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Solo

SOLO EVENTS BOARD | November 23rd

The Solo Events Board met by conference call November 23rd. 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.

Member Advisories

Street Category

#31301 Classing a MINI Cooper 2-Door SE (Full Electric) (20+)

The MINI SE is currently classed in GS.

Street Touring Category

#31140 Clarification on rule

Street Touring does not allow the addition of sensors to facilitate engine management. Per 14.10.f - only sensors equipped from the manufacturer can be used for engine management.

#31270 2012 Miata MX5

Thank you for your letter. Direct transmission swaps are not allowed unless done as a complete option package conversion per Section 13 of the Solo Rules.

Prepared Category

#31286 Front Splitters

17.2.O also applies to CP, not just the other Prepared classes. 17.2.O is less restrictive than the GCR GT class rules.

Change Proposals

General

#29569 Interpretation/Clarification of Individual Tire Cover

Thank you for your input. The SEB is seeking membership feedback on a change to the tire cover rules in Section 6.11. The purpose of the rules change would be to set a maximum diameter for individual tire covers. This would prevent competitors from creating what is functionally a vehicle wrap but with small gaps so they can be considered 4 individual tire covers.

Modify Section 6.11 as follows:

Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off. *The maximum diameter of an individual tire cover may not exceed 32 inches.*

Street Touring Category

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

The STAC is requesting member feedback on the following class changes in Appendix A:

Move from STU to STR:

Fiat

124 Spider (2016-2020)

Mazda

MazdaSpeed Miata (2004-05)

Prepared Category

#31130 CP Appendix A minimum weights

The PAC is requesting feedback on raising the minimum weights of forced induction cars in CP. Due to evolving engine and forced induction technologies, the PAC believes that forced induction 4 and 6 cylinder engines have closed the performance gap to V8 engines under 5100 cc. It is proposed to raise the minimum weight on forced induction 4 and 6 cylinder engines to be equal to the under 5100cc V8 at 2700 lbs.

Appendix A:

C Prepared (CP)

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

Engine Coolant flow direction is unrestricted.

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

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

Ford:.....Ford, Mercury, and Lincoln

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

Chrysler:.....Chrylser, Dodge, and Plymouth

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

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

Engine displacement changes are allowed.

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

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

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per Section 17.2.F.

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

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

Minimum weight without driver (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc; *forced induction 6 cyl engines, maximum 4500 cc; forced induction 4-cyl engines* 2700

6-cyl engines, maximum 4500 cc 2450

~~Turbocharged 6-cyl engines, maximum 4500 cc ..... 2550~~

4-cyl engines ~~(all)~~ 2450

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

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

#31211 Appendix A Corrections

The PAC requests feedback on moving the Merkur XR4Ti from CP to FP, as it fits the definition of F Prepared being a high performance sports car or sedan, and not an American muscle car. The PAC believes the other cars which were suggested for removal meet the American Muscle Car definition of C Prepared.

Appendix A:

CP:

~~**Merkur**~~

~~XR4Ti (1985-88)~~

FP:

Merkur

XR4Ti (1985-88)

Modified Category

#30817 New engine added to GCR listing for FMod

With recent changes to the GCR regarding the F5 class the MAC is proposing the following changes:

Appendix A:

Modified class F (FM)

A.4:

Minimum weights with driver (lbs.):

Kawasaki engine.....725

AMW engine.....800

Rotax 493 & 494 engine.....800

Rotax 593 engine..... 850

600 cc motorcycle engine 875

Rotax 593-H.O. 900

Wheelbase of 73" or less with 440 engine .....Deduct 25

A.6:

6. Competitors utilizing the Rotax 493*/593* engine may leave the manufacturer's specified intake balance tubes in place or, at their option completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The Rotax 493*/593* engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines.

A.7:

F5 cars may utilize the Rotax 593*-non H.O.* engine (1999 and up; bore: 76 mm, stroke: 65.8 mm*) or 593-H.O. (2003-2007; bore:72mm, stroke: 73mm)* using 38 mm Mikuni round slide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM. Such engines must use inlet tract restrictors (Cometic *gasket MA0242SP1020A or MA0242SP1063A*), one in each tract immediately after the carburetor. Use of the 2003 and up ~~"HO,"~~ "SDI," "RS," and "E-TEC" 593 variants is not permitted.

Not Recommended

Street Category

#31240 Request to move TT-RS to AS for 2022

The SAC believes the TT-RS is appropriately classed.

#31298 Tesla classing

Thank you for your input. The SAC believes the current Tesla models are appropriately classed.

#31419 991 Porsche Reclassification Request

Thank you for your input. The SAC believes the 991 and 986 chassis are appropriately classed.

#31423 Bumper Lip and Side Skirts

The SAC believes there is inherent difficulty in determining whether an aftermarket trim part affects performance, and hence leaves such modifications outside the scope of the Street category.

#31445 Request minimum wheel width allowance of 6.5

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

Street Touring Category

#31092 Tire Width

Thank you for your input. The SEB feels the STR tire size rules are adequate as written. Please refer to item #30573 in the December Fastrack for a related proposal, which has been recommended to the BOD.

#31229, 31230 Request to move NDs to STU

Thank you for your input. The STAC feels the ND Miatas are appropriately classed at this time.

#31231 Request to move S2000 to STU

Thank you for your input. The STAC will monitor the performance of the S2000 in SST.

Prepared Category

#30306 Front Aero clarification

Thank you for your input. At this time, the PAC and SEB are not looking to expand the current front splitter limitations due to the rules having just recently being changed. The PAC/SEB also do not wish to break the link between splitter width and fender/front end width.

#31608 Delicious race gas smells

The PAC believes the fuel rules are adequate as written.

Other Items Reviewed

Street Category

#30896, 30903, 30908, 30911, 30914, 30915, 30918, 30921, 30922, 30925, 30935, 30936, 30942, 30949, 30953, 30974, 30977, 30984, 30991, 30995, 31023, 31042, 31044, 31050, 31111, 31152, 31179, 31183, 31192, 31209, 31386, 31463, 31776 Responses to Proposal 30740, Changes to FS (Various)

Thank you for your input. The SEB has recommended these changes to the BOD.

#30901, 30908, 30910, 30912, 30914, 30940, 30992, 30995, 31001, 31022, 31025, 31105, Responses to Proposal 30742, Changes to BS (Various)

Thank you for your input. The SEB has recommended these changes to the BOD.

#31293 Porsche Classifications

Thank you for your letter, both the Porsche 911 GT3 and 911 GTS are currently classed SS.

#31316 Request to classify 992 GT3

Thank you for your letter. The 992 GT3 is currently excluded from SS as the SAC believes this car exceeds the performance potential of the Street Category. Members are advised that these cars can still compete in SSP.

#31502 ProSolo: Bump Classes

Pro Solo classing is outside the purview of the SAC. Please contact Brian Mason at the SCCA National Office.

Super Street R

#31242, 31443, 31444 Responses to 30743, SSR Changes (various)

Thank you for your input. The SEB has recommended these changes to the BOD.

Street Touring Category

#31246 STH Should be Renamed

Thank you for your input.

#31466, 31501 Responses to 30573, SST Proposal (various)

Thank you for your input. The SEB has recommended these changes to the BOD.

Xtreme Street Category

#31171 Support letter to #29408

Thank you for your input. Letter #29408 was published as a Tech Bulletin which means that the rule change is active starting the date of the Fastrack publication.

Modified Category

#29507 FSAE Electric Car Classing as A-Modified for 2021 ProSolo Season

Thank you for your letter. The SEB is working with the Electric Vehicle Advisory Committee (EVAC) to determine an appropriate safety ruleset for non-production vehicles with electric drivetrains. The SEB will decide further actions on electric vehicles once the EVAC has determined the appropriate safety rules.

Handled Elsewhere

Street Category

#31257 Please Class the 2022 Cadillac CT5-V Blackwing

Please see the response to #31243 elsewhere in this Fastrack.

#31279 Request to Move 2021 and 2022 Toyota Supra 3.0 from AS to BS

Please see the response to #31065 in the December Fastrack.

#31381 #31369: i3s added to i3 classing in HS (correction)

Please see the response to #31369 elsewhere in this Fastrack.

#31500 Request to class the new ct4-v and ct5-v

Please see the response to #31243 elsewhere in this Fastrack.

#31640 Please move rest of the Supras to BS

Please see the response to #31065 in the December 2021 Fastrack.

Street Touring Category

#31134 Request for Lotus Evora in ST

Thank you for your input. See Letter #29370 in the May 2021 Fastrack.

#31206 Is the Fiat 124 really a STU car?

Thank you for your input. See the change proposal in response to #31215 elsewhere in this Fastrack.

#31218 Re-classify to STU

Thank you for your input. See the change proposal in response to #31215 elsewhere in this Fastrack.

#31294 Fiat 124 to STR Request

Thank you for your input. See the change proposal in response to #31215 elsewhere in this Fastrack.

#31364 2022 BRZ/GR86

Thank you for your input. Please see the response to #31062 in the November 2021 Fastrack.

#31374 Please class the 2022 Subaru BRZ and Toyota GR86

Thank you for your input. Please see the response to #31062 in the November 2021 Fastrack.

#31383 Do Not Add the New Twin to STX

Thank you for your input. Please see the response to #31062 in the November 2021 Fastrack

Xtreme Street Category

#31556 Porsche 911

Thank you for your input. Please see the response to letter #28694 in the March 2021 Fastrack where the watercooled 911 Porsches were allowed to participate in XS.

Prepared Category

#30352, 30353 Front Splitter Clarification

Thank you for your input. Please see the response to letter #30306.

Tech Bulletins

Street Category

#31243 Classing for G80/G82 (2020+ BMW M3/4), Cadillac CT5/6-V Blackwing

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

AS

BMW

M3 (G80)(2020-22)

M4 (G82)(2020-22)

Cadillac

CT5V (inc Blackwing)(2020-22)

BS

Cadillac

CT4V (inc Blackwing) (2020-22)

#31369 i3s Added to i3 Classing in HS

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

HS

BMW

i3 *(inc i3s)*(2014-2021)

Errors and Omissions – Street Modified Category

#31651 Correction for #28407 not making it into the book.

As published in 2020 in item #28407, the following change should have been in the 2021 Solo Rules but was inadvertently omitted from the book:

Street Modified Category

"16.1.N Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed, or replaced serves no other purpose. Any visible holes that result from the removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc. *Gauge clusters may be modified or replaced, provided any visible holes that result from the change must be covered with a cover of unrestricted material.*"

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Solo

SOLO EVENTS BOARD | December 22nd

The Solo Events Board met by conference call December 22nd. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, and Mark Scroggs; KJ Christopher 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

Member Advisories

Safety

#32024 Solo Safety Committee Opening

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

Solo Development

#31122 NWR Region SDAC Position

The SEB has approved the addition of Taylour Wargo to the SDAC.

Street Category

#31013 Alternate Steering Wheel/Materials

Thank you for your letter. Per section 13.2.D, alternate steering wheels are not allowed. The SAC believes that the re-covering of the factory steering wheel falls within the spirit of section 13.1, however competitors are strongly cautioned to use this allowance to make common-sense repairs only.

Street Touring Category

#31607 STU multi plate clutch (aka. Dual Clutch Transmission) allowance

The intent of 14.10.O was to apply to traditional pedal-operated manual transmissions and not any of the various automatic transmissions such as DCT, SMG, DSG, or PDK.

Please see the rules change proposal published as item 32025 in this Fastrack for further clarification.

#31657 S2000 in STR and SST

The Honda S2000 has been moved to SST for 2022 and is no longer classed in STR.

#31791 Clarification on 30319 14.8.B: Bushing allowances

Thank you for your input. Per 14.8.B yes suspension bushings of any material are allowed so long as the type of bushing isn't changed. 14.8.D and 14.8.K address differential and subframe bushings respectively, and specifically disallow full metal bushings.

Prepared Category

#30354 Tonneau Covers

Thank you for your letter. The PAC believes that 17.2.H and 17.2.N provide for utilizing tonneau covers made of an alternate material.

#31683 Approval for side skirts/widebody

The area for the fenders, and bumpers are considered compliant per 17.2.A, G, and L. Side skirts and door contouring are not listed as an allowance, therefore are not compliant. Side skirts are typically used for

obtaining ground effects. Widening or contouring the doors would allow for a wider rear wing if it were compliant. Please see the last line of the preamble for 17.2

Kart Category

#31879 Thanks, Steve Ekstrand

The KAC would like to thank Steve Ekstrand for his input and service on the Kart Advisory Committee. The KAC wishes him well on his next endeavors.

Change Proposals

Street Touring Category

#32025 Clutch Allowances

The STAC is seeking member feedback on a clarification to 14.10.0. When written, the intent of 14.10.O was to apply to traditional pedal-operated clutch assemblies. The purpose of this rule change is to further define the clutch allowance and to remove any ambiguity in whether it is applicable to automatic transmissions that also have internal clutch assemblies.

The proposed change to 14.10.O is as follows:

O. The clutch disk and pressure plate *of traditional, pedal operated manual transmissions* may be modified or replaced.

Not Recommended

General

#30110 Modify 4.9 to explicitly include simulators

The previously published proposal to modify section 4.9, regarding simulators, is being withdrawn by the Solo Events Board. The SEB will continue to monitor the use of such technologies and is aware of concerns about their effects on fairness of competition.

Street Category

#31219 Request Yokohama Tires and Future Yokohama type tires

Thank you for your input.

The SEB is having discussions on the current tire landscape and is developing and evaluating options to determine when a tire is no longer appropriate for the street tire categories.

#31612 Request Rules Adjustment for S2000

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

#31770 14-15 Camaro Z-28 should move to BS

Thank you for your letter. The SAC believes the 2014-2015 Camaro Z28 is appropriately classed.

#31877 Corvette C6 Grand Sport to BS?

Thank you for your letter. The SAC believes the Corvette C6 Grand Sport is appropriately classed.

Super Street R

#31814 Please allow 997GT3 /GT3 RS in SSR

Thank you for your letter. The SAC believes the 997 GT3 RS exceeds the performance window of SSR.

Street Touring Category

#31780 2016 Mini Cooper S

The STAC feels the 2016 Mini Cooper S is appropriately classed.

Street Prepared Category

#27362 Hybrid and Boost

The SPAC is withdrawing the proposal to 15.10 to allow modifications to the Internal Combustion Engine in a Hybrid vehicle.

The committee does not believe this change is in the best interests of the category. The SPAC will continue to monitor the development of this technology and its place in the category.

#29382 class the 88-91 Honda Civic sedan

The SPAC is withdrawing the proposal to class the 88-91 Honda Civic Sedan in FSP.

The committee does not believe that this change is in the best interests of the category. The SPAC will continue to monitor the competitive balance of the category.

#30860 Twins Class Change Proposal

The SPAC is withdrawing the proposal to move the Scion FR-S and Subaru BRZ from CSP to DSP.

The committee does not believe this change is in the best interests of the category. The SPAC will continue to monitor the competitive balance in the category.

Other Items Reviewed

Safety

#30397 Fiesta should be banned from Solo

Thank you for your letter. The Fiesta ST meets the current roll-over specifications outlined in section 3.1, so the SSC sees no reason to ban the car while allowing other similar vehicles. However, the SEB will be evaluating the current specifications and wording of 3.1 to ensure proper safety guidelines are implemented to reduce roll-over risk.

Street Category

#31786 Support 30740, also add 2022 vehicles

Thank you for your letter. Updates to previously classed vehicles to include 2022 model years will be listed upon publication of the 2022 Solo Rules.

Modified Category

#31513 When Will Proposal 28954 Get Approved?

The subject proposal has been recommended to the BOD.

Handled Elsewhere

Street Category

#31232, 31363, 31382, 31698, 31856, 31857, 31882, 31889 GR86/BRZ/Twins Classing (various)

Please see the response to letter # 31160 published in the current Fastrack.

#31767 BS changes to BS classing

Thank you for your letter. Please see the response to letter # 31776 published in the current Fastrack.

#31768, 31769, 31775, 31781 BS to FS moves (various)

Thank you for your letter. Please see the response to letter # 31776 published in the current Fastrack.

Additionally, PAX figures are not created or supported in any capacity by the SEB or SAC.

Super Street R

#31785 Need to include the 2022 C8 in SSR proposal

Thank you for your letter. Please see the response to letter #31786 published in the current Fastrack.

Street Touring Category

#31553 NA Evora to STU

Thank you for your input. Please see response to letter #31551 in this Fastrack.

#31610 Clarity on Street Touring classes before renewing

The 2003 Porsche 911 is classed Super Street Touring - see Item #30573 in the December Fastrack.

#31736, 31738, 31742 Lotus Evora, STU (various)

Thank you for your input. Please see response to letter #31551 in this Fastrack.

#31813 Reconsider the Performance Level of the AP1 Honda S2000

Thank you for your input. See response to letter #31657 in this Fastrack.

Tech Bulletins

General

#31874 Helmet Update Recommendation from Staff

Per SCCA Staff recommendation, updates to the helmet rules are below. Of note, 2005-era certifications are no longer allowed to be used at solo events and helmets that only meet one of the listed ECE standards will not be permitted past the end of 2022.

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 *31.1/2020*, 31.1/2015, 31.1/2010, ~~31.1/2005*~~, *41.1/2020*, 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-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.~~

For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The chin strap must be securely fastened. Loaner helmets should be available to vehicle occupants not having their own.

~~* Not valid after 12-31-2021: Snell SA2005, M2005, K2005; SFI 24.1/2005, 31.1/2005, 41.1/2005; British Standards BS6658-85 type A/FR, BS6658-85 Type A.~~

**Not valid after 12-31-2022: Helmets only meeting one of the listed ECE standards*

Street Category

#31160 2022 BRZ/86

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

D Street (DS)

Subaru

BRZ (2022)

Toyota

GR86 (without TRD equipment) (2022)

NOTE: The SAC is closely monitoring the availability of TRD performance options for the GR86.

#31732 New Civic SI

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

G Street class (GS)

Honda

Civic Si (2022)

#31762 Add Kona/Niro/IONIQ EVs to H Street

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

H Street (HS)

Hyundai

IONIQ EV (2016-2022)

Kona EV (2018-2022)

Kia

Niro EV (2018-2022)

Street Touring Category

#31551 Follow up ST Evora Classing request

Thank you for your input. The STAC is recommending the following addition to Appendix A:

STU

Lotus

Evora (2010-2014 NA)

#31979 Errors and Omissions; Minor Corrections to Published SST Proposal

The following items in the SST proposal were inadvertently omitted from the letter #30573 Recommendation found in the December 2021 Fastrack:

Add to 14.3 under "Tires shall have a section width up to and including the following (mm)":

SST.....unlimited

Add to 14.4 under "Any wheels are allowed with widths up to the following....":

SST.....unlimited

Change 14.10.C.1 as follows:

1. *SST,* STU and STH only:...

Change 14.10.C.2 as follows:

2. *SST,* STU and STH only:...

