz

SLK55 AMG (2012-16)

Porsche

911 (996, non-turbo) (1999-2004)

ITEM 6) #31141 Passat vr6 wagon

Change Appendix A listings as follows:

HS

Volkswagen

~~Passat (all, excl. 2.0L turbo & 3.6L VR6)~~

~~Passat (W8)~~

Passat (all)

Super Street R

ITEM 7) #30743 Potential SSR additions

Change Appendix A listings as follows:

Add to class SSR:

BMW

M2 Competition (2019-21)

M3 CS & M4 CS (2018-20)

Chevrolet

Corvette Stingray (C8) (2020)

Ford

Mustang GT500 (2020+)

Porsche

Cayman & Boxster 718 GTS & GTS 4.0

Cayman GT4 (2020-2021)

911 GT3 (991 chassis)

Toyota

Supra 6cyl (2020-2021)

Street Touring Category

ITEM 8) #25039 Cosmetic rule inquiry

Modify 14.2.F as follows:

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

1. It is a standard or optional production part which could be ordered on the US model vehicle as part of the base package or part of a higher trim package. The trim package must be classed in any of the current Street Touring classes.

~~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).

ITEM 9) #28150 Final Catalytic Converter allowance on Fed. vs. Cali. Cars

Modify 14.10.E as follows:

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" (152.4 mm) further along the exhaust flow path from the original exit of the final OE converter.

For vehicles that were delivered with multiple exhaust configurations (i.e. California vs 49-state legal cars) any of the OE exhaust configurations may be used for the purpose of determining the location of the aftermarket catalytic 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).

ITEM 10) #28997 Third Brake Light / Rear Wing Removal Rule in Street Touring

Modify Rule 14.2.C as follows:

Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains *a* ~~any federally-mandated~~ third brake light.

ITEM 11) #29712 STU and STH Catch-All overlap

Change Appendix A listings as follows:

Street Touring Sport (STS)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 3.1L *(3100cc)* normally-aspirated

Street Touring Hatchback (STH)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 2.5L *(2500cc)* forced-induction)

ITEM 12) #30319 14.8.B: Bushing allowances

Change section 14.8 as follows:

14.8.B

Suspension bushings may be replaced with bushings of any materials ~~(except metal)~~ as long as they fit in the original location. Offset bushings may be used. ~~In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased.~~ This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

14.8.D

Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

14.8.K

Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

ITEM 13) #30573 Putting the Super in Street Touring

Add supplemental class SST in Appendix A as follows:

Super Street Touring

Alfa Romeo

4C (incl. Spider) (2015-20)

Giulia Quadrifoglio (2017-21)

Audi

TT RS (2012-13, 2018-2021)

RS 3 (2017-19)

RS 4 (2007-08)

RS 5 (2013-21)
RS 6 (C5 chassis) (2003-04)
RS7 (2014-2018)
S5 (2008-19)
S6 (2013-18)
S7 (2012-18)
TTS (2016-20)

BMW

M2 (except Performance Edition ZL9) (2016-19)
M2 Competition (2019-21)
M3 & M4 (F80/F82 chassis; non-CS) (2015-20)
Z4 M Coupe/Roadster (2006-2008)

Cadillac

ATS-V (2016-19)

Chevrolet

Camaro Z28 (2014-15)
Camaro ZL1 (non-1LE) (2012-15, 2017-20)
Camaro LS & LT (2.0L Turbo; including 1LE) (2016-21)
Corvette (C6, C6Zo6 non-ZR1) (2005-13)
Corvette Z06 (C5) (2001-04)

Ford

Focus RS (2018)
Mustang Shelby GT350 (2015-18)
Mustang Shelby GT350 (incl. Handling Package) (2019-20)
Mustang Boss 302 (2012-13)

Honda

S2000

Lotus

Elise (non-SC) (2005-11)
Esprit Turbo (1996-2004)
Evora S (2011-14)
Evora GT (2020-21)
Exige (non-S) (2006)

Mercedes

C63 AMG (non-Black Series)(2008-2020)

Nissan

GT-R (excluding NISMO & Track Edition & GT-R50) (2009-21)