Change 14.10.K.2 as follows:

2. *SST,* STU, STR, and STX classes:...

The following listing should be removed from Appendix A in the current Solo rules:

Street Touring® Roadster (STR)

~~Honda~~

~~S2000~~

The following lines should be removed from the class listings in the SST Appendix A:

Porsche

~~Boxster S (987 chassis) (2009-2012)~~

~~Cayman S (987 chassis) 2009-2012)~~

Note from the SEB: The SST class recommendation sent out in the December 2021 Fastrack did not include the necessary language changes to section 14 to reflect the tire, wheel and differential allowances, and also did not include the necessary removal of the Honda S2000 from STR in Appendix A. Additionally, per the STAC and SEB the 987 Porsches included in the original SST proposal have been withdrawn and will stay in STU.

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Solo

SOLO EVENTS BOARD | January 26th

The Solo Events Board met by conference call January 26th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, and Mark Scroggs; KJ Christopher and Charlie Davis 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

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.

Safety

#31149 New SSC member

The Solo Safety Committee and SEB recommend the appointment of Kent Weaver, Great Lakes Divisional Solo Safety Steward, to fill the SSC seat opening created by the departure of Tim Brueske.

Prepared Category

#31211 Appendix A Corrections

The PAC recommends reclassifying the following (effective date: 1/1/23):

Appendix A:

CP:

~~**Merkur**~~

~~XR4Ti (1985-88)~~

FP:

Merkur

XR4Ti (1985-88)

Member Advisories

Safety

#31148 New Midwest Division SSS

Per SSC recommendation, the SEB has approved the appointment of Carla Russo as Divisional Solo Safety Steward for the Midwest Division, to fill the opening created by the departure of Tim Brueske.

Street Category

#31795 Shock Legality Question

Thank you for your letter. Per section 13.8.A, spring perches on aftermarket shocks/struts must be of the OE shape within the working part of the perch. This would preclude running the spring in a non-factory orientation. Additionally, there is no allowance within sections 13.5 or 13.8 to allow alternate orientation of suspension springs.

Street Modified Category

#31772 Application to the SMAC

The SEB and SMAC would like to welcome Eric Anderson to the Street Mod Advisory Committee.

#31809 SMAC Application

The SEB and SMAC would like to welcome Brian Harmer to the Street Mod Advisory Committee.

Prepared Category

#31300 Motor Location Definition Help

The November 2021 Club Racing Fastrack Letter #31272 clarified that since no specific engine was listed in GT1 for the 79-93 Ford Mustang, then the 4, 6 and 8 cylinder engines are legal.

The letter also asked if a 4 cylinder engine could be mounted in the resultant location, using the transmission bell housing placement, from where a V8 would be mounted with the 1st spark plug hole aligned with the front axles.

For reference, if using GT2 or GT3 rules, the first spark plug hole of a 4 cylinder engine must align with the centerline of the front axles.

Change Proposals

Street Category

#32033 Seventh Gen Celica to HS

The SAC is seeking members feedback on the following changes:

Move from GS to HS:

Dodge

Neon (1995-99)

Plymouth

Neon (1995-99)

Toyota

Celica GT (2000-05)

Celica GTS (2000-03)

Volkswagen

Golf GTI (2006-14)

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

Street Touring Category

#32057 Update 14.10.C

The STAC is requesting member feedback on the following change to 14.10.C:

C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. ~~Emissions or~~ *PCV valves and* engine management components in the air intake system~~, such as a PCV valve or mass airflow sensors~~ may not be removed, modified, or replaced, and must retain their original function along the flow path.

Street Prepared Category

#31190 Allow 128i Full Prep in DSP

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

DSP

BMW

128i ~~*Limited Prep*~~

#31233 Request to Class 2.0 Twins to DSP Full Prep

Classing the FR-S and BRZ in DSP is not considered in the best interests of the category. However, the committee is interested in feedback regarding classing them in BSP. Thus the SPAC is requesting member input regarding the following classing change proposal:

BSP

Scion & Subaru

FR-S & BRZ (2013-2016)

FR-S & BRZ (2017-2020)

CSP

~~Scion & Subaru~~

~~FR-S & BRZ (2013-2016)~~

#31247 B-Spec Race Cars in SoloII

The SPAC is requesting member feedback on the following addition to Section 15:

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

#31855 Transmission Tuning

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

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

Prepared Category

#31128 Section 17.B

WDYT: The PAC is looking for member feedback on removing the GCR allowance from CP. Cars beyond the Prepared allowances may still run in X Prepared under current 17.11.A. This means they will have to follow either Solo **OR** GCR. They can not mix allowances. This change also is to closer align allowances in C Prepared with the rest of Prepared.

The following changes are suggested in this proposal:

~~17.2.D Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments.~~

17.11 Other

A. ~~Vehicles competing in C Prepared (CP) class, should refer to section 17.11.B.~~ Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in X Prepared (XP) class. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of production vehicles (e.g., a tube-frame Mazda RX-7) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be GCR minimum plus any Solo® weight adjustments (wheel

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

~~B. C Prepared (CP) vehicles prepared in excess Solo® allowances and prepared up to either the current Road Racing GT or Production Category rules are permitted to compete in C Prepared (CP). Tube-frame production cars and kit cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of production vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight adjusments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Road Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.~~

C. Weight Calculations Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the specific weight addition.

Examples:

•In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is:2.5L x 1.4 = 3.5L x 250 lbs. = 875 lbs. + 1200 lbs. = 2075 lbs.

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

#31252 914-6 in FP

The PAC is requesting feedback on removing line item alternate engines. The Porsche 914-6 and the Mazda RX series are the only vehicles in Prepared to allow non original engine changes without the Alternate Engine Allowance weight penalty. Affected vehicles with non original engines could run the non original engines with the 10% weight penalty in accordance with 17.10.R Alternate Engine Allowance. It is proposed to change 17.10.R and Appendix A as follows:

R. Alternate Engine Allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, ~~rotary engines,~~ hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine

are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings: a. British makes may use Ford motors including Mazda. b. Italian makes may use Fiat Chrysler motors.

3. Alternate engines are to retain the same piston or rotor count, or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

6. Alternate engines may make use of allowances found in 17.10. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).

7. Piston engine vehicles may not substitute rotary engines and vice versa.

Appendix A:

FP

Mazda

RX-4 ~~(12A or 13B)~~ (1974-78)

~~12A engine.....specified displacement (cc): 2292~~

No peripheral port allowed.

13B engine.....specified displacement (cc): 2616

No peripheral port allowed.

RX-7 (1986-91)13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed ~~in all engines~~.

RX-7 (1979-85)12A engine.....specified displacement (cc): 2292

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed in all engines.

RX-8 (bridge or peripheral porting allowed)

Renesis engine.....specified displacement (cc): 2616

~~Alternate engine: 12A.....specified displacement (cc): 2292~~

~~Alternate engine: 13B.....specified displacement (cc): 2616~~

~~Bridge or peripheral porting allowed in all engines.~~

Porsche

914-6 (2.0L~~, 2.5L, 2.7L, & 2.8L 6-cyl air-cooled~~)

~~Alternate cylinder heads: twin spark plug~~

#31271 Rear Window Glass

The SEB and PAC are seeking member input regarding the following change proposal:

17.3.K Closed cars: All side window glass may be removed *between the A and C (or D if applicable) pillars including vent and quarter glass. Rear window glass or authorized replacements must remain in original location and be completely sealed unless the rear window was made to be quickly removed by the factory, such as early C3 Corvette and Porsche 914.*

Not Recommended

General

#29569 Interpretation/Clarification of Individual Tire Cover

After review of member feedback, the proposal to add a maximum tire cover diameter to 6.11 is withdrawn.

Street Category

#31594 Can I Put M3 CSL Sized Wheels on My Base M3 and Stay in FS?

Since the CSL was never offered in the US, the package conversion or any of its options are not allowed in FS. Additionally there are no allowances within the Street category that permits the modifying of any engine control parameters.

#31992 Porsche GPF/OPF Exhaust clarification

Thank you for your input. The SEB stands by the assessment that the part in question is an emissions control device.

Street Prepared Category

#31269 Allow Strut Tower Modification for Camber Plates

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

#31818 Allow Additional Body Modifications

Thank you for your input. The SPAC does not believe additional body modifications are in the best interests of the category.

Prepared Category

#31287 Rear Wings

Thank you for your input. Based on the large C Prepared class feedback of last year's aerodynamic rule changes from letter #27619, recommended in the November 2020 FasTrack, the PAC does not currently recommend adding wings to C Prepared.

#31777 request to change the weights in prepared to include driver(s)

Thank you for your input. The PAC feels the weighing rules are adequate as written.

#31779 Revise NA friendly weight calculations for FP

Thank you for your input. The PAC believes that the current Naturally Aspirated and Forced Induction weights are adequate. The minimum weight for cars in FP with a NA displacement below 2534 cc is 1900 lbs, excluding weight adjustments.

Other Items Reviewed

General

#31863 Need Classing Lookup System

Thank you for your letter. There is a category modification “cheat sheet” published on the Solo rules page of scca.com that covers Street, Street Touring, Street Prepared, and Street Modified at a high level. The SEB will forward your ideas to the appropriate individuals at the national office for consideration.

Event Operations

#31945 Pro Solo AWD class split for SSP

Thank you for your letter. The SEB does not control Pro Solo classing; however, we have forwarded your feedback to the appropriate Staff at the national office. For Pro Solo classing and rules concerns outside of the purview of the SEB please contact Brian Mason at bmason@scca.com.

#31973 Re: Tire Covers #29569

Thank you for your input. The referenced proposal is being withdrawn.

Street Category

#31773 SSR Additions

Thank you for your input. Please see the response to letter #30743 published in the December 2021 Fastrack.

#31897 Response / Information Update. RE: #31078 Exhaust Replacement...

Thank you for your input. The SEB stands by the assessment that the part in question is an emissions control device.

#31947 Solo classes for 2022 electric Mini Cooper SE

Thank you for your letter. Updates to previously classed vehicles to include 2022 model years will be listed upon publication of the 2022 Solo Rule book.

Handled Elsewhere

Street Category

#31862 Need classing for Cadillac CT5 Blackwing

Please see the response to letter #31243 published in the January 2022 Fastrack.

#30904, 30913, 30917, 30923, 30952, 30971, 30993, 30994, 31007, 31051, 31077, 31118 Feedback on SSR Additions (various)

Thank you for your feedback. Please see the response to letter # 30743 published in the December 2021 Fastrack.

#31966 2022 Honda Civic Si

Please see the response to letter #31732 published in the February 2022 Fastrack.

#31974 Mk.8 Golf R clasing - DS

Please see the response to letter #31224 published in the current Fastrack.

Street Touring Category

#31627 New Twin to STU is a no-go

Thank you for your input. Please see the response to Letter #31629.

#31899 2022 Twins are Rad

Thank you for your input. Please see the response to Letter #31629.

Street Prepared Category

#31208, 31278, 31514, 31516, 31605, 31620, 31622, 31628, 31632, 31659, 31693, 31718 Feedback on BRZ/FRS Full Prep DSP (various)

Thank you for your input. Please see the response to letter 30860 in the February 2022 Fastrack.

#31213 S550 MUSTANG

Thank you for your input. Please see the response to letter 29368 in the December Fastrack.

#31255 GT350 to ESP

Thank you for your input. Please see the response to letter 29368 in the December Fastrack

Prepared Category

#31681 CP 4 cyl turbo engine location

Please see the response to letter #31300 in this month's Fastrack.

#32012 Wing rules for CP

Thank you for your input. Please see the response to letter #31287 in this Fastrack.

Tech Bulletins

Street Category

#31224 Request to classify Volkswagen Golf R Mk8 2022 to DS

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

D Street

Volkswagen

Golf R (2022)

G Street

Volkswagen

Golf GTI (2022)

#31277 2020 BMW M2 CS

Per the SAC, correct an error made in Appendix A to read:

A Street

BMW

M2 CS (*2020*-2021)

Street Touring Category

#31499 Request to class 9th gen Accord (2013-2017) V6 into STX

Thank you for your input. The STAC is recommending the following addition to Appendix A:

STX

Honda

Accord (V6 2014-17)

#31629 Classing the BRZ / GR86

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

STR

Toyota

GR86 (2022)

Subaru

BRZ (2022)

Street Prepared Category

#31894 NSX Type-S

Per the SPAC, update Appendix A as shown below:

SSP

Acura

NSX (2016-~~19~~ *21*)

The SPAC chooses not to class the 2022 NSX Type-S at this time.

#31905 FSP Limited Prep Additions

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

FSP

Hyundai

*Veloster Turbo (2012-17) *Limited Prep**

Prepared Category

#31784 Please class the first generation FRS/BRZ/86

Per the PAC, add the following listings in class D Prepared:

DP

Scion

FR-S (all)

Subaru

BRZ (2012-21)

Toyota

86 (2017-21)

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Solo

SOLO EVENTS BOARD | February 23rd

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

Unless indicated otherwise, the implementation date for all new proposals published herein is 1/1/2023.

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

#30883 Oil injection vs. oil pre-mix

The MAC is recommending 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."

Member Advisories

Tire Rack Solo Nationals

#31755 Call for Nationals Course Designers

Course Designers who are interested in being considered for the 2022 Tire Rack Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com no later than March 22nd.

Candidates should have major-event course design experience, be able to participate in the pre-event setup trip during the spring (typically on a weekend in May), and have a basic understanding of the other requirements of the position.

Street Category

#32101 Rule 13.2 D - Steering wheel

Thank you for your letter. Per 13.2.D, steering wheels with an integral airbag may not be changed.

#32227 Clarify Industry Standard Method for Harmonic Balancer Pinning

The SEB believes that pinning a harmonic balancer would classify as an industry standard repair to prevent movement of the harmonic balancer on the crankshaft. However, either OEM or OEM-equivalent (per section 13) harmonic balancers must be used. Aftermarket harmonic balancers are not permitted in Street category.

Solo Spec Coupe

#27101 Endlinks Options

The current SCCA Solo Spec Coupe rules provide for replacement endlinks.

#29285 Is a steering wheel spacer considered comfort and convenience?

The SEB does not feel that a steering wheel spacer falls under the comfort and convenience allowance as part of the Solo Spec Coupe rules in 20.4.A.

Street Touring Category

#30858 Boost modification confusion

Street Touring rules do not allow changing the pulley on a supercharger. Rule 14.10.C.4 allows changes to boost regulation, but not replacement of wastegate or turbo parts. 14.10.H does not allow changing the effective diameter of supercharger pulleys.

#31303 SST/STU Leaf Springs to Follow Section 15.8.A

Thank you for your input. Per section 14.8.A: For cars originally equipped with transverse leaf springs, spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a “coilover” configuration.

#31875 Ford Mustang (SN95) Subframe Connector TSB

Thank you for your input. Street Touring rules build on Street Category rules. Therefore, per section 13, Street Category, updated parts, replacement parts, or any other changes by the manufacturer documented in the parts catalog or other manufacturer documentation as superseding the original part number used when manufactured are considered to be standard parts. See Sections 3.8.A and 8.3.1 for documentation requirements to prove the legality of parts. The competitor is responsible for proving the legality of their car.

Change Proposals

Street Category

#29472 Roll Cage clarification

The SAC is seeking member feedback on the following change to Section 13.2.G.1.

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

Street Touring Category

#31259 986 Boxster from STR to STU

The STAC is requesting member feedback on the following change:

Move from STR to STU:

Porsche

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

Boxster S (986) (2000-04)

Cayman (987.1; base model) (2007-08)

#31787 Please allow plug & play tuning in ST

The STAC is requesting member feedback on the following change to 14.10.F:

F. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. Any OE OBD2 or newer communications port functionally must

remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Only sensors equipped from the manufacturer may be used for engine management.

1. For all model years, the following allowances apply:

   a. The standard PCM/ECU may be re-programmed without restriction.

   b. Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.

   c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.

~~2. For 2005 and older model year vehicles:~~

   d. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.

   e. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may alter the signal from the sensor in order to affect the PCM/ECU operation. Example: Fuel controllers that modify the signal from an airflow sensor.

   f. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable-valve systems.

2. 1995 and older vehicles may implement a replacement "stand-alone" PCM/ECU.

Other Items Reviewed

Event Operations

#31084 Awards Banquet

Thank you for your feedback. It has been added to the survey results that the Nationals Planning group will be using in organizing future Solo Nationals.

General

#28302 Membership Feedback

Thank you for your suggestions. The SEB is evaluating how new capabilities such as polling done through scca.com could be integrated into the rules making process to provide additional opportunities for member feedback in the process.

#32172 Request Business Owners Prohibited from Committees

Thank you for your input.

Street Touring Category

#32162 Request Postponing S2000 Move from STR to SST

Thank you for your input.

#32167 Request for S2000 to remain in STR

Thank you for your input.

#31961 #30573 Putting the Super in Street Touring

Thank you for your input.

Handled Elsewhere

Street Category

#32220 Hyundai Elantra N Class

Please see the response to letter #32233 published in the current Fastrack.

Solo Spec Coupe

#27286, 27287, 27289, 27291, 27293, 27295, 27299, 27302, 27306, 27402, 27550 Endlinks (various)

Thank you for your input. Please see the response to letter #27101 in this Fastrack.

Street Touring Category

#30970 Filling the ECU Tuning Donut-Hole: Standalone ECU for 1995-06

Thank you for your input. Please see response to Letter #31787.

#31432 Update for 14.10.F.2

Thank you for your input. Please see the response to Letter #31787.

#31433 Flash-tune disables emissions DTCs, do I have OBD functionality?

Thank you for your input. Please see the response to Letter #31787.

#31871 Status Request for Letter #30970

Thank you for your input. Please see the response to Letter #31787.

#31890 1995 Mustang TSBs

Please see response to Letter #31875 in this Fastrack.

#31914 Lotus Evora: ST classing

Thank you for your input. Please see the response to Letter #31551 in the February 2022 Fastrack.

#32010 Preliminary decision on new twins in STX

Thank you for your input. Please see the response to Letter #31629 in the March 2022 Fastrack.

Xtreme Street Category

#30552 Letter 29408

Please see the response to item #29408 in the September 2021 Fastrack.

Tech Bulletins

Street Category

#32137 30740 Feedback - Add (incl. Handling Package) for 19/20 GT350

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

F Street

Ford

Mustang Shelby GT350 *(incl. Handling Package)* (2015-20)

#32177 Add the Porsche Spyder to SSR

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

SSR

Porsche

718 Spyder (2020-2022)

#32233 New Cars Needing Classification

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

D Street

Hyundai

Elantra N (2022)

Kona N (2022)

Street Touring Category

#31191 Classing a BMW 330i (G20 Chassis) (19-)

Per the STAC, add the following new listings in Appendix A for STU:

BMW

3 Series (2014-2022, Non-M)

4 Series (2014-2022, Non-M)

Xtreme Street Category

#32253 Calrification request, re: 3.1 reference

In the XS rules, under "Eligible Vehicles" add language as follows:

Must be an automobile or truck (e.g., pickup, SUV) manufactured for road use and legal to drive on US roads. Non-US models are allowed and right-hand-drive steering is permitted. *All vehicles must meet the requirements of Section 3.1.*

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SOLO EVENTS BOARD | March 23rd

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

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

Member Advisories

General

#32589 SEB Opening

An opening is anticipated on the SEB at the end of 2022. Interested members from the north-central or eastern/northeastern U.S. are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street Prepared Category

#31545 Camaro SS with ZL1 Wing

The SPAC reminds members that section 15.1.C allows for items to be exchanged between year/model of vehicle if they are listed on the same line in Appendix A. This would allow a wing which is available as an option on any vehicle from that Appendix A line to be installed on any vehicle from that same line so long as the full wording of 15.1.C is followed.

#32048 Car classification question

Per the "CATCH-ALL" rules, the IS 350 F Sport would fit in ESP under "Other sedan over 3.0L not otherwise classified."

Keep in mind that per Appendix A, "Any car listed under a NOC classification is ineligible for National events."

If national classing is requested please send a letter requesting for this vehicle to be specifically classed in Appendix A.

Street Modified Category

#30571 Horn Removal

Members are reminded that 16.1.O allows minor modification intended to allow or facilitate any allowed modification, as long as any weight reduction of said modification is not more than 1 pound.

#31799 #31754 SMAC Members Needed

The SMAC and SEB would like to welcome Joel Hall to the SM committee.

#31291 Rear Panel Removal

Per the SMAC rule 16.1.J allows the rear passenger seat(s), including restraints and associated hardware to be removed. Removal of any other interior panels not explicitly stated in the rules is not allowed in the category.

Prepared Category

#31212 Appendix A /In Excess clarification

The November 2021 Club Racing Board Fastrack Letter #31272 clarified that all available Original Equipment engines of the car in question are GT1 eligible in the GCR, thus covering the car in question via 17.11.B in the 2022 Solo Rulebook. The GCR listing covers all trim levels of the car in question even though the 2022 Solo Rulebook line items the car.

#32171 PAC application

The SEB and PAC would like to welcome Todd Roberts to the Prepared Advisory Committee

Change Proposals

Street Prepared Category

#31454 C7 Corvette Factory Rear Spoiler - Wickerbill Spoiler Extension

The SPAC is requesting member feedback on the following addition to the rules:

In 15.2.I.2.b:

"It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, ~~or~~ trunk lid, *or bodywork*. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

#32018 DSP BMW Move to ESP

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

DSP

BMW

~~318(16v) & 325 (E30 chassis)~~

~~323, 325, & 328 (E36 chassis)~~

~~323, 325, 328 & 330 (E46 chassis, non-M3)~~

ESP

BMW

318(16v) & 325 (E30 chassis)

323, 325, & 328 (E36 chassis)

323, 325, 328 & 330 (E46 chassis, non-M3)

Street Modified Category

#30491 80's Front Engine, RWD Porsche in SM Allowance Proposal

The SMAC is seeking member feedback for the following change:

Appendix A Street Modified Class (SM)

Excluded Vehicles:

Porsche (all *except 924, 928, 944, 968*)

JDM-spec cars

Lotus (all)

MGB GT

Triumph (all)

#31228 Request to allow MR2 Spyders to remove soft top in SSM

The SMAC is seeking member feedback on the following change:

Add to 16.1.H as follows:

"Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear bodywork, side skirts, may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer system, and hood liners may be modified, removed, or replaced. Non-metallic fender liners may be modified, replaced, or removed. *Convertible soft tops may be modified, replaced, or removed."*

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 between the restrictor and turbo/supercharger inlet must be rigid and made from non expanding parts. The tubing inside diameter may not exceed 3" at any point. Flexible couplers may be used for connections."*

Not Recommended

Street Category

#32336 Please allow one camber adjustment device per wheel

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

Street Touring Category

#30968 Plans for the Rest of STR?

Thank you for you input. The STAC feels the BMW's in STR are appropriately classed.

#31169 ND vs NB Miata Parity

Thank you for your input. The STAC feels the NB Miata is appropriately classed at this time.

#32123 Move Veloster N PP from STU to STH

Thank you for your input. The STAC feels the Veloster N is appropriately classed.

#32245 Consider addition of RX-8 permitted in STU

Thank you for your input. The STAC believes the RX-8 is appropriately classed at this time.

#32342 Move Miata (non-turbo) (1994-2005) to STX

Thank you for your input. The STAC feels the Miata (1994-2005) is classed appropriately at this time.

#32343 2022 Twins are rad, part 2

Thank you for your input. In the interest of maintaining stability, the STAC does not intend to make any changes relating to the classing of the 2022 Twins or the ND. We will monitor the competitive balance in STR during the 2022 season.

Street Modified Category

#30096 SM Class Modification

Thank you for your input. The SMAC does not feel separating RWD and AWD drivetrains is needed at this time. The SMAC will continue to monitor performance for both drivetrains

#31389 AWD Drivetrains

Thank you for your input: The SMAC does not feel separating RWD and AWD drivetrains is needed at this time. The SMAC will continue to monitor performance for both drivetrains.

#31745 Steering Quickeners

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

Other Items Reviewed

Safety

#32120 disagreement with new helmet ruling

Thank you for your input. The helmet rules in Solo were updated to align with the helmet rules being updated in other SCCA programs after recommendations from the National Office staff and Risk Management. Please see the following announcement for further information: https://www.scca.com/articles/2015714-helmet-certifications-updated-for-2022#:~:text=This%20year%2C%20there's%20an%20additional,accepted%20in%20any%20SCCA%20program

General

#27930 Electric cars in with all classes

Thank you for your input. As you may have seen during the 2022 National Convention the SCCA has formed a committee to explore and define rules around modified electric drivetrains, and once this effort is complete the SEB will start to work to incorporate those electric vehicles into the classing structure as appropriate. Currently, there are many electric vehicles classed within the various SCCA Solo categories.

Street Prepared Category

#32329 Proposed twins to BSP

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

#32330 Regarding #31233 Request to Class 2.0 Twins to DSP Full Prep

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

#32338 BRZ move to BSP

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

Modified Category

#30077 new rules comments

Per the MAC the rules have just changed for DM/EM and we encourage the membership to suggest any competitive changes once we have seen some event results from the new ruleset.

#31766 In reference to 30883

Thank you for taking the time to submit feedback on oil injection in FM.

#31884 In Reference to Letter 30269

Thank you for taking the time to submit feedback on the proposed DM inlet rules.

Handled Elsewhere

Safety

#32128 Allow ECE 22.05 Helmets Beyond 2022

Thank you for your input. Please see the response to letter #32120 in this Fastrack.

Street Category

#30412 #29472 Roll Cage clarification

Thank you for your feedback. Please see the response to letter #29472 published in the April Fastrack.

#30414 Proposed rollbar rules feedback

Thank you for your feedback. Please see the response to letter #29472 published in the April Fastrack.

#30415 Fully support change to 13.2.G.1

Thank you for your feedback. Please see the response to letter #29472 published in the April Fastrack.

#30417 Feedback for #29472

Thank you for your feedback. Please see the response to letter #29472 published in the April Fastrack.

#31280 For Roll Bar Allowance So We Don't Have to Deal With it on the ST

Please see the response to letter #29472 published in the April Fastrack

#31349 Removal of Convertible Soft Tops with SCCA Legal Roll Bar

Please see the response to letter #29472 published in the April Fastrack

#31352 Supports proposal #29472 Roll Cage Clarification

Please see the response to letter #29472 published in the April Fastrack

#31515 29472 - Roll Bar/Cage Support

Please see the response to letter #29472 published in the April Fastrack

#32250 Please classify the Hyundai Elantra N

Please see the response to letter #32233 published in the April 2022 Fastrack.

#32279 Define MK8 Golf R classing for 2022

Please see the response to letter # 31224 published in the March 2022 Fastrack.

#32280 Define MK8 Golf GTI classing for 2022

Please see the response to letter # 31224 published in the March 2022 Fastrack.

#32344 Allowance of one camber device in Street Classes

Please see the response to letter #32336 published in the current Fastrack.

Solo Spec Coupe

#27288 Allowances for endlinks

Thank you for your input. Please see the response to letter #27101 in the April Fastrack.

Street Touring Category

#31337 Add Diffs to STS, Move NB Miatas down to STS

Thank you for your input. Please see the response to Letter#31169 in the current Fastrack.

#32115 2022 Twins ST Classing thoughts

Thank you for your input. See response to Letter #31629 in the March 2022 Fastrack.

#32175 Move ND to its own class

Thank you for your input. Please see the response to Letter #32343 in the current Fastrack.

Street Modified Category

#31326 Removal of Soft Top

Please see the response to letter #31228.

Prepared Category

#30897 PAC Resume

The SEB and PAC would like to thank the member for his interest in joining the PAC. The position has been filled.

Tech Bulletins

Street Category

#32257 Lotus evora

Per the SAC, please correct the following error published in the 2022 Rule Book under Appendix A:

A Street

Lotus

~~Evora GT (2020-22)~~

#32374 Porsche 911 GT3 (991) Classing Error

Based on membership feedback the SAC and SEB decided to withdraw the Porsche 911 GT3 (991 Chassis) from proposal #30743 "**Potential SSR additions**" as published in the July 2021 Fastrack (#30743) and updated in the December 2021 Fastrack. Unfortunately due to a clerical error the version of the language removing that car from the proposal was not used and therefore the listing was inadvertently added to the 2022 Solo Rules. This Tech Bulletin serves as notification of the correction.

Per the SAC and SEB, remove the following...

SSR

Porsche

~~911 GT3 (991 Chassis)~~

#32405 Mercedes SLK55 AMG (2012-2016)

Per the SAC, please correct the following error published in the 2022 Rule Book under Appendix A:

A Street

~~Mercedes-Benz~~

~~SLK55 AMG (2012-16)~~

Street Touring Category

#32287 Is SST a supplemental class or not in 2022?

Thank you for your letter. SST is a supplemental class for 2022, and the Solo Rules document will be corrected to specify "Supplemental Class" in the SST heading in Appendix A. Please also see the Recommended item 13, referencing letter #30573, in the December 2021 Fastrack.

Street Prepared Category

#31893 Tesla Model S Plaid

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

SSP

Tesla

*Model S Plaid *Limited Prep**

#32037 RSX and RSX Type-S to FSP

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

FSP

Acura

*RSX (non-S) *Limited Prep**

Modified Category

#30817 New engine added to GCR listing for FMod

With recent changes to the GCR regarding the F5 class - the MAC has provided the following changes, which will take effect immediately upon publication:

Appendix A:

Modified class F (FM)

A.4:

Minimum weights with driver (lbs.):

Kawasaki engine.....725

AMW engine.....800

Rotax 493 & 494 engine.....800

Rotax 593 engine..... 850

600 cc motorcycle engine 875

Rotax 593-H.O. 900

Wheelbase of 73” or less with 440 engine .....Deduct 25

A.6:

6. Competitors utilizing the Rotax 493*/593* engine may leave the manufacturer's specified intake balance tubes in place or, at their option completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The Rotax 493*/593* engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines.

A.7:

F5 cars may utilize the Rotax 593*-non H.O.* engine (1999 and up; bore: 76 mm, stroke: 65.8 mm) *or 593-H.O. (2003-2007; bore:72mm, stroke: 73mm)* using 38 mm Mikuni round slide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM. Such engines must use inlet tract restrictors (Cometic gasket *MA0242SP1020A or MA0242SP1063A*), one in each tract immediately after the carburetor. Use of the 2003 and up ~~"HO,"~~ "SDI," "RS," and "E-TEC" 593 variants is not permitted.

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

Solo

SOLO EVENTS BOARD | April 27th

The Solo Events Board met by conference call April 27th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, and Mark Scroggs; Charlie Davis and KJ Christopher 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

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

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

The STAC is recommending the proposed rule change 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.

Prepared Category

#31252 914-6 in FP

The PAC is recommending the following changes, removing line item alternate engines. The Porsche 914-6 and the Mazda RX series are the only vehicles in Prepared to allow non original engine changes without the Alternate Engine Allowance weight penalty. Affected vehicles with non-original engines could run the non-original engines with the 10% weight penalty in accordance with 17.10.R Alternate Engine Allowance.

It is recommended to change 17.10.R and Appendix A as follows:

"R. Alternate Engine Allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, ~~rotary engines,~~ hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:

a. British makes may use Ford motors including Mazda.

b. Italian makes may use Fiat Chrysler motors.

3. Alternate engines are to retain the same piston *or rotor* count, or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

6. Alternate engines may make use of allowances found in 17.10. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).

7. Piston engine vehicles may not substitute rotary engines and vice versa."

Appendix A:

FP

Mazda

RX-4 ~~(12A or 13B)~~ (1974-78)

~~12A engine.....specified displacement (cc): 2292~~

No peripheral port allowed.

13B engine.....specified displacement (cc): 2616

No peripheral port allowed.

RX-7 (1986-91)

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed ~~in all engines~~.

RX-7 (1979-85)

12A engine.....specified displacement (cc): 2292

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed in all engines.

RX-8 (bridge or peripheral porting allowed)

Renesis engine.....specified displacement (cc): 2616

~~Alternate engine: 12A.....specified displacement (cc): 2292~~

~~Alternate engine: 13B.....specified displacement (cc): 2616~~

~~Bridge or peripheral porting allowed in all engines.~~

Porsche

914-6 (2.0L~~), 2.5L, 2.7L, & 2.8L 6-cyl air-cooled~~)

~~Alternate cylinder heads: twin spark plug~~

Member Advisories

General

#27454 Off Site Conduct

The SEB and National Staff would like to remind all participants that off-site behavior can affect not only relationships with local sites but also with the national organization. Documented cases of irresponsible off-site (or on-site) behavior can result in the participant being disqualified from the event or even removal from the Club. Please consider the future of SCCA Solo and how your behavior affects your fellow club members when interacting with the local community around autocross facilities.

#30622 Banned Vehicles

The SCCA Solo Rules do not specify a particular list of "banned" vehicles, but instead primarily state requirements that a car must meet in order to participate. There are safety requirements (per 3.1 and 3.3) which may limit the participation of certain cars, and eligibility requirements (per 3.4 and certain category-specific sections such as 13.0, 15.0, 17.0.A.2, 18.1.A). In addition, some categories and classes do contain situation-specific exclusions which are generally found in the Appendix A listings for the applicable category and/or class.

Tire Rack Solo Nationals

#32429 Solo Nats course design

Thank you for your application to be a Solo Nationals Course Designer. The SEB has selected John Hunter and Alex Jones to be the course designers for the 2022 Solo Nationals.

Street Category

#31338 Harness Bar

Thank you for your letter. The SAC considers the Brey-Krause R-1115 Harness Mount Bar for the C5 Corvette as meeting the definition of a C-Type bar.

#32602 Seeking SAC applicants

The SAC is anticipating openings and is seeking applications for new members. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Street Touring Category

#32043 C5 Corvette Camber Adjustment Bolts

Per 14.8.F, alternate camber bolts are allowed.

#32418 Combined Strut Tower bar + master cylinder brace legality

Thank you for your letter. The STAC believes this part is permitted per 14.2.G and 14.6.G.

#32432 Audi A3 with S3 turbo.

Thank you for your letter. Upgrading a turbocharger is not permitted in the ST category. Please reference the "option package" rule in Section 13 as it only applies to packages within the same make and model.

#32496 Rule verification

Thank you for your letter. Per 14.8.H.6., changing the ball joint height is a change in suspension geometry unrelated to arm length which is not permitted.

Prepared Category

#31281 Clarification of 17.8.B.5

Per the PAC, 17.8.B.5 deals with minimum track width. Track is defined in Section 12 of the Solo Rulebook. The GCR Appendix G.4 defines how to measure track for cars taking advantage of the GCR.

#32384 New XP build questions

An open Prepared car shall meet the 2022 edition SCCA® National Solo® Rules, sections 3.3.2 Roll Bars, 17.12 Safety, and Appendix C SOLO® ROLL BAR STANDARDS. There is no broomstick test for Prepared Cars. Appendix C, A.2 covers driver helmet to roll bar height and distance requirements. The roll hoop can be asymmetric, but the driver's helmet must be completely beneath the roll hoop.

17.2.H and 17.2.N covers replacement of interior comfort and convenience items, such as OE tonneau covers

The factory or factory replica Speedster Humps would be compliant to run in whole or in part since each side is independently removable with independent part numbers. However, the PAC strongly urges the author not to modify the outside OE shape to attempt streamline the speedster humps, as the PAC does not consider Appendix A, class subsection XP.2 to be applicable. See 17.2 Bodywork and Structure.

#32637 PAC personnel changes

The SEB thanks Nick Gruendler for his service as a member of the PAC.

Change Proposals

General

#30826 Sound Regulations clarification

The SEB is seeking member feedback on a change to the Appendix H - Sound Measurement Procedures to clarify the maximum allowed vehicle sound.

Change text in Appendix H as follows:

"The maximum allowed vehicle sound level will be 100*.0* dBA.

If a driver in a vehicle exceeds 100*.0* dBA, the driver will be allowed to attempt a viable remedy to functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day."

Street Category

#32595 13.3 Tire Availability Changes

The SEB is seeking member input on the following rule change proposal to alter the tire specification and eligibility requirements outlined in Section 13.3. This proposal includes a change to the eligibility cutoff date,

the addition of a National Event Exclusion List in place of the current 13.3.C.4 Exclusion List, and some general cleanup of 13.3.

If approved these changes would be effective 1/1/2023.

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

"13.3 TIRES

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

A. Specifications

Minimum UTQG Treadwear Grade of 200

Minimum molded tread depth of 7/32" as specified by the manufacturer.

Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).

US Department of Transportation (DOT) approval.

Tires must be designed for highway use on passenger cars.

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

Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.

Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the *National Event* exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.

Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.

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

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

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

C. Other

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

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

No recap and/or retread tires may be used.

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

No tire models are currently listed."

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

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

Not Recommended

Street Category

#32422 Mini Cooper Reclassing

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

#32435 Removal of or change of +-7mm offset in Street Class

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

#32448 FS Class groups cars that don't belong together

Thank you for your input. The SAC believes all of the cars in F-Street are appropriately classed. The SAC is closely monitoring the competitive balance of F-Street.

#32499 Porsche 718 Cayman S/GTS 2.5 from SS to AS

Thank you for your letter. The SAC believes the 718 Cayman S & GTS are appropriately classed.

Street Touring Category

#31923 BMW E36 M3 to STX

Thank you for your input. The STAC the feels the BMW E36 M3 is appropriately classed at this time.

Kart Category

#32382 Request for supplemental rules

The KAC does not think that a 650cc kart chassis fits within the thought philosophy of the Kart Modified rules. Thanks for your input.