Porsche

718 Boxster (base & T) (2017-21)
718 Cayman (base & T) (2017-21)
Boxster GTS (981 chassis) (2015-16)

Boxster S (981 chassis) (2013-16)
Boxster S (987 chassis) (2009-12)
Cayman GTS (981 chassis) (2015-16)
Cayman S (981 chassis) (2013-16)
Cayman S (987 chassis) (2009-12)
911 (996, non-turbo) (1998-2005)
911 Carrera (incl. 4, S, 4S, GTS) (997 chassis)(2005-2012)

Toyota

Supra, 6cyl (2020-21)
Supra, 4cyl (2021)
Supra Turbo (1993½-98)

In conjunction with these new class listings, add the following addition to the Classes subsection of the Street Touring Category preamble in Section 14:

- *Super Street Touring (SST) – Highest performance sports cars and coupes.*

Street Prepared Category

ITEM 14) #26949 Wastegate Modification

Change 15.10.C.4.b as follows:

b. No changes are allowed to wastegate(s) ~~size,~~ number~~,~~ or location. *Wastegate openings may be modified by removing material to increase flow through the wastegate. No material may be added and no other modifications to the wastegate are authorized. This does not allow removal of any material to increase airflow into, through or out of the turbocharger's turbine or compressor housings.* No changes are allowed to variable-geometry turbine (VGT) hardware.

ITEM 15) #29368 Shelby GT350R to ESP

Add to Appendix A as follows:

ESP

Ford

*Mustang Shelby GT350/GT350R (S550) (2015-2020) *Limited Prep**

ITEM 16) #29666 NC Miata SP Classing Change

Change Appendix A listings as follows:

CSP

Mazda

~~MX-5 (2006-15)~~

BSP

Mazda

MX-5 (2006-15)

DSP

Mazda

*MX-5 (2006-15) *Limited Prep**

Prepared Category

ITEM 17) #28910 Appendix C for Prepared Cars with no Windshields

Modify 17.12.A.1 as follows:

17.12 SAFETY

A. Roll Bars/Roll Cages (Aluminum is not an allowed material)

1. All open Prepared Category vehicles shall have at a minimum a roll bar complying with Appendix C. *Additionally, two (2) roll hoop braces meeting the minimum tubing size requirements of Appendix C.B.2 table shall be required.*

ITEM 18) #30487 91-94 Mercury Capri Non Turbo Classing Clarification and Proposal

Change Appendix A listings as follows:

In Class DP:

Ford & Mercury

Mustang & Capri (4-cyl non-turbo) (1979-~~93~~ *86*)

In Class EP:

Ford & Mercury

Capri (FWD, 4-cyl non-turbo) (1991-94)

Modified Category

ITEM 19) #28954 Proposal for changes to DM and EM

Change section 18 and Appendix A as shown below:

Section 18, 18.0, 18.1 changes:

18. MODIFIED CATEGORY

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

- A Modified (AM) – Least restricted class with significant aero allowances and unlimited drivetrain.
- B Modified (BM) – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

- C Modified (CM) – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.
- D Modified (DM) – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.
- E Modified (EM) – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.
- F Modified (FM) – Small, very agile, GCR-based formula cars.

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM).

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM*, DM, and EM,* where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is pro prohibited in AM and BM. ~~Additionally, in DM and EM, a Stock Tub car (18.1.C.1) may use any ABS, TCS, and/or SCS with no weight adjustment as long as it was a standard option on the car and the original unmodified control unit and programming are used.~~ Engine RPM limiting devices (rev limiters) and cooling fans are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable section(s).

Modified Category cars are divided into classes based on potential Solo® performance. They need not be licensed for or capable of street use. The Solo® Rules shall take preference over the Club Racing GCR concerning safety requirements for vehicles in this Category. Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be movable when the car is in motion. The use of any moving device (e.g. a fan, propeller, turbine) or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.

18.0.A. Sound Control Modifications

If a formula car or sports racer is restricted by a GCR-stated exhaust length or vehicle length and therefore prohibited from installing the necessary exhaust devices to quiet the car to meet local dB limits, the following shall apply:

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

18.0.B. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to 1.6 times (1.6 ×) the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.
3. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times (1.4 ×) the computed displacement.

18.0.C. Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/ or inclination of the wing or number of elements. Any airfoil

shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation. This specification supersedes Section 12, Wing Area Computation, for these classes.

18.0.D. Tires

Any tire (including recaps) meeting the applicable portions of Section 3.3 is allowed.