Other Items Reviewed

General

#30670 Bump Classing at Champ Tours

Thank you for your letter. The SEB is discussing how bump classes could be used at Championship Tours and a request for membership feedback with additional details will be published in a future Fastrack.

Solo Spec Coupe

#32513 Is there any word on an SSC2 Class for the new twins?

Thank you for your question. While the SEB understands the excitement the new GR86/BRZ has generated within the autocross community there is no plan to create a new SSC class for the new version of the car.

Prepared Category

#32331 PAC Member Public Updates

Thank you for your input.

#32386 Response to 31252 914-6 in FP

Thank you for your input.

Handled Elsewhere

Event Operations

#31284 Solo Nats Course Designer Request

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#31388 Champ Tour Bumping

Thank you for your letter. Please see the response to letter #30670 in this Fastrack.

#31788 2022 Nationals Course Design

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32427 2022 Nats Course Design

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32433 2022 Solo Nationals Course design.

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32434 Course design

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32459 Course design

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32466 Nationals course designer

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32471 2022 SCCA Solo Nationals Course Designer Application

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32473 2022 SCCA Solo Nationals Course Designer Application

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32480 Course design

Thank you for your application to be one of the 2022 Solo Nationals course designers. Please see the response to letter #32429 in this Fastrack.

#32484 Bump class

Thank you for your letter. Please see the response to letter #30670 in this Fastrack.

General

#29677, 30642, 30647, 30663, 30666, 30679, 30795, 30869 Bump Classing (various)

Thank you for your letter. Please see the response to letter #30670 in this Fastrack.

Street Category

#31983 Classing Question - please class CT5-V

Please see the response to letter to letter # 31243 published in the January 2022 Fastrack.

#32461 2022 Hyundai Elantra N - Street Class?

Please see the response to letter #32233 published in the April 2022 Fastrack.

Street Touring Category

#32216 99-05 Miata to STS

Thank you for your input. Please see the response to Letter #31169 in the current Fastrack.

#32379 E36 M3 to STX

Thank you for your letter. Please see the response to Letter #31923 in the current Fastrack.

#32438 Potential rule to accommodate roll bar/cage weight reduction?

Thank you for your letter. Please see the response to Letter #29472 in the April 2022 Fastrack.

#32497 Rule verification

Thank you for your letter. Please see the response to Letter #32496 in the current Fastrack.

Tech Bulletins

Street Category

#32380 992 GTS - Classification?

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

Move from Exclusion List to SS:

Porsche

911 Carrera GTS (992 Chassis) (2022)

Based on the above listing, the following change to Appendix A is required:

Super Street

Porsche

911 Carrera (992 Chassis excl. Turbo, Turbo S, ~~*GTS*~~, & GT3) (2020-22)

#32488 Errors and Omissions; Correction to Mustang GT350 Listings

Due to an editing oversight, the following correction to listings in Appendix A is provided:

BS:

Ford

~~Mustang Shelby GT350 (incl. Handling Package) (2019-20)~~

FS:

Ford

Mustang Shelby GT350 (incl. Handling Package) (2015-2020)

Note: this update was published in the April Fastrack as item #32137.

#32502 Exception request re: the exclusion of all MINI Countrymans

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

Exclusion List:

MINI Countryman *(NOC)*

D-Street:

MINI

Countryman JCW All4 (2018-2022)

NOTE: Competitors are reminded that section 3.1.A Rollover Potential Guidelines are to be applied in autocross readiness, even if OEM provided dimensions are different.

#32509 classing of Tesla Model S Plaid in Street Class

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

Super Street:

Tesla

Model S, all-wheel drive, *incl Plaid* (2014-22)

Kart Category

#32601 Removal of Formula Junior left over rules Part 3 - 1.3.2

The following is an Error and Omissions correction pertaining to the removal of the JDP program from the Solo Rules:

"1.3.2 Other Operating Requirements

B. All competitors~~, except participants in Kart classes,~~ must have a valid driver's license."

Fastrack news official SCCA member notification
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Solo

SOLO EVENTS BOARD | May 25th

The Solo Events Board met by conference call May 25th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Marshall Grice, and Mark Scroggs; KJ Christopher and Clay Turner 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.

Unless indicated otherwise, the implementation date for all new proposals published herein, if recommended by the SEB and approved by the BOD, is **1/1/2023**.

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

#32025 Clutch Allowances

The STAC is recommending a clarification to 14.10.O. When written, the intent of 14.10.O was to apply to traditional pedal-operated clutch assemblies. The purpose of this rule change is to further define the clutch allowance and to remove any ambiguity in whether it is applicable to automatic transmissions that also have internal clutch assemblies.

The recommended change to 14.10.O is as follows:

"O. The clutch disk and pressure plate *of traditional, pedal operated manual transmissions* may be modified or replaced."

Member Advisories

Development

#32636 Request approval for Jeff Hugo to join SDAC

The SEB has approved the addition of Jeff Hugo to the SDAC.

Street Category

#32450 GT4RS Class

Thank you for your letter. At this time the SAC is not ready to class the GT4RS for the 2022 season. Classing will be re-visited when sufficient information is available.

#32529 Application to Join SAC

The SEB has approved the addition of Aditya Madhavan to the SAC.

Street Touring Category

#32629 M Performance Aerodynamics Package

Port installed options are legal under the definition of "Standard Part" in Section 1#To prove legality, the competitor is responsible for obtaining and providing documentation showing that these parts fit the "Standard

Part" definition. Dealer options such as those provided by M Performance, NISMO, TRD, HPD are not considered port installed.

Street Modified Category

#31865 Regarding Rule 16.1.H

Bodywork refers to non-structural components. On newer vehicles, this includes bumper covers and associated non-structural components such as foam. Structural members, like crash beams and cross braces, are not allowed to be modified unless the modification falls under 16.1.O.

Change Proposals

Unless indicated otherwise, the implementation date for all new proposals published herein, if recommended by the SEB and approved by the BOD, is **1/1/2023**.

General

#30558 SUV eligibility for Solo

The SEB is seeking member feedback on a change to 3.1 to clarify the eligibility of SUVs, minivans, and pickups to compete in solo events. These vehicles are permitted to participate in Solo events provided they meet the rollover guidelines within Section 3.1.

"3.1 Eligible Vehicles

A Solo® event is open to any vehicle that can pass safety (tech) inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116" may be excluded by the Event Chairman if he determines, at his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with the SCCA® Solo® Rules.

Models and option packages designated as being of a model year later than the current year are not eligible to compete in National Tour or Solo® National Championships, unless they have been specifically classed by the SEB. A newly-classed model or option package 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.

Unstable vehicles with a high center of gravity and a narrow track *that do not meet the rollover guidelines below*, ~~including~~ *such as* SUVs, minivans, and ~~4WD~~ pickups, must be excluded. Examples of such vehicles are listed in Appendix A. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks)."

Street Touring Category

#31787 Please allow plug & play tuning in ST

After an initial comment period the STAC has revised the proposal and is seeking additional member input on the following updated proposal for changes to 14.10.F. Note that this latest version of the proposal is more restrictive than the original proposal published (April 2022 Fastrack), and piggyback ECUs and VTEC controllers are no longer proposed to be allowed for all vehicle model years. Specific changes from the previously published proposal are shown in *blue*.

The STAC is requesting member feedback on the following changes to 14.10.F:

"F. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. Any OE OBD2 or newer communications port functionally must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Only sensors equipped from the manufacturer may be used for engine management.

1. For all model years, the following allowances apply:

a. The standard PCM/ECU may be re-programmed without restriction.

b. Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.

c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.

d. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may only alter the signal from the sensor in order to affect the PCM/ECU operation. Example: Fuel controllers that modify the signal from an airflow sensor.

2. For 2005 and older model year vehicles:

a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.

b. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable-valve systems.

3. 1995 and older vehicles may implement a replacement "stand-alone" PCM/ECU."

#32184 Lithium Ion Batteries

The STAC is requesting member feedback on the following change to 14.9.A:

"~~The make, model number, and size of the battery may be changed but not its voltage.~~ *The OE battery may be replaced. The replacement battery must weigh at least 10lbs not including mounting hardware*. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer cables may be substituted to permit relocation. The number of battery or batteries may not be changed from standard. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is considered to be within the passenger compartment. Battery allowances do not apply to electric and hybrid-electric vehicles."

This proposal may change or it may not be recommended; the STAC asking for your input. Please write letters to express your support or lack of support, including your your rationale, as well as your thoughts on the specific weight chosen.

Street Prepared Category

#32714 Street Prepared Classing Proposal

The SPAC has been monitoring the competitive balance and participation in the classes within the SP category. Looking at this data, the SPAC believes that there is an opportunity to re-organize the classing structure within Street Prepared to decrease the number of classes to make diverse and competitive classes and make room for future growth of the category.

The SPAC is requesting member feedback for the following proposal. As with all change proposals, the SEB will consider member feedback and then determine whether or not to recommend the change to the BOD.

High level overview:

The proposal reduces the total number of classes from 7 to 5 within the Street Prepared category, as follows:

ASP: Current SSP and ASP cars with some ASP cars moving to BSP or CSP

BSP: BSP with fast roadsters removed. RX-8 from DSP and BRZ/FR-S from CSP moved to BSP.

CSP: Current CSP cars with fastest BSP cars (Mazdaspeed Miata, ND Miata, S2000) moved to CSP

DSP: Current DSP with the RX-8 removed combined with current ESP

ESP: Current FSP

Detailed proposal:

~~**SSP:**~~

~~All current SSP classings~~

ASP:

All current SSP classings

~~Audi~~

~~A4 (2008-16)~~

~~A4 (2000-03)~~

~~A4 (2010-16)~~

~~Bricklin~~

~~Chevrolet~~

~~Camaro ZL1 (2017-19)~~

~~Camaro ZL1 (2012-13)~~

~~DeLorean~~

~~DeTomaso~~

~~Mangusta (all)~~

~~Pantera (all)~~

~~Dodge~~

~~Stealth Turbo~~

~~Ferrari~~

~~250 (non-LM)~~

~~275~~

~~308 Coupe & Spider~~

~~330~~

~~348~~

~~365 Daytona GTB, GTC~~

~~Ford~~

~~Focus RS (2016-17)~~

~~Mustang Shelby GT350/GT350R (S550) (2015-16)~~

~~Mustang Shelby GT500 (S197) (2011-14)~~

~~Mustang Shelby GT500 (2020) *Limited Prep*~~

~~Jaguar~~

~~E-Type (all)~~

~~Mercedes-Benz~~

~~CLK 320 & CLK 32 AMG~~

~~E36 AMG (2010-16)~~

~~SLK55 AMG (R171) (2004-11)~~

~~Mitsubishi~~

~~3000GT Turbo~~

~~Pontiac & Saturn~~

~~Solstice GXP & Sky Redline~~

~~Toyota~~

~~MR2 (all incl. Turbo) (1991-95)~~

~~Volvo~~

~~S60R & V70R (2004-07)~~

BSP:

~~Alfa Romeo~~

~~4C *Limited Prep*~~

~~BMW~~

~~M Coupe, M Roadster, & Z3 (6-cyl; all)~~

~~Z4 (non-turbo; all incl. M)~~

~~Chrysler~~

~~Crossfire SRT6~~

~~Fiat~~

~~124 Spider (2016-20)~~

~~Honda~~

~~S2000~~

~~Mazda~~

~~Mazdaspeed Miata~~

~~MX-5 (2006-2015)~~

~~MX-5 Miata (ND chassis, all) (2016-19)~~

~~RX-7 Turbo (1986-92)~~

~~Pontiac~~

~~Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)~~

~~Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)~~

~~Saleen~~

~~Mustang S281E & Mustang (NOC)~~

~~Triumph~~

- ~~TR-8~~

Audi

- *A4 (2008-16)*
- *A4 (2000-03)*
- *A4 (2010-16)*

Bricklin

Chevrolet

- *Camaro ZL1 (2017-19)*
- *Camaro ZL1 (2012-13)*

DeLorean

DeTomaso

- *Mangusta (all)*
- *Pantera (all)*

Dodge

- *Stealth Turbo*

Ferrari

- *250 (non-LM)*
- *275*
- *308 Coupe & Spider*
- *330*
- *348*
- *365 Daytona GTB, GTC*

Ford

- *Focus RS (2016-17)*
- *Mustang Shelby GT350/GT350R (S550) (2015-16)*
- *Mustang Shelby GT500 (S197) (2011-14)*
- *Mustang Shelby GT500 (2020) *Limited Prep**

Jaguar

- *E-Type (all)*

Mercedes-Benz

- *CLK 320 & CLK 32 AMG*
- *E36 AMG (2010-16)*
- *SLK55 AMG (R171) (2004-11)*

Toyota

- *MR2 (all incl. Turbo) (1991-95)*

Volvo
S60R & V70R (2004-07)
BMW
M3 (E30 chassis)
Scion & Subaru
FR-S & BRZ (2013-14)
Mazda
*MX-5 (2006-2015) *Limited Prep**
RX-8
BMW
M3 (E90, E92, E93) (2007-13)

CSP:

~~BMW~~
~~M3 (E30 chassis)~~
~~Scion & Subaru~~
~~FR-S & BRZ (2013-14)~~
Mitsubishi
3000GT Turbo
Pontiac & Saturn
Solstice GXP & Sky Redline
Alfa Romeo
*4C *Limited Prep**
BMW
M Coupe, M Roadster, & Z3 (6-cyl; all)
Z4 (non-turbo; all incl. M)
Chrysler
Crossfire SRT6
Fiat
124 Spider (2016-20)
Honda
S2000
Mazda
Mazdaspeed Miata
MX-5 (2006-2015)
MX-5 Miata (ND chassis, all) (2016-19)

RX-7 Turbo (1986-92)

Triumph

TR-8

DSP:

~~Kia~~

~~Forte Koup (2010-12)~~

~~Mazda~~

~~MX-5 (2006-2015) *Limited Prep**~~

~~RX-8~~

All current ESP classings other than BMW M3 (E90, E92, E93) (2007-13)

Pontiac

Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)

Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)

Saleen

Mustang S281E & Mustang (NOC)

ESP:

~~All current ESP classings~~

All current FSP classings

Kia

Forte Koup (2010_12)

~~**FSP:**~~

~~All current FSP classings~~

Street Modified Category

#27338 Please define splitter specifics

The SMAC is seeking feedback on the following proposal to change 16.1.L, regarding front splitters.

"L. Front splitters are allowed and shall be installed parallel to the ground(within ±3° fore to aft) and may extend a maximum of 6.0" (152.4 mm)from the front bodywork as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bodywork as viewed from above. *The lower surface of the splitter must be a flat plane with a deviation allowance of 0.25". The leading edge of the splitter may be rounded to accommodate common construction materials and practices. The radius area may extend backwards no more than 1".* Aerodynamically functional *vertical members* features including but not limited to splitter fences, ~~or~~ endplates, *diffusers or ducting* are not allowed. *Vertical air dams at the interface of the splitter to the body work are permitted. Splitter mounting hardware and sacrificial materials for wear protection are allowed but may serve no other purpose.*"

Not Recommended

Street Category

#32550 Oil Cooler in street category

Thank you for your letter. The SAC believes that alternate oil coolers are not appropriate for the Street category at this time.

#32581 Nissan GTR Classing (move to AS)

Thank you for your letter. The SAC believes the Nissan GT-R is appropriately classed at this time.

Street Touring Category

#32259 Classify/list MR2 Turbo

Thank you for your input. The STAC feels it is not appropriate to class this vehicle in STU.

Handled Elsewhere

Street Category

#32608 Do not class Porsche GT4RS in Street

Please see the response to letter #32450 published in the current Fastrack.

#32611 GT350 Class designation

Please see the response to letter #32137 published in the April 2022 Fastrack.

Street Touring Category

#32587 Move the 2022 BRZ/GR86 to STX

Thank you for your input. Please see the response to letter #32343 in the June Fastrack.

Street Modified Category

#29949 Splitter definition

Please see the response to item #27338 in this Fastrack.

#30045 #27338 Fastrack needs more clarification/inclusion

Please see the response to item #27338 in this Fastrack.

#30094 Opposed to changing of splitter definition, letter #27338

Please see the response to item #27338 in this Fastrack.

#30248 Splitter definition clarification (was: #27338)

Please see the response to item #27338 in this Fastrack.

#30249 Splitter Definition

Please see the response to item #27338 in this Fastrack.

Tech Bulletins

Event Operations

#32642 Junior Driver References

Per the SEB, remove the following references to the Junior Driver Program, as shown:

2.5 Participants and Spectators at Solo Events

All minor participants~~, such as Junior Drivers or passengers,~~ must have the minor annual waiver signed by BOTH parents/guardians AND the minor

3.3.3.A Annual Inspection

An Annual Safety Inspection for a calendar year may be available for vehicles presented for inspection by an SCCA® member. ~~Annual Safety Inspection is not permitted for Junior Driver karts; they must be inspected at each event.~~

Street Category

#32540 Typo on page 193

Per the SAC, correct the following error on page 193 of the Solo rule book.

H Street

~~MNI~~

MINI

#32543 Fix SS exclusion list... and add some new models

Per the SAC, correct the following error published in the 2022 Solo Rule Book.

Appendix A

Exclusion List

~~Porsche 911 GT3 RS (997) (2007-08)~~

#32606 2022 WRX acceptance?

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

D Street

Subaru

WRX (2022+)

#32625 Need a car classed for Solo/autocross please...

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

D Street

Cadillac

CT4 (non-V, non-Blackwing) (2020-2022)

#32645 2022 Veloster N classification

Per the SAC, correct the following error in Appendix A of the 2022 Solo Rulebook:

D Street

Hyundai

Veloster N (including Performance Package) (2019-*22*)

Street Touring Category

#32334 M240i - xdrive classification

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

SST

BMW

M240i (incl. xDrive) (2017-22)

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Solo

SOLO EVENTS BOARD | June 22nd

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

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

Member Advisories

Errors and Omissions - General

#32437 Learning permit, non licensed teen competitor.

Per Solo Rules, Section 4.1.A, a learner's permit is sufficient provided the requirements of the driver's state of residence are met. Per 2.5.2, minor participants (including workers) are permitted provided the applicable minor waiver requirements have been met and the minor is age 12 or older. However, per 1.3.2.O course workers should be at least 16 years of age and thus a 15 year old participant should be assigned other work locations.

General

#32708 S5 lbs of stuff in a 1lb bag

Thank you for your letter. The SEB does not control Pro Solo classing; however, we have forwarded your feedback to the appropriate Staff at the national office. For Pro Solo classing and rules concerns outside of the purview of the SEB please contact Brian Mason at bmason@scca.com.

Street Category

#32750 Question about 04-05 5sp non-abs NB Miata

Thank you for your letter. Optional packages are only permitted to be added to cars from the same production year that the option was available. Please see the paragraph beginning "Option package conversions..." in Section 13.0 of the Solo Rules (page 74 in the 2022 edition).

Solo Spec Coupe

#27297 SSC Road Racing T4 cars in Solo

T4 cars exceed the allowances in Solo Spec Coupe and thus they do not qualify to run in the class.

Street Touring Category

#32332 March fastrack proposal for air intake system changes

Thank you for letter. The mass airflow sensors are engine management components and per the rules may not be removed. See sections 14.10.C and 14.10.F.

#32653 Wheel spacer clarification

Per 13.4 spacers and stud/bolt length changes are permitted in the Street category, and per 14.0 and 15.0 the ST and SP rules build/expand upon those from Street. Hence spacers are permitted in ST and SP provided safety requirements (see 3.3.3) and any other applicable constraints of the respective category (e.g. width, offset) are met.

Prepared Category

#31271 Rear Window Glass

The SEB considers the side window behind the drivers or passenger door (rear quarter window glass) to be removable per 17.2.K.3.

Kart Category

#32746 Clutch replacement clarification

Thank you for your technical question.

The KAC believes that the "friction discs" as mention in 19.2.D.3.m.2 refers only to the disc that has the friction material bonded to it. All other disc and clutch components must be Original Equipment.

In this case only the aftermarket friction disc shall be replaced, all other disc and clutch components must be OE.

Change Proposals

Street Category

#32595 13.3 Tire Availability Changes

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

Note: a revision to the originally published version is shown here in blue.

If approved these changes would be effective 1/1/2023.

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

"13.3 TIRES

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

A. Specifications

Minimum UTQG Treadwear Grade of 200

Minimum molded tread depth of 7/32" as specified by the manufacturer.

Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).

US Department of Transportation (DOT) approval.

Tires must be designed for highway use on passenger cars.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National Solo® events. *New tire models not meeting these requirements by Jan 1 are not eligible for*

National Solo® competition until after the Solo® National Championships of that year, however may be used in Regional Solo® events provided all requirements of 13.3.A are met.

Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.

Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the *National Event* exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.

Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.

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

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

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

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

C. Other

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

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

No recap and/or retread tires may be used.

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

No tire models are currently listed."

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

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

Not Recommended

General

#32678 e85 Fuel Allowance

Thank you for your letter. The SEB does not believe that expanding the usage of e85 to additional classes where it is currently not allowed would be in the best interests of the sport. Also, the SEB does not believe that allowing tunes in SSC is appropriate.

Street Category

#32660 Lithium Loophole

Thank you for your inquiry. Changing battery chemistry is not permitted by the definition of alternate components as stated in Section 13 of the Solo Rules.

#32666 SSR was fun, but it should be eliminated

Thank you for your letter. The SAC is monitoring the participation of SSR following the addition of new vehicles for the 2022 season.

#32685 Request for Clarification - Alternate/Aftermarket Seat Mounts

Thank you for your letter. Alternate, aftermarket or modified seat mounts would **not** fall under the comfort and convenience allowances as defined in section 13.2.A of the Solo Rules.

#32758 2023+ Civic Type R

Thank you for your inquiry. The SAC will evaluate the 2023 Civic Type R as more information becomes available.

Other Items Reviewed

Operations

#32748 Please publish RAW times after National events.

Thank you for your letter. The SEB will work with the national office staff to determine if posting an overall raw time ranking after national events is a possibility.

Street Category

#32729 SAC Application

Thank you for your application. This position has been filled.

Handled Elsewhere

Operations

#32680 e85 - duplicate

Please see the response to item #32678.

Street Touring Category

#32663 Lithium Batteries coming up again

Thank you for your input. See the change proposal in response to Letter #32184 in the July 2022 Fastrack.

Prepared Category

#32515 Ref Proposal #31271

Please see the response to item #31271 in this month's Fastrack.

Tech Bulletins

Street Category

#32701 2020-2021 VW GTI

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

G Street

Volkswagen

Golf GTI (2006-~~19~~ *2021*)

Street Touring Category

#32716 30465 feedback

Errors and Omissions: the wording shown below in **blue** was inadvertently omitted in the original publication of this item. Please see #30465 in the June 2022 Fastrack.

Subsection 7 in the proposal to change 14.8.H should have read:

"*7. On multi-link suspensions only one lateral link or arm **per corner** 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.*"

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Solo

SOLO EVENTS BOARD | July 27th

The Solo Events Board met by conference call July 27th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Marshall Grice, Zack Barnes, Keith Brown, and Mark Scroggs; KJ Christopher and Clay Turner 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.

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

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.

Safety

#32616 New NorPac DSSS

The SSC and SEB recommend the appointment of Bob Forsberg as the new Divisional Solo Safety Steward for the Northern Pacific Division to replace James Shepard, who has submitted his resignation pending the appointment of his replacement.

General

#30826 Sound Regulations clarification

The SEB is recommending the following change to the Appendix H - Sound Measurement Procedures to clarify the maximum allowed vehicle sound.

Change text in Appendix H as follows:

The maximum allowed vehicle sound level will be 100*.0* dBA.

If a driver in a vehicle exceeds 100*.0* dBA, the driver will be allowed to attempt a viable remedy to functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day.

Modified Category

#30269 DM turbo engine inlet restriction

The MAC is recommending 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 between the restrictor and turbo/supercharger inlet must be rigid and made from non expanding parts. The tubing inside diameter may not exceed 3" at any point. Flexible couplers may be used for connections.*

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Member Advisories

Street Category

#32811 Sway bar bushings

Thank you for your letter. Section 13.7.A only permits modifications to a single sway bar and its supporting hardware.

Street Prepared Category

#32607 SP Bushing clarification

The SPAC would like to remind members that 15.8.C allows for offset bushings to be used and this rule does not restrict the use of offset bushings to only those installed into control arms. A suspension bushing installed into an upright or knuckle may be replaced with an offset bushing so long as it meets the other requirements of 15.8.C.

Change Proposals

Street Category

#30543 Update section 13.9.G.

Based on member input, the SAC is seeking additional member feedback on a revised version of the previously-published proposal to change Section 13.9. A previous version can be found in the August 2021 Fastrack. The revised proposal is as follows:

"~~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") or 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 resulting OBD codes or error lights* ~~*resulting from allowed ESC/TC modifications*~~ *are permitted.*"

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

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

#32774 Genesis G70 2.0T vs. 3.3T Classification

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

F Street

Hyundai

~~Genesis G70 (2018-22)~~

F Street

Hyundai

Genesis G70 (V6 Turbo) (2019-22)

G Street

Hyundai

Genesis G70 (4-cyl Turbo) (2019-22)

Prepared Category

#31128 Section 17.B

The PAC is looking for additional member feedback on removing the GCR allowance from CP. Cars beyond the Prepared allowances may still run in X Prepared under current 17.11.A. This means they will have to follow either Solo **OR** GCR. They cannot mix allowances.

This proposal was previously published in the March Fastrack, and has an intended implementation date of 1/1/2023.

The following changes are suggested in this proposal:

Section 17:

17.2.D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted~~, shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments.~~ *in Appendix A.*

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

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

~~Vehicles taking advantage of this allowance may use the Solo® Rules or the Road Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifi cations allowed in Section 17. For those cars~~

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

~~C~~ *B.* Weight Calculations

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

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

2.5L x 1.4 = 3.5L x 250 lbs. = 875 lbs. + 1200 lbs. = 2075 lbs.

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

~~2700 lbs. x 1.10 = 2970 lbs.~~

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

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

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

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

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

Appendix A:

CP

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

Engine Coolant flow direction is unrestricted.

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

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

Ford: .....Ford, Mercury, and Lincoln

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

Chrysler: .....Chrysler, Dodge, and Plymouth

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

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

Engine displacement changes are allowed.

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

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

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per Section 17.2.F.

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

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

Minimum weight without driver (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc 2700

~~6-cyl engines, maximum 4500 cc ..... 2450~~

~~Turbocharged 6-cyl engines, maximum 4500 cc ..... 2550~~

~~4-cyl engines (all) ..... 2450~~

4 and 6 cyl engines (all).....2600

Bolt In Replacement Subframe.....+150 per Subframe

Frame Rail Modification for Tire Clearance.....+150 for front or rear; +300 if both modified

Tube Frame greater than 5100cc.....3300

Tube Frame equal to or less than 5100cc (all engine configurations).....3000

-Tube Frame replacement vehicles must place 1st sparkplug hole of engine no further rearward than the centerline of front axle. Applies to all engine types.

-Tube Frame replacement vehicles MUST have a roll cage meeting Appendix C.H of the Solo Rulebook.

-Tube Frame replacement vehicles may modify internal body panels to facilitate the mounting of bodywork and fitting of roll cage.

-Tube Frame replacement vehicles may not modify any parts beyond what is allowed in Section 17 and Appendix A that is applicable to CP.

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

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

Not Recommended

General

#28440 Class consolidation

Thank you for your letter.

Street Category

#32735 Optional OEM Front lip and side skirts

Thank you for your letter. The parts referenced are only legal on WRX S209 model.

#32759 Time to move the 718 base and 981S to BS

Thank you for your input. The SAC believes the 718 and 981S are appropriately classed.

#32783 Audi TT-RS to BS

Thank you for your letter. The SAC believes the TT-RS is appropriately classed.

#32787 Sway bar reinforcement bracket

Thank you for your letter. Modifying an a-arm would be considered a performance benefit and therefore not legal for Street class competition.

Street Touring Category

#32105 Class 2013-'16 Chevy Spark EV in STH

Thank you for your letter. The STAC does not believe classing the Chevy Spark (including EV edition) is appropriate for the ST category.

Street Prepared Category

#30737 Class Cadillac ATS-V in ESP with Full Prep

The SEB and SPAC prefer not to introduce another full-prep listing into this class at this time, given that significant changes to the category are already in work.

#32753 SSP Limited Prep

Thank you for your input. The SPAC does not believe it is in the best interests of the category at this time to go back and re-list all cars but in limited prep. New classings are candidates for limited prep along with specific requests or popular cars.

Other Items Reviewed

Street Category

#32768 Rules for out of production cars

Thank you for your input.

Street Prepared Category

#32138 Hybrid Power Plant

Thank you for your input. The SCCA is currently evaluating the future of modifying electrified powertrains and until decisions are made at that level the SPAC will not be changing the rules around these types of powertrains.

#32224 Consider moving ND Miata to CSP

Thank you for your input. The SPAC recently released a proposal for classing changes in the July 2022 Fastrack which includes this proposal.

#32486 Support of Proposal #31855

Thank you for your input. Please look for a final decision on this proposal in a future Fastrack.

#32549 Move ND to CSP and make it LPSP in BSP

Thank you for your input. Please see the recent proposal from the SPAC in the July 2022 Fastrack.

#32640 DSP BMWs -> ESP

Thank you for your input. Please see the proposal from the SPAC on classing changes in the July 2022 Fastrack.

#32646 DSP BMWs to ESP helps everyone who actually runs in SP

Thank you for your input. Please see the proposal from the SPAC on classing changes in the July 2022 Fastrack.

#32719 Regarding classing change proposals in SP

Thank you for your letter. The SEB is not considering using PAX indexes as a form of class consolidation, and does not have any role in the determination of PAX index values.

Handled Elsewhere

Street Category

#32760 Time to move the 718 base and 981S to BS

Please see the response to letter #32759 published in the current Fastrack.

#32797 New Type R Classing

Please see the response to letter #32758 published in the August 2022 Fastrack.

Street Prepared Category

#32402 Hybrid Power Plant

Thank you for your input. Please see the response to item #32138 in this Fastrack.

#32467 Hybrid Power Plant More Data

Thank you for your input. Please see the response to item #32138 in this Fastrack.

#32495 My original letter is nearly a year old

Thank you for your input. Please see the response to item #30737 elsewhere in this Fastrack.

#32631 Wings on all things.

Please see the response to item #32630 in this Fastrack.

#32632 Splitter for full prep

Please see the response to item #32630 in this Fastrack.

#32662 Hybrid Power Plant More Data

Thank you for your input. Please see the response to item #32138 in this Fastrack.

Tech Bulletins

Event Operations

#33023 Language regarding firearms

Insert the following language into Section 1.3.2:

"Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course."

This language was approved in 2016 and should have made it into rule books across all programs for the 2017 competition season.

Street Category

#32782 2022 Audi RS3 to BS

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

B Street

Audi

RS 3 (2022)

Street Prepared Category

#32510 Classing for 95-01 Metro/Swift

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

FSP

Chevrolet, Pontiac, Buick, Oldsomobile, Geo, & Suzuki

Metro & Swift (1995-2001)

#32620 Lamborghini Gallardo listing years

Per the SPAC please update the following listing in Appendix A:

SSP

Gallardo (all *excluding Super Trofeo*) (2003-~~11~~*13*)

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

Solo

SOLO EVENTS BOARD | August 24th

The Solo Events Board met by conference call August 24th. Attending were SEB members Mark Labbancz, Marshall Grice, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, and Mark Scroggs; KJ Christopher and Clay Turner 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

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

#30558 SUV eligibility for Solo

The SEB is recommending a change to 3.1 to clarify the eligibility of SUVs, minivans, and pickups to compete in solo events. These vehicles are permitted to participate in solo events provided they meet the rollover guidelines within Section 3.1.

"3.1 Eligible Vehicles

A Solo® event is open to any vehicle that can pass safety (tech) inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116" may be excluded by the Event Chairman if he determines, at his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with the SCCA® Solo® Rules.

Models and option packages designated as being of a model year later than the current year are not eligible to compete in National Tour or Solo® National Championships, unless they have been specifically classed by the SEB. A newly-classed model or option package 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.

Unstable vehicles with a high center of gravity and a narrow track *that do not meet the rollover guidelines below*, ~~including~~ *such as* SUVs, minivans, and ~~4WD~~ pickups, must be excluded. Examples of such vehicles are listed in Appendix A. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks)."

Member Advisories

Event Operations

#31220 Clarify lines over 1s on two driver cars

Thank you for your letter. Unused numbers and classes should be completely covered to comply with 3.7.B.

Tire Rack Solo Nationals

#27564 Heat Population at Nationals

Thank you for your letter. The National Staff and Nationals Committee strive to balance the numbers within heats to the best of their ability. The SEB would also like to remind members and officials that the "5 minute rule" that is outlined in the Solo Nationals Supplemental Regulations is a minimum time between runs.

#30828 Run / Work order for Nats

Thank you for your letter. The SEB and National Staff seek to balance the number of participants across run days and alternate those run days year to year where possible.

Street Category

#32941 Clarify 13.3.A

Thank you for your letter.

In order to meet the requirements of Section 13.3.A.1 and 13.3.A.4, tires must have both the UTQG Treadwear Grade of 200 as well as the DOT-approval stamped into the tire

Change Proposals

#32714 Street Prepared Classing Proposal

The SPAC thanks the membership for their feedback on proposal #32714 "Street Prepared Classing Proposal" in the July 2022 Fastrack.

After reviewing the feedback and the proposal the SPAC has the following revisions to the original proposal:

Moving the GT350/GT350R to DSP full prep

Moving the full prep E90/E92/E93 M3 to ASP and limited prep DSP

Adding the Mazda RX-8 to DSP limited prep

Moving some high power "Super Pony" cars to ASP full prep and limited prep BSP

Updated proposed listings (changes from prior version shown in blue):

~~**SSP:**~~

~~All current SSP classings~~

ASP:

All current SSP classings

BMW

M3 (E90, E92, E93) (2007-13)

Chevrolet

Camaro ZL1 (2017-19)

Camaro ZL1 (2012-13)

Ford

Mustang Shelby GT500 (S197) (2011-14)

~~Audi~~

~~A4 (2008-16)~~

~~A4 (2000-03)~~

~~A4 (2010-16)~~

~~Bricklin~~

~~Chevrolet~~

- ~~Camaro ZL1 (2017-19)~~
- ~~Camaro ZL1 (2012-13)~~

~~DeLorean~~

~~DeTomaso~~

- ~~Mangusta (all)~~
- ~~Pantera (all)~~

~~Dodge~~

- ~~Stealth Turbo~~

~~Ferrari~~

- ~~250 (non-LM)~~
- ~~275~~
- ~~308 Coupe & Spider~~
- ~~330~~
- ~~348~~
- ~~365 Daytona GTB, GTC~~

~~Ford~~

- ~~Focus RS (2016-17)~~
- ~~Mustang Shelby GT350/GT350R (S550) (2015-16)~~
- ~~Mustang Shelby GT500 (S197) (2011-14)~~
- ~~Mustang Shelby GT500 (2020) *Limited Prep*~~

~~Jaguar~~

- ~~E-Type (all)~~

~~Mercedes-Benz~~

- ~~CLK 320 & CLK 32 AMG~~
- ~~E36 AMG (2010-16)~~
- ~~SLK55 AMG (R171) (2004-11)~~

~~Mitsubishi~~

- ~~3000GT Turbo~~

~~Pontiac & Saturn~~

- ~~Solstice GXP & Sky Redline~~

~~Toyota~~

- ~~MR2 (all incl. Turbo) (1991-95)~~

~~Volvo~~

~~S60R & V70R (2004-07)~~

BSP:

~~Alfa Romeo~~

~~4C *Limited Prep*~~

~~BMW~~

~~M Coupe, M Roadster, & Z3 (6-cyl; all)~~

~~Z4 (non-turbo; all incl. M)~~

~~Chrysler~~

~~Crossfire SRT6~~

~~Fiat~~

~~124 Spider (2016-20)~~

~~Honda~~

~~S2000~~

~~Mazda~~

~~Mazdaspeed Miata~~

~~MX-5 (2006-2015)~~

~~MX-5 Miata (ND chassis, all) (2016-19)~~

~~RX-7 Turbo (1986-92)~~

~~Pontiac~~

~~Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)~~

~~Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)~~

~~Saleen~~

~~Mustang S281E & Mustang (NOC)~~

~~Triumph~~

~~TR-8~~

Audi

A4 (2008-16)

A4 (2000-03)

A4 (2010-16)

Bricklin

Chevrolet

*Camaro ZL1 (2017-19) *Limited Prep**

*Camaro ZL1 (2012-13) *Limited Prep**

DeLorean

DeTomaso

Mangusta (all)
Pantera (all)
Dodge
Stealth Turbo
Ferrari
250 (non-LM)
275
308 Coupe & Spider
330
348
365 Daytona GTB, GTC
Ford
Focus RS (2016-17)
~~Mustang Shelby GT350/GT350R (S550) (2015-16)~~
Mustang Shelby GT500 (S197) (2011-14) *Limited Prep*
Mustang Shelby GT500 (2020) *Limited Prep*
Jaguar
E-Type (all)
Mercedes-Benz
CLK 320 & CLK 32 AMG
E36 AMG (2010-16)
SLK55 AMG (R171) (2004-11)
Toyota
MR2 (all incl. Turbo) (1991-95)
Volvo
S60R & V70R (2004-07)
BMW
M3 (E30 chassis)
Scion & Subaru
FR-S & BRZ (2013-14)
Mazda
MX-5 (2006-2015) *Limited Prep*
RX-8
~~BMW~~
~~M3 (E90, E92, E93) (2007-13)~~

CSP:

~~BMW~~

~~M3 (E30 chassis)~~

~~Scion & Subaru~~

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

Mitsubishi

3000GT Turbo

Pontiac & Saturn

Solstice GXP & Sky Redline

Alfa Romeo

*4C *Limited Prep**

BMW

M Coupe, M Roadster, & Z3 (6-cyl; all)

Z4 (non-turbo; all incl. M)

Chrysler

Crossfire SRT6

Fiat

124 Spider (2016-20)

Honda

S2000

Mazda

Mazdaspeed Miata

MX-5 (2006-2015)

MX-5 Miata (ND chassis, all) (2016-19)

RX-7 Turbo (1986-92)

Triumph

TR-8

DSP:

BMW

*M3 (E90, E92, E93) (2007-13) *Limited Prep**

Ford

Mustang Shelby GT350/GT350R (S550) (2015-16)

Mazda

*RX-8 *Limited Prep**

~~Kia~~

~~Forte Koup (2010-12)~~

~~Mazda~~

~~MX-5 (2006-2015) *Limited Prep*~~

~~RX-8~~

All current ESP classings other than BMW M3 (E90, E92, E93) (2007-13)

Pontiac

Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)

Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)

Saleen

Mustang S281E & Mustang (NOC)

ESP:

~~All current ESP classings~~

All current FSP classings

Kia

Forte Koup (2010_12)

~~**FSP:**~~

~~All current FSP classings~~

Not Recommended

General

#32971 More Spec Car classes???