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

1. Scattershields/Chain Guard:The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

   The following material requirements apply to scattershields/explosion-proof bell housings:

   - ⅛ in. (0.125”; 3.18 mm) SAE 4130 alloy steel
   - ¼ in. (0.250”; 6.35 mm) mild steel plate
   - ¼ in. (0.250”; 6.35 mm) aluminum alloy
   - SFI or NHRA approved flexible shields

2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mount-ed in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

   a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

   b. Closed Sports Racing Cars, Production Cars, and GT Cars: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

   c. Open Production and GT Cars: May exercise a choice among the above locations.

3. Driveshaft Hoop: RWD DM and EM vehicles shall have a drive-shaft hoop capable of preventing the shaft from entering the driver’s compartment or damaging any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, ¼ in. (0.250”; 6.35 mm) minimum thickness and 2.0 in. (50.8 mm) wide, or ⅞ in. (0.875”) x 0.065” (22.23 mm x 1.65 mm) welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed “tunnel” or other such structure which the driveshaft passes through such as the vehicle’s frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

   Note: DM and EM vehicles are exempt from the scattershield, drive-shaft hoop, and Master Switch requirements if they are using DOT-approved tires.

4. The roll bar structure must meet the requirements of either Appendix C or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

Specials are required to have the roll bar extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.

5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
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.
7. FSAE cars using electronic throttle control must be able to demonstrate throttle closure to zero when power is cut via kill switch.
8. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.
9. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:
   a. Fuel cells
   b. Windscreens, side mirrors and tail/stop lights.
   c. Headlight covers, lenses, and bulbs.
   d. Log books.
   e. Fire retardant driver's suits.
   f. Homologation.
   g. Fuel test ports.
   h. Production-based dune buggies need not meet door requirements.
   i. Running lights.
   j. Deformable structures as defined by the GCR Formula Atlantic rules.
   k. On-board fire systems.
   l. Reverse gear in BM and FM vehicles.
   m. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.
   n. Driver restraint system aging requirements (GCR Section 9.3.19) do not apply.

   The 180° vision rule is recommended.

   Note: If any conflict exists between the Club Racing GCR and the Solo® Rules, the Solo® Rules shall take precedence.

See Sections 3.8 and 8.3.1 for documentation requirements.

Refer to Appendix A for additional class-specific vehicle preparation rules.

Refer to Appendix F for past clarifications of these rules.

The following types of cars are assigned to the Modified Category:

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

Modified classes D (DM) and E (EM) contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes XP through FP. Models must meet the

requirements of Section 13 (first paragraph), be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.

1. Kit Cars

Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The SCCA® will evaluate each submitted kit model individuallyand the evaluation will ensure that the specific model:

a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see Section 18.1.C.1).

b. Has no unusually advantageous aerodynamic features.

c. Has no exceptionally low center of gravity.

d. Has no exceptionally high strength-to-weight ratio.

e. Has no other unique features that would upset the competitive balance in DM and EM.

f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

~~g. They will automatically take the Modified Tub weight penalty (see Appendix A).~~

~~h. They will have the same weight-displacement scales and weight bias penalties as production-based cars.~~

i. They will be allowed all, but no more than, the modifications that production-based cars are permitted, with the exception that minimum width for all kit cars shall be no less than 65” (165.1 cm) as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.

j. They are subject to the same engine and transmission restrictions as production-based cars.

k. They must meet the same safety requirements as production-based cars.

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

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

A newly-added model is not eligible for the current year’s Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

The list of currently approved models is as follows:

- Exomotive Exocet
- Factory Five Racing 818 (S & R)
- Sylvia Sports Cars J15

2. Clones

Clones/replicas of SCCA®-recognized production cars are permittedto compete in DM and EM provided they comply with the following requirements:

a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.

b. Their specifications do not violate any rule stated herein.

c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

The Panoz Roadster and Porsche 550 Spyder are eligible for competition in DM and EM. ~~as a modified production-based car using the Modified Tub minimum weights.~~

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.
2. Firewalls and floors shall prevent the passage of flame and debris to the driver compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
3. The driver must be provided with clear and unobstructed access to the driver's compartment.
4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.
5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.
6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.
7. ~~Standard bumpers may be retained, removed, or replaced with alternate materials. The bumper, if retained, will contribute its contour to the top view outline of the car for measurement purposes. Bumpers made of alternate materials shall retain the shape and size of the original.~~
8. ~~Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with light-er material.~~