Thank you for your letter.

Event Operations

#31490 Request for 12-15 Year Old Passengers at National Events

Thank you for your letter. The SEB does not believe that allowing passengers of any age (unless where required by law such as for individuals with learner's permits) is appropriate at National events.

Street Category

#33021 Tesla Model 3 performance with hoosiers

Thank you for your letter. The SAC believes the Tesla Model 3 is not appropriate for SSR.

#33038 It's time to move the Pontiac Solstice to E Street

Thank you for your letter. The SAC believes the Solstice is appropriately classed at this time.

#33052 Pleas consider allowing Magnaride Controllers for Applicable Cars

Thank you for your letter. The SAC does not believe expanding the electronic/magnetic shock allowances beyond Super Street is appropriate at this time.

#33053 Steering wheel

Thank you for your letter. Please see the response to letter number #32101 published in the April 2022 Fastrack.

#33066 Allowance for removal of diff damper on 1994-2005 miatas

Thank you for your letter. The SAC does not feel that removal or modification of differential dampers is appropriate for the Street category or meets the definition of an industry-standard repair.

#33071 Adaptive Shock Controllers For All Street Classes

Thank you for your letter. The SAC does not believe expanding the electronic/magnetic shock allowances beyond Super Street is appropriate at this time.

#33079 Propose moving 718 Base model to BS

Thank you for your letter. The SAC believes the Porsche 718 base is appropriately classed at this time.

Other Items Reviewed

General

#28107 Fastrack Effective Dates

Thank you for your letter. The SEB is working on and evaluating options for better communicating rule change proposals and providing members with an easier way to find this information.

#28277 Longer Term Direction of the Solo Nationals?

Thank you for your letter. The SEB and National Staff continue to work closely to ensure that all of the Solo Nationals participants receive a quality experience. Whether that be focused on competition or the social aspects of Solo Nationals.

#28701 Why are you not doing 21st century things?

Thank you for your input. SCCA has limited staff and logistical resources to support these kinds of services, but the SEB agrees that some of them would be valuable additions. Member/volunteer initiatives to organize and provide capabilities such as these would be welcome, and interested individuals can contact the National Office to coordinate such efforts.

#32942 Prosolo Bump Solution

Thank you for your letter. Your suggestions have been forwarded to Brian Mason at the National Office.

#32970 Allow TireRack Logo relocation for vehicles /w collision cameras

Thank you for your letter. The National Staff are working with Tire Rack on a solution.

Event Operations

#31086 Get rid of impound at pro solo

Thank you for your letter. For Pro Solo classing and rules concerns outside of the purview of the SEB please contact Brian Mason at bmason@scca.com.

#31216 Time to exclude FSAE from competing at Nationals

Thank you for your input.

#31222 Request New Nationals award.

Thank you for your letter. The SEB will discuss the idea with the National Staff.

#31263 Solo Weight Rule

Thank you for your letter. The SEB is aware of the sometimes seemingly inconsistent penalties being applied during the protest process, and is working to formalize a more thorough approach for determining penalties for noncompliance with the Solo Rules and the Supplemental Regulations. As a reminder, the possible penalties are outlined in Section 9.4 of the Solo Rules.

#33025, 33026, 33027, 33106, 33109 Driver of Eminence Nominations (various)

Thank you for your nominations.

#33101, 33115 Solo Cup Nominations (various)

Thank you for your nominations.

#33102, Solo Cup and Driver of Eminence Awards

Thank you for your nomination.

Handled Elsewhere

Street Category

#33000 2023 Type R to BS

Please see the response to letter #32758 published in the August 2022 Fastrack.

#33054 2022 Audi RS3

Please see the response to letter #32782 published in the September 2022 Fastrack.

Tech Bulletins

Street Category

#32766 Rules clarification on strut tower brace

Thank you for your letter. Per the SAC, add the following new listing in Appendix A:

F Street

CHEVROLET

~~Camaro (V6, 1LE) (2017-22)~~

~~Camaro (V6 & V8; excl. SS 1LE, ZL1, Suspension Lowering Kit, and Brembo® 6-piston Front Brake Kit) (2016-22)~~

~~Camaro SS 1LE (V8) (2017-22)~~

Camaro *V6 & V8* ~~SS~~ (~~non~~-Incl 1LE, non-ZL1) (2016-22)

(Including The Following Dealer Installed Manufacturer Options: Suspension Lowering Kit, 1LE Spec Suspension Package, Brembo® 6-piston Front Brake Kit, 6.2L Strut Tower Brace)

#33001 Dodge Challenger V-6 classing

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

G Street

Dodge

Challenger (V6) (2008-*2022*)

#33003 Class 2023 integra

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

G Street

Acura

Integra (Base, ASpec) (2023)

#33015 2023 BRZ / 86 Classing

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

D Street

Subaru

BRZ (2022-*2023*)

#33086 996 Porsche Listings in AS & BS

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

A Street

Porsche

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

B Street

Porsche

911 (996, non-turbo) (1998-~~2004~~ *2005*)

#33092 2023 Corvette C8 Classing

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

Super Street

Chevrolet

Corvette Stingray (C8, non-Z06) (2020-*2023*)

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Solo

SOLO EVENTS BOARD | September 28th

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

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

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

#31259 986 Boxster from STR to STU

The STAC is recommending the following classing change:

Move from STR to STU:

Porsche

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

Boxster S (986) (2000-04)

Cayman (987.1; base model) (2007-08)

#31787 Please allow plug & play tuning in ST

The STAC is recommending the following changes to 14.10.F:

"F. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. Any OE OBD2 or newer communications port functionally must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Only sensors equipped from the manufacturer may be used for engine management.

1. For all model years, the following allowances apply:

a. The standard PCM/ECU may be re-programmed without restriction.

b. Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.

c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.

d. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may only alter the signal from the sensor in order to affect the PCM/ECU operation. Example: Fuel controllers that modify the signal from an airflow sensor.

2. For 2005 and older model year vehicles:

a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.

b. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable-valve systems.

3. 1995 and older vehicles may implement a replacement “stand-alone” PCM/ECU."

#32057 Update 14.10.C

The STAC has recommended the following change to 14.10.C:

"C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. ~~Emissions or~~ PCV *valves and* engine management components in the air intake system, such as ~~a PCV valve or~~ mass airflow sensor*s* may not be removed, modified, or replaced, and must retain their original function along the flow path."

Street Modified Category

#27338 Please define splitter specifics

After member feedback the SMAC would like to recommend the following rule change:

16.1.L. Front splitters are allowed and shall be installed parallel to the ground(within ±3° fore to aft) and may extend a maximum of 6.0” (152.4 mm)from the front bodywork as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bodywork as viewed from above. *The lower surface of the splitter must be a flat plane with a deviation allowance of 0.25" over an 12" span. The edges of the splitter may be rounded to accommodate common construction materials and practices. The radius area may extend backwards no more than 1".* Aerodynamically functional *vertical members* features including but not limited to splitter fences, ~~or~~ endplates, *diffusers or ducting* are not allowed. *Vertical air dams at the interface of the splitter to the body work are permitted. Splitter mounting hardware and sacrificial materials for wear protection are allowed but may serve no other purpose.*

#30491 80's Front Engine, RWD Porsche in SM Allowance Proposal

After receiving feedback the SMAC would like to recommend for Appendix A:

Appendix A Street Modified Class (SM)

Excluded Vehicles:

- Porsche (all *except 924, 928, 944, 968*)
- JDM-spec cars
- Lotus (all)
- MGB GT
- Triumph (all)

#31228 Request to allow MR2 Spyders to remove soft top in SSM

After feedback the SMAC would like to recommend the following rule change:

Add to 16.1.H as shown:

Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear bodywork, side skirts, may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer system, and hood liners may be modified, removed, or replaced. Non-metallic fender liners may be modified, replaced, or removed. *Convertible soft tops may be modified, replaced, or removed.*

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Member Advisories

General

#33320 SEB Opening

One or more openings will be coming up on the Solo Events Board. Interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street Touring Category

#32046 Clarification on 14.10.D

Per the STAC, "modified the minimum amount necessary" does not allow complete removal of an OE part.

#32994 Rule Clarification on a clutch slave cylinder

Thank you for your input. Clutch slave cylinders are not permitted to be replaced under Street Touring Category Rules.

Change Proposals

Modified Category

#33120 Legend and Dwarf minimum weight

The MAC is seeking member input on the following minimum weight change for Legend and Dwarf vehicles for FMod (effective date would be1/1/24):

Appendix A:

"Modified class F (FM):B. Dwarf Cars®, 600 Racing Inc Legends Cars®, and Baby Grand Cars®1. Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

j. Minimum weight with driver (lbs.): .....~~1250~~ *1150*"

#33122 F-500 changes

The MAC is seeking member feedback on the following minimum weight decrease for motorcycle powered FMod vehicles (effective date would be 1/1/24).

Appendix A:

"Modified class F (FM)

A. Club Racing GCR-compliant Formula 500 (F5) with the following exceptions (listed weights are with driver):

4. Minimum weights with driver (lbs.):

• 600 cc motorcycle engine .....~~875~~ *850*"

Not Recommended

Event Operations

#32796 Please stop wasting time and effort numbering cones

Thank you for your input. The SEB believes the benefits of numbering cones still outweigh the drawbacks.

Other Items Reviewed

Event Operations

#31238 ProSolo Index

Thank you for your letter. For Pro Solo classing and rules concerns outside of the purview of the SEB please contact Brian Mason at bmason@scca.com.

#31949 Dual tour/pro weekends and increased participation

Thank you for your letter. Your suggestions have been forwarded to Brian Mason at the National Office.

Street Touring Category

#32830 Please fix SST PAX

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

#32995 Flywheel question

Thank you for your question. There are no additional flywheel allowances in Street Touring and therefore any replacement flywheels must follow the Street class rule, which is OE or OE-equivalent. See Section 13 of the Solo Rules for additional details.

Street Modified Category

#32730 Wing overhang allowance

Thank you for your input. The SMAC will be monitoring and discussing wings and their allowances, including setback.

Handled Elsewhere

Event Operations

#30891, 32798, 32800, 32801 Course cone numbering (various)

Thank you for your letter. Please see the response to letter #32796

Street Touring Category

#32013 Carbon Intake Filters for Emissions

Thank you for your input. Please see the response to Letter #32057 in the October Fastrack.

#32345 Support of #32057 Update 14.10.C

Thank you for your input. Please see the response to Letter #32057 in the October Fastrack.

#32531, 32532 Support for #31259

Thank you for your input. Please see the response to Letter #31259 in the October Fastrack.

#32604, 32605 #31259 986 Boxster from STR to STU

Thank you for your input. See response to Letter #31259 in the October Fastrack.

#32628 Proposed Class change for Porsche Cayman Base from STR to STU

Thank you for your input. See response to Letter #31259 in the October Fastrack.

#32826, 32827 31787 Feedback

Thank you for your input. Please see the response to Letter #31787 in the October Fastrack.

Street Modified Category

#32638 Feedback for #30491

Please see letter #30491

#32821 #27338 Please define splitter specifics

Please see letter #27338.

#32822 16.1.L feedback

Please see letter #27338.

Tech Bulletins

Street Prepared Category

#32954 Classing question about BMW M2 in ASP

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

ASP

BMW

M2 Competition

ESP

BMW

*M2 Competition *Limited Prep**

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SOLO EVENTS BOARD | October 26th

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

Recommended Items

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

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

Street Category

#29472 Roll Cage clarification

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

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

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

#30543 Update section 13.9.G.

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

G. ~~On cars without the ability to turn off electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ESC/TC are permitted. These 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") or driver-control inputs (e.g. button/pedal press sequences). Any resulting OBD codes or error lights are permitted."

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

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

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

#31058 Move Ferrari's off the exclusion list

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

Move from Exclusion List to Super Street:

Ferrari

355 (1995-1999)

360 (1999-2005)

F430 (2004-2009)

Lamborghini

Gallardo (2003-2008)

Nissan

GT-R Track Edition (2014)

#32033 Seventh Gen Celica to HS

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

Remove from G Street:

~~*Dodge*~~

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

~~*Plymouth*~~

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

~~*Toyota*~~

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

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

~~*Volkswagen*~~

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

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

Add to H Street:

Dodge

Neon (1995-99)

Plymouth

Neon (1995-99)

Toyota

Celica GT (2000-05)

Celica GTS (2000-03)

Volkswagen

Golf GTI (2006-14)

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

#32595 13.3 Tire Availability Changes

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

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

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

"13.3 TIRES

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

A. Specifications

1. Minimum UTQG Treadwear Grade of 200

2. Minimum molded tread depth of $^{7}/_{32}$" as specified by the manufacturer.

3. Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).

4. US Department of Transportation (DOT) approval.

5. Tires must be designed for highway use on passenger cars.

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

1. Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.

2. Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the *National Event* exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.

3. Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.

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

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

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

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

C. Other

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

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

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

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

- *No tire models are currently listed.*"

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

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

Street Prepared Category

#31247 B-Spec Race Cars in Solo II

The SPAC is recommending the following addition to section 15:

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

#31454 C7 Corvette Factory Rear Spoiler - Wickerbill Spoiler Extension

The SPAC is recommending the following rule change to 15.2.I.2.b:

"b: It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, ~~or~~ trunk lid, *or bodywork*. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

#31855 Transmission Tuning

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

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

#32714 Street Prepared Classing Proposal

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

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

~~DSP~~

~~Mazda~~

~~RX-8 *Limited Prep*~~

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

The previously published proposal naming had us down to:

ASP: old SSP and faster old ASP cars

BSP: slower old BSP and RX8+twin

CSP: Roadsters

DSP: old DSP without RX8 plus old ESP

ESP: old FSP

Instead the SPAC would like to recommend:

SSP: old SSP and faster old ASP cars

CSP: Roadsters

DSP: slower old BSP and RX8+twin

ESP: old DSP without RX8 plus old ESP

FSP: old FSP

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

Prepared Category

#31128 Section 17.11.B

The PAC recommends the following rule change for 2023.

In Section 17:

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

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

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

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

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

~~C~~ *B*. Weight Calculations

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

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

2.5L x 1.4 = 3.5L x 250 lbs. = 875 lbs. + 1200 lbs. = 2075 lbs.

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

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

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

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

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

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

In Appendix A, class C Prepared (CP):

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

Engine Coolant flow direction is unrestricted.

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

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

Ford: .....Ford, Mercury, and Lincoln

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

Chrysler: .....Chrysler, Dodge, and Plymouth

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

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

Engine displacement changes are allowed.

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

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

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

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

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

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

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

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

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

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

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

Minimum weight without driver (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc 2700

~~6-cyl engines, maximum 4500 cc ..... 2450~~

~~Turbocharged 6-cyl engines, maximum 4500 cc ..... 2550~~

~~4-cyl engines (all) ..... 2450~~

4 and 6 cyl engines (all).....2600

Tube Frame greater than 5100cc.....3300

Tube Frame equal to or less than 5100cc (all engine configurations).....3000

Tube Frame Replacement Corvair and Yenko Stinger (original engine type).....2035lbs

Bolt-in Replacement Subframe.....+150 per Subframe

Bolt-in Replacement Front Engine Cradle (commonly called K-Member)..... ...+75

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

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

Member Advisories

Street Category

#33256 Thermostat Change Clarification

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

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

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

#33311 Accessories clarification

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

Xtreme Street Category

#33004 Nexen eligibility?

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

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

Prepared Category

#33175 Upright Attached to Endplate

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

#33189 Clarification on Diffusers in Prepared Class

There is no diffuser allowance in the Prepared Category.

Change Proposals

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

Street Category

#33162 Any wheel diameter

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

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

#33099 Aftermarket shock controllers

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

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

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

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

B Street

Cadillac

~~ATS-V (2016-19)~~

F Street

Cadillac

ATS-V (2016-19)

Street Touring Category

#32530 Update 14.2.E to include different materials

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

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

Not Recommended

Street Category

#32984 Time to pull the plug

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

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

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

#33165 Make cars reliable again

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

#33167 Consider moving the 997.1 to B Street

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

#33168 End link support brackets

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

#33300 Wheel width and offset rule change for Street classes

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

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

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

#33303 Bring Street Class to the 21st Century

Thank you for your input.

#33305 Base 986 Boxster to DS

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

#33316 Move the ND Miata to B Street

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

Street Touring Category

#32184 Lithium Ion Batteries

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

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

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

Prepared Category

#33072 Ultima GTR is a production car

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

- not sold as a production car in the U.S.

- low numbers of actual vehicles in the U.S.

- tube frame

- unknown performance potential if built to the full extent of the rules

#33191 Remove Engine Orientation from the rules

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

#33220 Wings in CP like the rest of Prepared

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

Other Items Reviewed

Street Category

#33111 Time for the 981s to go to BS

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

#33125 SCCA Classing 2005-2020

Thank you for your letter.

#33147 Finish the Move

Thank you for your input.

#33156 #32595 13.3 Tire Availability Changes

Thank you for your input.

#33171 Supporting data for the BS to FS move

Thank you for your letter and input.

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

Thank you for your letter.

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

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

Thank you for your feedback.

#33261 2022+ GR86/BRZ

Thank you for your input.

#33291 No support for 30543

Thank you for your feedback.

Street Touring Category

#33150 STR PAX vs STU PAX

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

#33253 Rookie of the Year Nomination

Thank you for your nomination.

Xtreme Street Category

#31273 Thank You + Street Tires on Modified Cars

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

Prepared Category

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

Thank you for your input.

Handled Elsewhere

Street Category

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

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

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

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

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

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

#33185 NB Miata swaybar bracketry (Appendix F)

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

Street Touring Category

#31112 Rollbar Rules Clarification

Please see item #29472 in this Fastrack.

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

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

#31988 Response to 31215

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

#32181 Turbo and Clutch rules

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

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

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

Prepared Category

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

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

Tech Bulletins

Street Category

#33030 AS or BS vehicle classing

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

A Street:

Porsche

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

#33096 Classing for 2012-2014 W204 C250

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

G Street

Mercedes

C250 (2012-2015)

#33246 2023 BRZ and GR86 classing

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

D Street

Toyota

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

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

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

Super Street

ASTON MARTIN

Vantage (V8) (2018-23)

Xtreme Street Category

#32518 Tesla in XSA, Errors and Omissions

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

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

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

Modified Category

#33518 Update to Section Reference

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

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

Solo

SOLO EVENTS BOARD | November 19-20

The Solo Events Board met in Kansas City November 19-20. Attending were SEB members Mark Scroggs, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Marshall Grice, and Mark Labbancz; Clay Turner and KJ Christopher of the BOD; Rick Myers and Brian Mason of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

The following comprises the full list of Recommended proposal items which the SEB is referring to the BOD, for implementation 1/1/2023.

General

ITEM 1) Sound Regulations Clarification

Change text in Appendix H as follows:

"The maximum allowed vehicle sound level will be 100*.0* dBA.

If a driver in a vehicle exceeds 100*.0* dBA, the driver will be allowed to attempt a viable remedy to functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day."

(SCCA Fastrack News, Jun 2022, Sep 2022, #30826)

ITEM 2) SUV Eligibility for Solo

Change text in 3.1 as follows:

"3.1 Eligible Vehicles

A Solo® event is open to any vehicle that can pass safety (tech) inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116" may be excluded by the Event Chairman if he determines, at his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with the SCCA® Solo® Rules.

Models and option packages designated as being of a model year later than the current year are not eligible to compete in National Tour or Solo® National Championships, unless they have been specifically classed by the SEB. A newly-classed model or option package 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.

Unstable vehicles with a high center of gravity and a narrow track *that do not meet the rollover guidelines below*, ~~including~~ *such as* SUVs, minivans, and ~~4WD~~ pickups, must be excluded. Examples of such vehicles are listed in Appendix A. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks)."

(SCCA Fastrack News, Jul 2022, Oct 2022, #30558)

Street Category

ITEM 3) Move Ferraris Off the Exclusion List

Move from Exclusion List to Super Street as follows:

Ferrari

355 (1995-1999)

360 (1999-2005)

F430 (2004-2009)

Lamborghini

Gallardo (2003-2008)

Nissan

GT-R Track Edition (2014)

(SCCA Fastrack News, Oct 2021, Dec 2022, #31058)

ITEM 4) Update Section 13.9.G

Change 13.9.G as follows:

"~~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") or 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 resulting OBD codes or error lights* ~~*resulting from allowed ESC/TC modifications*~~ *are permitted.*"

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

NOTE: Based on membership feedback, the proposed allowance which was previously listed as Section I has been removed.

(SCCA Fastrack News, Aug 2021, Sep 2022, #30543)

ITEM 5) Seventh Gen Celica to HS

Change Appendix A listings as follows:

Move from GS to HS:

Dodge

Neon (1995-99)

Plymouth

Neon (1995-99)

Toyota

Celica GT (2000-05)

Celica GTS (2000-03)

Volkswagen

Golf GTI (2006-14)

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

(SCCA Fastrack News, Mar 2022, Dec 2022, #32033)

ITEM 6) Roll Cage Clarification

Change 13.2.G.1 as follows:

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

(SCCA Fastrack News, Apr 2022, Dec 2022, #29472)

ITEM 7) Tire Availability Changes

This proposal includes a change to the eligibility cutoff date, the addition of a National Event Exclusion List in place of the current 13.3.C.4 Exclusion List, and some general cleanup of 13.3.

If approved these changes would be effective 1/1/2023.

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

Change 13.3 as follows:

"13.3 TIRES

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

A. Specifications

Minimum UTQG Treadwear Grade of 200

Minimum molded tread depth of $^{7}/_{32}$" as specified by the manufacturer.

Listed in a current year or prior 2 years of the “Tire Guide®” and/or the “Tread Design Guide®” (www.tireguides.com).

US Department of Transportation (DOT) approval.

Tires must be designed for highway use on passenger cars.

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

Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.

Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the *National Event* exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.

Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.

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

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

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

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

C. Other

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

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

No recap and/or retread tires may be used.

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

No tire models are currently listed."

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

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

(SCCA Fastrack News, Jun 2022, Aug 2022, Dec 2022, #32595)

Street Touring Category

ITEM 8) False Equivalency Between A-arm and Multi-link

Change 14.8.H as follows:

"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 per corner 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."

(SCCA Fastrack News, Sep 2021, Jun 2022, Aug 2022, #30465 and #32716)

ITEM 9) Clutch Allowances

The purpose of this rule change is to further define the clutch allowance and to remove any ambiguity in whether it is applicable to automatic transmissions that also have internal clutch assemblies.

Change 14.10.O as follows:

"O. The clutch disk and pressure plate *of traditional, pedal operated manual transmissions* may be modified or replaced."

(SCCA Fastrack News, Feb 2022, Jul 2022, #32025)

ITEM 10) Update 14.10.C

Change 14.10.C as follows:

"C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. ~~Emissions or~~ *PCV valves and* engine management components in the air intake system~~,~~ such as ~~a PCV valve or~~ mass airflow sensor*s* may not be removed, modified, or replaced, and must retain their original function along the flow path."

(SCCA Fastrack News, Mar 2022, Nov 2022, #32057)

ITEM 11) 986 Boxster from STR to STU

Change Appendix A listings as follows:

Move from STR to STU:

Porsche

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

Boxster S (986) (2000-04)

Cayman (987.1; base model) (2007-08)

(SCCA Fastrack News, Apr 2022, Nov 2022, #31259)

ITEM 12) Plug and Play Tuning in ST

Change section 14.10.F as follows:

"F. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. Any OE OBD2 or newer communications port functionally must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Only sensors equipped from the manufacturer may be used for engine management.

1. For all model years, the following allowances apply:

a. The standard PCM/ECU may be re-programmed without restriction.

b. Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.

c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.

d. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may only alter the signal from the sensor in order to affect the PCM/ECU operation. Example: Fuel controllers that modify the signal from an airflow sensor.

2. For 2005 and older model year vehicles:

a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.

b. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable-valve systems.

3. 1995 and older vehicles may implement a replacement "stand-alone" PCM/ECU."

(SCCA Fastrack News, Apr 2022, Jul 2022, Nov 2022, #31787)

Street Prepared Category

ITEM 13) B-Spec Race Cars in Solo II

Add new paragraph to 15.0 just before "While the rules of the Street Prepared Category…" as follows:

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

(SCCA Fastrack News, Mar 2022, Dec 2022, #31247)

ITEM 14) Transmission Tuning

Add new subsection 15.10.FF as follows:

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

(SCCA Fastrack News, Mar 2022, Dec 2022, #31855)

ITEM 15) C7 Corvette Factory Rear Spoiler – Wickerbill Spoiler Extension

Change 15.2.I.2.b as follows:

"It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, ~~or~~ trunk lid, *or bodywork*. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

(SCCA Fastrack News, May 2022, Dec 2022, #31454)

ITEM 16) Street Prepared Classing Proposal

The SPAC and SEB have been monitoring the competitive balance and participation in the classes within the SP category. There is an opportunity to re-organize the classing structure within Street Prepared to decrease the number of classes to make diverse and competitive classes, and to make room for future growth of the category. This proposal has been presented to the membership and refined as a result of their input.

The full set of proposed changes are as follows:

Change the "Classes" subsection of the SP Preamble in Section 15 as follows:

"Classes

Super Street Prepared (SSP): High Performance sports cars, *AWD turbo sedans*, *highest performance muscle cars and foreign grand touring cars*

~~A Street Prepared (ASP): AWD turbo sedans and medium performance coupes and sports cars~~

~~B Street Prepared (BSP): Medium performance 2 seater and 2+2 sports cars~~

C Street Prepared (CSP): Lower *and medium* powered 2 seat *and 2+2* sports cars, and FWD cars

D Street Prepared (DSP): Heavier RWD sports sedans/coupes and FWD cars, *medium performance 2-seater and 2+2 sports cars*

E Street Prepared (ESP): Muscle cars and foreign grand touring cars.

F Street Prepared (FSP): FWD cars with some lower power RWD and AWD cars."

Change the Street Prepared category listings in Appendix A as follows:

STREET PREPARED CATEGORY

Super Street Prepared (SSP)

Acura

NSX (1990-2005)

NSX (2016-21)

Audi

R8 (except GT) (2008-19)
TT RS (2012-13)
*TT RS (2018-19) *Limited Prep**
TTS (2014-19)

BMW

135 & 1 Series M (2008-13)
M2 (non-ZL9)
M235i (2014-16)
M3 (E90, E92, E93) (2007-13)
M4 (F82/F83 chassis)
Z4 sDrive35i & sDrive35is (2012-13)
Z8

Chevrolet

Camaro ZL1 (2017-19)
Camaro ZL1 (2012-13)
Corvette (C7 chassis, all)
Corvette (C6 chassis) (2005-13)
Corvette (C5 chassis) (1997-2004)

Dodge

Viper

Elva

Courier

Ferrari

355
360
Dino 206 & 246 (all)
F430 (all)

Ford

GT
Mustang Shelby GT350/GT350R (S550)

Griffith

(all)

Lamborghini

Gallardo (all excluding Super Trofeo) (2003-13)
Huracan (all) (2014-19)

Lotus

7 & 7A
Elan (RWD)
Elan M100 (FWD, all)
Europa (all)

Elise, Exige, & Exige S (2005-11)
Elite 2+2 & Eclat
Esprit (4-cyl, all)
Esprit (V8)
Evora & Evora S (2010-14)
Evora 400

Mazda

RX-7 (1993-95)

McLaren

600LT *Limited Prep*
620R *Limited Prep*
720S
MP4-12C (all)

Mitsubishi

Lancer Evolution (VIII,IX) (2003-07)
Lancer Evolution (X) & Ralliart (2008-13)

Morgan

V8 (all)

Nissan

GT-R (R35)

Porsche

911 (996 & 997 chassis) (1999-2012)
911 GT2 (996 & 997 chassis, all)
911 GT2 RS (991 chassis) *Limited Prep*
911 GT3 (991 chassis, all)
911 GT3 (996 & 997 chassis, all)
911 Turbo (1976-89)
911 Turbo (964 chassis) (1990-94)
911 Turbo (993) (1996-97)
911 Turbo & Turbo S (991 chassis) (2012-17)
911 Turbo & Turbo S (996 & 997 chassis) (2001-12)
Boxster & Cayman (981 chassis, all)
Boxster & Cayman (987 chassis, all)
Cayman GT4 (2016)

Shelby

Cobra 289

Subaru

Impreza WRX (incl. STI) (2002-14), Legacy (Turbo) (2004-14), & Forester XT (2004-14)
Impreza WRX (incl. STI; excl. Type RA & 2019 STI) (2015-19)

Sunbeam

Tiger (260,289)

Tesla

Roadster (2008-12)
*Model 3 *Limited Prep**
Model S Plaid *Limited Prep*

Toyota

Supra (2020-2022)
Supra (1993.5-98)

~~TVR~~

4-cyl & 6-cyl (all)
V8 (al)

Volkswagen

Golf R (2015-18)

"Catch-all":

Sports car over 2.0L engine not otherwise classified. (See Section 15.1.C for update/backdate limitations.)

~~A Street Prepared (ASP)~~

~~Acura~~

~~NSX (1990-2005)~~

~~Audi~~

~~A4 (2008-16)~~
~~S4 (2000-03)~~
~~S4 (2010-16) & S5 (2013-16)~~
~~TT RS (2018-19) *Limited Prep*~~
~~TTS (2014-19)~~

~~BMW~~

~~135 & 1 Series M (2008-13)~~
~~M2 (non-ZL9)~~
~~M235i (2014-16)~~
~~M4 (F82/F83 chassis)~~
~~Z4 sDrive35i & sDrive35is (2012-13)~~
~~Z8~~

~~Bricklin~~

~~Chevrolet~~

~~Camaro ZL1 (2017-19)~~
~~Camaro ZL1 (2012-13)~~

~~DeLorean~~

~~DeTomaso~~

~~Mangusta (all)~~
~~Pantera (all)~~

~~Dodge~~

- ~~Stealth Turbo~~

~~Ferrari~~

- ~~250 (non-LM) 275~~
- ~~308 Coupe & Spider 330~~
- ~~348~~
- ~~365 Daytona GTB,~~
- ~~GTC~~

~~Ford~~

- ~~Focus RS (2016-17)~~
- ~~Mustang Shelby GT350/GT350R (S550) (2015-16)~~
- ~~Mustang Shelby GT500 (S197) (2011-14)~~
- ~~Mustang Shelby GT500 (2020) *Limited Prep*~~

~~Jaguar~~

- ~~E-type (all)~~

~~Mazda~~

- ~~RX-7 (1993-95)~~

~~Mercedes-Benz~~

- ~~CLK 320 & CLK 32 AMG~~
- ~~E36 AMG (2010-16)~~
- ~~SLK55 AMG (R171) (2004-11)~~

~~Mitsubishi~~

- ~~Lancer Evolution (VIII, IX) (2003-07)~~
- ~~Lancer Evolution (X) & Ralliart (2008-13)~~
- ~~3000GT Turbo~~

~~Pontiac & Saturn~~

- ~~Solstice GXP & Sky Redline~~

~~Porsche~~

- ~~911 Turbo (1976-89)~~
- ~~911 Turbo (964 chassis) (1990-94)~~
- ~~911 Turbo (993) (1996-97)~~
- ~~911 (996 & 997 chassis) (1999-2012)~~
- ~~Boxster & Cayman (981 chassis, all)~~
- ~~Boxster & Cayman (987 chassis, all)~~

~~Shelby~~

- ~~Cobra 289~~

~~Subaru~~

- ~~Impreza WRX (incl. STI) (2002-14), Legacy (Turbo) (2004-14), & Forester XT (2004-14)~~
- ~~Impreza WRX (incl. STI; excl. Type RA & 2019 STI) (2015-19)~~

~~Sunbeam~~

~~Tiger (260, 289)~~

~~Tesla~~

~~Model 3 *Limited Prep*~~

~~Toyota~~

~~MR2 (all incl. Turbo) (1991-95)~~
~~Supra (2020)~~
~~Supra Turbo (1993½-98)~~

~~Volkswagen~~

~~Golf R (2015-18)~~

~~Volvo~~

~~S60R & V70R (2004-07)~~

~~B Street Prepared (BSP)~~

~~Alfa Romeo~~

~~4C *Limited Prep*~~

~~Audi~~

~~TT (1.8T; FWD & quattro)~~
~~TT (3.2L; quattro)~~
~~TT (2014-19)~~
~~TTS (2009-13)~~
~~Quattro Turbo Coupe~~

~~BMW~~

~~128 (2008-13)~~
~~320i (F30 chassis) (2012-16)~~
~~335 (2006-13)~~
~~M Coupe, M Roadster, & Z3 (6-cyl; all)~~
~~M3 (E36 chassis, all)~~
~~M3 (E46 chassis)~~
~~Z4 (non-turbo; all incl. M)~~

~~Chevrolet~~

~~Corvette (1953-54)~~
~~Corvette (1955-57)~~
~~Corvette (1958-62)~~
~~Corvette (1963-67)~~
~~Corvette (1968-82)~~
~~Corvette (1984-96) (all)~~

~~Chrysler~~

~~Crossfire SRT6~~

~~Fiat~~

~~124 Spider (2016-20)~~

~~Honda~~

~~S2000~~

~~Mazda~~

~~MazdaSpeed Miata~~
~~MX-5 (2006-2015)~~
~~MX-5 Miata (ND chassis, all) (2016-19)~~
~~RX-7 Turbo (1986-92)~~

~~Nissan & Datsun~~

~~240Z, 260Z, & 280Z~~
~~280ZX & 280ZX Turbo~~
~~300ZX Turbo (1984-89)~~
~~300ZX Turbo (1990-96)~~
~~350Z (all)~~
~~370Z (all) (2009-18)~~

~~Pontiac~~

~~Fiero (V6)~~
~~Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)~~
~~Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)~~

~~Porsche~~

~~911 (non-turbo) (1965-89)~~
~~911 (964 & 993)~~
~~911 (non-turbo, NOC)~~
~~911 Turbo (1976-89) *Limited Prep*~~
~~911 Turbo (964 chassis) (1990-94) *Limited Prep*~~
~~911 (996 & 997 chassis) (1999-2012) *Limited Prep*~~
~~914/6 (all)~~
~~924 (incl. Turbo)~~
~~944 (16v & Turbo engines)~~
~~928~~
~~968~~
~~Boxster & Cayman (981 chassis, all) *Limited Prep*~~
~~Boxster & Cayman (986 chassis, all)~~
~~Boxster & Cayman (987 chassis, all)*Limited Prep*~~

~~Saleen~~

~~Mustang S281E & Mustang (NOC)~~

~~Triumph~~

~~TR-8~~

~~Volkswagen~~

~~Golf R (2012-13)~~

C Street Prepared (CSP)

Alfa Romeo

*4C *Limited Prep**

BMW

Z3 (4-cyl)
M3 (E30 chassis)
M Coupe, M Roadster, & Z3 (6-cyl; all)
Z4 (non-turbo; incl. M)

Chrysler

Crossfire SRT6

Datsun

Roadster (1500, 1600, & 2000)

Fiat

Abarth (NOC)
124 Spider (1975-78) & 2000 Spider (non-turbo)
124 Spider (2016-20)
2000 Spider Turbo

Honda

Civic & CRX (1988-91)
S2000

Lancia

Scorpion

Lotus

Cortina
Elite (1216 cc)

Mazda

MazdaSpeed Miata
MX-5 Miata (1990-2005)
MX-5 (2006-2015)
MX-5 Miata (ND chassis, all) (2016-22)
RX-2 & 616
RX-3, RX-3SP, & 808 Mizer
RX-7 (non-turbo) (1978-85)
RX-7 (non-turbo) (1986-92)
RX-7 Turbo (1986-92)

Mercedes-Benz

190E (16v)

Mitsubishi

3000GT Turbo

Morgan

4/4

Pininfarina

2000

Pontiac & Saturn

Solstice & Sky
Solstice GXP & Sky Redline

Porsche

356 & 1600
924S & 944 (8v, non-turbo)
Carrera (4-cyl)

~~Scion & Subaru~~

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

Toyota

MR-2 & MR-2 Supercharged (1st gen) (1985-89)
MR2 (all incl. Turbo) (1991-95)
MR2 Spyder (2000-05)

Triumph

TR-8

"Catch-all":

Sedan over 1.7L & under 3.0L not otherwise classified.
Sports car under 2.0L not otherwise classified.
(See Section 15.1.C for update/ backdate limitations.)