C. Body and Frame

~~1. Stock Tub~~

~~a. No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.~~

~~b. A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.~~

~~c. In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part-height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.~~

~~d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.~~

~~e. No removal of the interior sides of the pillars or tub to leave just an outer shell.~~

f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.

g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.

h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12, Floor Pan. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full standard floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain / exhaust / tire / suspension clearance.

i. Tunnels and other vertical floor pan features, as defined in Section 12, Floor Pan, are included as part of the floor pan of a Stock Tub and shall be at least the original size. They can be longer, wider, and taller.

j. No car of any sort with a floor pan less than 37" (94.0 cm) wide for front-engine cars or less than 42" (106.7 cm) wide for mid- and rear-engine cars shall be allowed in DM or EM.

k. A Stock Tub car over 93" (236.2 cm) in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.

No weight adjustment.

2. Modified Tub

a. All attributes of a Stock Tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.

b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.

c. Lightweight replacement body panels, a thinned-down standard fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.

d. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than standard with a Modified Tub weight adjustment. A flat floor pan is legal.

e. Floor pan material, thickness, and method of attachment are open under Modified Tub allowances.

f. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.

g. All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93" (236.2 cm) may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.

h. All series of Lotus 7, 7A, Super 7 and their clone or kit forms (such as Birkin, Westfield, Locost) are automatically classified as Modified Tubs. This also applies to the Shelby Cobra and its clones.

i. Tube frame cars are included in this modified tub category.

3. Materials (all tubs)

a. Except as specifically authorized, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.

b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by

metal. ~~Lighter replacement sections may not be used between bulkheads in a Stock Tub without it becoming a Modified Tub.~~

c. Except as specifically authorized, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

d. ~~Cars that have been approved for DM and EM as clones do not have the freedom to use better strength per weight structural materials than those originally used in the corresponding places in the originals. The only exception is the use of high carbon or chromoly steel in place of mild steel.~~

D. Drivetrain

1. Engines must be derived from production automobiles available in the US or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac® Super Duty 4 and the Cosworth® 16-valve series are allowed. Motorcycle*, UTV, ATV, side-by-side,* snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile. Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke.

2. Engine and/or drivetrain changes are permitted within the following limitations:

a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rear-ward of the midpoint of the wheelbase).

b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.

3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.

4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.

~~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 engine (1308 cc × 1.6 = 2093 cc)~~

~~• 13B 2-rotor forced induction engine (1308 cc × 1.6 × 1.4 = 2930 cc)~~

~~• 20B 3-rotor normally aspirated engine (1962 cc × 1.6 = 3139 cc)~~

~~• 20B 3-rotor forced induction engine (1962 cc × 1.6 × 1.4 = 4395 cc)~~

5. Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3”). The restrictor pas-sage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts.

E. Minimum Weights

Minimum weights for cars in DM and EM and all adjustments to these weights are shown in Appendix A.

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, ~~wings~~, or sealing skirts may be added. No bargeboards, ramps, vanes, ~~wickerbills~~, or other aerodynamic devices are

allowed except as specified herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model.

2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in Section 18.1.E.3.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.

3. Front Aero

   a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs.

   b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.

   c. The front spoiler may not be wider than either the front or rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler must be connected to bodywork above the spoiler across its full width. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its ex-tent. The change in top view outline caused by these bodywork changes is allowed.

   d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/ spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car. The splitter must be a single plane with the top and bot-tom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

      Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

   e. A front splitter and its associated features shall not function as a diffuser.

   f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.

   g. Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/ fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12, Definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 cm^2). The canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm_2) for each side.

4. Rear spoilers

   a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0" (25.4 cm) from the attachment point out to the outer or free edge. This sets the

maxi-mum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5" (19.1 cm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (25.4 cm) as viewed from above.

c. Aerodynamic aids permitted in Section 18.1.F shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.

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 view outline of the car. The diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; this 25.0" 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.

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

7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6.0" (152.4 mm) must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:

   - 56 sq. in. (362.9 cm^2) for a roof spoiler;
   - 100 sq. in. (645.16 cm^2) for a trunk spoiler;
   - *100* sq. in. (*645.16* cm^2) for a front splitter.

8. Wings may be added, removed, or modified. Non-OE wings may only be attached to the chassis or body behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m_2) as calculated per Section 12, Definitions. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm_2) each and the number of endplates is limited to a maximum of 2. No part of the wing may extend past the widest part of the car.

G. Brakes

The use of any type brakes, pads, and components are permitted (disc or drum). The location of brake components (inboard vs. outboard) may be changed from original. The original "emergency" or hand brake may be removed.

H. Tolerances

A tolerance of ±½" (±12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

1. At least ½ the width of each tire must be covered by the fenders when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
2. Suspension systems and wheels are free.
3. The use of a windscreen is not required.
4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

Appendix A changes:

MODIFIED CLASS D (DM)

Modified Production and GT cars with internal combustion engine dis-placement 2000 cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM with the following restrictions:

1. No replacement of cast iron engine case segments with aluminum.
2. On the 12A engine, only side and rotor housings from 1974-86 engines shall be used.
3. No replacement of 12A or 13B sections, such as side plates, with those from other series engines (i.e., Renesis-type parts).
4. On 12A engines: no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water O-ring is permit-ted. On 13B engines, 4- and 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight with driver ~~vs. computed displacement~~ (lbs.): *1400*

- ~~Piston engines, normally-aspirated up to & including 1800 cc 1280~~
- ~~12A rotary engines, normally-aspirated w/ porting restriction 1280~~
- ~~Piston engines, normally-aspirated 1801-2000 cc 1380~~
- ~~13B rotary engines, normally-aspirated w/ porting restriction 1380~~
- ~~Forced induction w/ displacements per 18.0.B, up to 2000 cc w/ inlet restrictor 1380~~

C. Performance Adjustments (lbs.):

- AWD Add 200
- ~~Modified Tub Add 40~~
- TCS*/ABS/SCS* Add ~~200~~ *100*
- *Wings* *Add 200*
- ~~ABS and/or SCS (no additional weight adjustment) Add 250~~

~~D. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):~~

- ~~RWD with less than 51% weight on drive wheels Deduct 35~~
- ~~FWD Deduct 35~~
- ~~AWD Not affected~~

MODIFIED CLASS E (EM)

Modified Production and GT cars as follows:

A. Weight with driver ~~vs. Displacement~~ (lbs.): *1700*

- ~~Piston engine up to & including 3200 cc OHC 1700~~
- ~~Piston engine up to & including 4500 cc pushrod/OHV 1700~~
- ~~2-rotor rotary engine all configurations 1700~~
- ~~3-rotor rotary engine, normally-aspirated 1700~~
- ~~Piston engine, unlimited displacement 1800~~
- ~~3-rotor rotary engine, forced induction 1800~~

B. Performance Adjustments (lb.):

- AWD Add 300
- ~~Modified Tub Add 50~~
- TCS*/ABS/SCS* Add ~~300~~ *100*
- *Wings* *Add 200*
- ~~ABS and/or SCS (no additional weight adjustment) Add 375~~

~~C. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):~~

- ~~RWD with less than 51% weight on drive wheels Deduct 50~~
- ~~FWD Deduct 50~~

Kart Category

ITEM 20) #31509 Non-license / Permit 15year old driver in KM

Per SEB recommendation and BOD approval, the JDP program has been discontinued; in conjunction, the following portions of section 4.1.A and 19.2.A are recommended to be removed from the Solo Rules as shown.

4.1.A:

4.1 DRIVER CREDENTIALS

A. Drivers must be SCCA® members. (A Weekend Membership meets this requirement.)

Drivers in all categories ~~except Kart~~ must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either the driver's parent/legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian witnessed by an adult SCCA® member or notarized (Sections 1.3.2 and 4.13) to ride as a passenger and the restrictions imposed by the underage driver's state of residence must allow the instructor to ride as a passenger.

~~Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:~~

~~1. Minimum age is 15 years old.~~

~~2. Drivers must have approval of the event Chairman and the event Solo® Safety Steward.~~

~~3. Drivers must have participated in at least four (4) National Solo® Events in Formula Junior class A (JA). Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per Section 19.2.~~

The provisions of Section 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.

19.2.A:

19.2 KART MODIFIED (KM)

A. Minimum Age and Weights:

~~1. Minimum driver age: 15 years~~