D Street Prepared (DSP)

~~Acura~~

~~Integra (1990-93)~~
~~Integra (incl. Type R) (1994-01)~~
~~RSX (all)~~
~~TSX~~

~~Alfa Romeo~~

~~GTV V6 (all)~~
~~Milano~~

Audi

~~A3 (2005-13)~~
~~A4 (1.8T, FWD & quattro) (1995-01)~~
~~A4 (1.8T, FWD & quattro) (2002-05)~~
A4 (2008-16)
~~Coupe GT & Quattro (1980-88)~~
S4 (2000-03)
S4 (2010-16)
TT (1.8T; FWD & quattro)
TT (3.2L; quattro)

TT (2014-19)
TTS (2009-13)
Quattro Turbo Coupe

BMW

128i ~~*Limited Prep*~~
~~318 (16v) & 325 (E30 chassis)~~
320i (F30 chassis) (2012-16)
~~323, 325, & 328 (E36 chassis)~~
~~323, 325, 328 & 330 (E46 chassis, non M3)~~
~~328 (2006-13)~~
335 (2006-13)
~~3 Series (16v, NOC)~~
~~Bavaria~~
M3 (E30 chassis)
M3 (E36 chassis, all)
M3 (E46 chassis)

Bricklin

Chevrolet, Pontiac, Buick, Oldsmobile, & Geo

Corvette (1953-54)
Corvette (1955-57)
Corvette (1958-62)
Corvette (1963-67)
Corvette (1968-82)
Corvette (1984-96) (all)
*Camaro ZL1 (2017-19) *Limited Prep**
*Camaro ZL1 (2012-13) *Limited Prep**
~~Cobalt SS (N/A) (2005-07)~~
~~Cobalt SS Supercharged (2005-07)~~
~~Cobalt SS Turbo (2008-10)~~
~~HHR SS Turbo~~
~~J Body (4-cyl Turbo, Quad 4 DOHC, & V6)~~
~~L Body (Quad 4 & V6)~~
~~N Body (4-cyl Turbo, Quad 4, & V6)~~
~~Spectrum Turbo (1985-89)~~
~~Storm GSi (1985-89)~~
~~X Body (V6)~~

~~Chrysler, Plymouth, & Dodge~~

~~Acclaim (V6 & Turbo)~~
~~Charger GLH-S~~
~~Conquest & Starion (non-turbo)~~
~~Crossfire (non-SRT-6)~~
~~Daytona Turbo~~
~~Daytona (V6)~~
~~GLH-S & GLH Turbo~~
~~Laser Turbo (NOC) & K-car Turbo~~
~~Shadow (4-cyl Turbo & V6)~~
~~Shelby Charger Turbo~~

~~Spirit (4-cyl Turbo & V6)~~
~~SRT-4~~
~~Sundance Turbo~~

DeLorean

DeTomaso

Mangusta (all)
Pantera (all)

Dodge

Stealth Turbo

~~Dodge & Mitsubishi~~

~~Colt Turbo & Mirage Turbo (1984-88)~~
~~Colt Turbo & Mirage Turbo (1989-92)~~

~~Eagle~~

~~Summit Turbo (16v) (1989-90)~~

Ferrari

250 (non-LM)
275
308 Coupe & Spider
330
348
365 Daytona GTB, GTC

~~Fiat~~

~~500 Abarth (2012-13)~~

Ford ~~& Mercury~~

~~Capri (4-cyl & 6-cyl) (1971-77)~~
~~Capri (1991-95)~~
~~Contour SVT~~
~~Cougar (1999-2002)~~
~~Fiesta ST (2014-18)~~
~~Focus ST (2013-18)~~
Focus RS (2016-17)
~~Fusion & Milan (6-cyl) (2006-13)~~
*Mustang Shelby GT500 (S197) (2011-14) *Limited Prep**
*Mustang Shelby GT500 (2020) *Limited Prep**
~~Probe (Turbo & V6)~~

~~Honda~~

~~Civic Si (1999-2000)~~
~~Civic Si (2002-05)~~
~~Civic Si (2006-12)~~
~~Civic Type R (2017-20)~~
~~Del Sol (DOHC)~~
~~Prelude 4WS~~

~~Prelude (1992-2001) (NOC)~~

~~Hyundai~~

~~Tiburon~~
~~Veloster Turbo (2019)~~

~~Isuzu~~

~~I-Mark LS (16v & Turbo, FWD) (1985-89)~~
~~I-Mark RS (16v & Turbo, FWD)~~
~~Impulse RS Turbo (AWD) (1990-93)~~
~~Impulse Turbo & RS (RWD) (1983-89)~~
~~Impulse XS (16v non-turbo) (1990-93)~~
~~Impulse (16v & Turbo)~~
~~Stylus XS & RS (16v) (1990-93)~~

Jaguar

E-Type (all)

~~Kia~~

~~Forte Koup (2010-12)~~

~~Lexus~~

~~IS 300~~

~~Maserati~~

~~BiTurbo~~

Mazda

MX-5 (2006-2015) "Limited Prep"
~~323 GT & GTX (AWD)~~
~~Mazda6 (6-cyl)~~
~~MazdaSpeed3~~
~~MazdaSpeed Protege~~
~~MX-6 (Turbo & V6)~~
RX-8
~~Spec Miata (See 15.0 for preparation allowance requirements)~~

Mercedes

~~190 (all) (1984-93)~~
~~C230~~
CLK 320 & CLK 32 AMG
E36 AMG (2010-16)
SLK55 AMG (R171) (2004-11)

~~Merkur~~

~~XR4Ti~~

~~MINI~~

~~Cooper S (including JCW & JCW GP except Countryman)~~

~~Mitsubishi & Eagle~~

~~Cordia Turbo~~
~~Eclipse (2000-12)~~
~~Eclipse Turbo & Talon Turbo (1989-99)~~
~~Galant (all)~~
~~Tredia Turbo~~

~~Plymouth~~

~~Laser (AWD)~~

Nissan & Datsun

~~200SX Turbo~~
~~200SX (V6)~~
~~240SX~~
240Z, 260Z, & 280Z
*280ZX * 280ZX Turbo*
300ZX Turbo (1984-89)
300ZX Turbo (1990-96)
350Z (all)
370Z (all) (2009-18)
~~Altima (2007-13)~~
~~Maxima~~
~~Pulsar (16v)~~
~~Pulsar NX Turbo~~
~~Sentra (2.0L) (2000-01)~~
~~Sentra (B15 chassis) (2002-06)~~
~~Sentra (B16 chassis) (2007-12)~~

~~Peugeot~~

~~505 (all) (1979-91)~~

Pontiac

Fiero (V6)

~~Pontiac & Toyota~~

~~Corolla XRS (2005-06), Matrix XRS (2003-06), & Vibe GT (2003-06)~~
~~Matrix & Vibe (AWD) (2003-08)~~

Porsche

~~911 (non-turbo) (1965-89) *Limited Prep*~~
~~911 (964 & 993) *Limited Prep*~~
~~911 (non-turbo, NOC) *Limited Prep*~~
911 (non-turbo) (1965-89)
911 (964 & 993)
991 (non-turbo, NOC)
*911 Turbo (1976-89) *Limited Prep**
*911 Turbo (964 chassis)(1990-94) *Limited Prep**
*911 (996 & 997 chassis) (1999-2012) *Limited Prep**
~~914 (4-cyl)~~
914/6 (all) ~~*Limited Prep*~~
924 (including Turbo) ~~*Limited Prep*~~
944 (16V & Turbo engines) ~~*Limited Prep*~~

928 ~~*Limited Prep*~~
968 ~~*Limited Prep*~~
*Boxster & Cayman (981 chassis, all) *Limited Prep**
Boxster & Cayman (986 chassis, all)
*Boxster & Cayman (987 chassis, all) *Limited Prep**

~~Renault~~

~~Fuego Turbo~~
~~R5 Turbo~~

~~Saab~~

~~99, 99 EMS, & 99 Turbo~~
~~900 & 900 Turbo (1979-93)~~
~~900 & 900 Turbo (1994-98)~~

~~Saturn~~

~~Ion (all) & NOC~~
~~Scion~~
FR-S (2013-16) ~~*Limited Prep*~~

Subaru

BRZ (2013-16) *Limited Prep*
BRZ (2017-18) ~~*Limited Prep*~~
~~Impreza (all) (1993-2001)~~
~~Impreza (2.5L) (NOC)~~
~~Legacy & Outback (6-cyl, all) (1998-2004)~~
~~Legacy & Outback (6-cyl, all) (2005-13)~~

Toyota

86 (2017-18) *Limited Prep*
~~Camry V6~~
~~Celica (2000-05)~~
~~Celica All-Trac (all)~~
~~Supra (1979-81)~~
~~Supra (1982-86)~~

Volkswagen

~~Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)~~
~~Golf, GTI, GLI, & Jetta (2.0T) (2006-13)~~
Golf R (2012-13)
~~New Beetle Turbo~~
~~Passat VR6~~
~~R32~~

Volvo

~~240 Series Turbo (all)~~
~~C30 (2006-09)~~
~~S40 (1995-2004)~~
~~S40 (2005-11)~~
S60R & V70R (R171) (2004-11)

"Catch-all":

6-cyl (normally aspirated) or 4-cyl (mechanically forced induction) 2WD sedan under 3.0L not otherwise classified. (See Section 15.1.C for update/ backdate limitations.)

E Street Prepared (ESP)

Acura

Integra (1990-93)
Integra (incl. Type R) (1994-01)
RSX (all)
TSX

Alfa Romeo

GTV V6 (all)
Milano

AMC

AMX & Javelin (all)

Audi

5000 Turbo, 5000 Turbo quattro, 200, & 200 quattro
A3 (2005-13)
A4 (1.8T, FWD & quattro) (1995-01)
A4 (1.8T, FWD & quattro) (2002-05)
A8 & A8 quattro
Coupe GT & Quattro (1980-88)
S4 & RS4 (2004-09)
V8 quattro

BMW

*128i *Limited Prep**
2500 & 2800 (all)
318 (16v) & 325 (E30 chassis)
323, 325, & 328 (E36 chassis)
323, 325, 328, & 330 (E46 chassis, non-M3)
328 (2006-13)
3 Series (16v, NOC)
3.0S & CS (all)
528, 530, & 533 (non-turbo)
633i & 733i (all)
Bavaria
M2 (non-ZL9) *Limited Prep*
M3 (E46) *Limited Prep*
M3 (E90, E92, E93) (2007-13) **Limited Prep**
M3 (F80 chassis) *Limited Prep*
M4 (F82/F83 chassis) *Limited Prep*

Cadillac

ATS-V (2016-2019) *Limited Prep*
CTS & CTS-V (2004-07)

Chevrolet, Pontiac, Buick, & Oldsmobile

Camaro (2.0L Turbo) (2016-20)
Camaro (3.6L V6) (2016-20)
Camaro (6.2L V8, NA) (2016-20)
Camaro (non-ZL1) (2010-15)
Camaro, Firebird, SS, Firehawk,& WS6 (4th gen) (1993-2002)
Camaro, Firebird, & Firehawk(1982-92) (3rd gen)
Camaro & Firebird (1970½-81)
Camaro & Firebird (1967-70)
Chevelle (1964-67)
Chevelle (1968-72)
Cobalt SS (N/A) (2005-07)
Cobalt SS Supercharged (2005-07)
Cobalt SS Turbo (2008-10)
Corvair Yenko Stage I, II, & III (all)
G8 (2008-09)
GTO (2004-06)
HHR SS Turbo
J Body (4-cyl Turbo, Quad 4 DOHC, & V6)
L Body (Quad 4 & V6)
Lumina
Monza (V8) & Skyhawk (V6)
Reatta
Regal(1980-88) (V6 & V8, RWD)
N Body (4-cyl Turbo, Quad 4, & V6)
Spectrum Turbo (1985-89
Storm GSi (1985-89)
SS sedan (2013-17)
Starfire & Sunbird (V6, all)
Trans Am Turbo (1982-92)
X Body (V6)

Chrysler, Plymouth, & Dodge

Acclaim (V6 & Turbo)
Barracuda (1965-69) & Dart, Duster,& Valiant (1963-76) (A-body)
Barracuda & Challenger (E-body) (1970-74)
Challenger (2008-13)
Challenger (6-cyl & V8, NOC)
Charger (2006-13)
Charger GLH-S
Conquest Turbo
Conquest & Starion (non-turbo)
Crossfire (non-SRT-6)
Daytona Turbo
Daytona (V6)
GLH-S & GLH Turbo
Laser Turbo (NOC) & K-car Turbo
Laser (FWD)
Shadow (4-cyl Turbo & V6)
Shelby Charger Turbo
Spirit (4-cyl Turbo & V6)
SRT-4

Sundance Turbo
Stealth (non-turbo)
Dakota (1997-04)

Dodge & Mitsubishi

Colt Turbo & Mirage Turbo (1984-88)
Colt Turbo & Mirage Turbo (1989-92)

Eagle

Summit Turbo (16v) (1989-90)

Ferrari

400 America (all)
500 Superfast (all)

Fiat

500 Abarth (2012-13)

Ford & Mercury

Capri (4-cyl & 6-cyl) (1971-77)
Capri (1991-95)
Contour SVT
Cougar (1999-2002)
Cougar (1971-74)
Cougar (1965-70)
Fiesta ST (2014-18)
Focus ST (2013-18)
Fusion & Milan (6-cyl) (2006-13)
Mustang Shelby GT350/GT350R (S550) (2015-2020) *Limited Prep*
Mustang (non-GT350, non-GT500) (2015-19)
Mustang (S197 incl. Boss 302, Boss 302 Leguna Seca, & Shelby GT500 2007-10) (2005-13)
Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
Mustang SVO, Cobra, Cobra R(1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
Mustang II (1974-78)
Mustang & Cougar (1971-73)
Mustang & Cougar (1969-70)
Mustang & Cougar (1967-68)
Mustang (1964½-66)
Probe (Turbo & V6)
Taurus SHO
Thunderbird & Cougar (1989-97)
Thunderbird & Cougar (1983-88)

Honda

Civis Si (1999-2000)
Civic Si (2002-05)
Civic Si (2006-12)
Civic Type R (2017-20)
Del Sol (DOHC)
Prelude 4WS
Prelude (1992-2001) (NOC)

Hyundai

Genesis (2009-12)
Tiburon
Veloster Turbo (2019)

Infiniti

G35
G37
M30
Q45

Isuzu

I-Mark LS (16v & Turbo, FWD) (1985-89)
I-Mark RS (16v & Turbo, FWD)
Impulse RS Turbo (AWD) (1990-93)
Impulse Turbo & RS (RWD) (1983-89)
Impulse XS (16v non-turbo) (1990-93)
Impulse CS (16v & Turbo)
Stylus XS & RS (16v) (1990-93)

Jaguar

Sedans (6-cyl & 12-cyl)
XJS (all)
XK 120, 140, 150, & 160

Lexus

ES 250
GS 400, LS 400, & SC 400
IS300
IS F

Maserati

BiTurbo

Mazda

323 GT & GTX (AWD)
929
Mazda6 (6-cyl)
MazdaSpeed3
MazdaSpeed Protégé
MazdaSpeed6
MX-6 (Turbo & V6)
Spec Miata

Mercedes-Benz

190 (all) (1984-93)
230SL, 250SL, & 280SL (all)
350SL, 380SL, & 450SL (all)
220, 230, 250, & 280 Sedans (all)
280 (4.5L, all) & 300 (6.3, all) Sedans
C230

Merkur

XR4Ti

Mini

Cooper S (including JCE JCE GP except Countryman)

Mitsubishi

3000 GT (non-turbo)
Cordia Turbo
Eclipse (2000-12)
Eclipse Turbo & Talon Turbo (1989 -99)
Galant (all)
Starion Turbo
Tredia Turbo

Nissan

200SX Turbo
200SX (V6)
240SX
300ZX (non-turbo) (1984-89)
300ZX (non-turbo) (1990-96)
Altima (2007-13)
Maxima
Pulsar (16v)
Pulsar NX Turbo
Sentra (2.0L) (2000-01)
Sentra (B15 chassis) (2002-06)
Sentra (B16 chassis) (2007-12)

Peugeot

405
505 (all) (1971-91)

Plymouth

Laser (AWD)

Pontiac

Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)
Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)

Pontiac & Toyota

Corolla XRS (2005-06), Matrix XRS (2003-06), & Vibe GT (2003-06)
Matrix & Vibe (AWD) (2003-08)

Porsche

*911 (non-turbo) (1965-89) *Limited Prep**
*911 (964 & 993) *Limited Prep**
*911 (non-turbo, NOC) *Limited Prep**
914 (4-cyl)
*914/6 (all) *Limited Prep**
*924 (including turbo) *Limited Prep**

*944 (16v & Turbo engines) *Limited Prep**
*928 *Limited Prep**
*968 *Limited Prep**

Renault

Fuego Turbo
R5 Turbo

Saab

99, 99 EMS, & 99 Turbo
900 & 900 Turbo (1979-93)
900 & 900 Turbo (1994-98)
SPG (16v & Turbo)

Saleen

Mustang 302 & 351 (non-super-charged) (1984-93)

Saturn

Ion (all) & NOC

Scion

*FR-S (2013-16) *Limited Prep**

Shelby

GT350 (1965-66)
GT350 & GT500 (1967-70)

Subaru

*BRZ (2013-16) *Limited Prep**
*BRZ (2017-20) *Limited Prep**
Impreza (all) (1993-2001)
Impreza (2.5L) (NOC)
Legacy & Outback (6-cyl, all) (1998-2004)
Legacy & Outback (6-cyl, all) (2005-13)
Legacy 2.5GT (2005-12)

Toyota

*86 (2017-18) *Limited Prep**
Camry V6
Celica (2000-05)
Celica All-Trac (all)
Supra (1979-81)
Supra (1982-86)
Supra (all) (1986½-92)
Supra (non-turbo) (1993-96)

Volvo

240 Series Turbo (all)
700 Series (all)
800 Series (all)
C30 (2006-09)

S40 (1995-2004)
S40 (2005-11)
S60 & V70

Volkswagen

Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)
Golf, GTI, GLI, & Jetta (2.0T) (2006-13)
New Beetle Turbo
Passat VR6
Passat W8 4Motion
R32

"Catch-all":

American 6-cyl & V8 sedan or pick-up not otherwise classified.
Other sedan over 3.0L not otherwise classified.
(See Section 15.1.C for update/ backdate limitations.)

F Street Prepared (FSP)

Acura

Integra (1986-89) Legend
RSX (non-S) *Limited Prep*

Alfa Romeo

1300 (all)
1600 (all)
1750 (all)
2000 (all)
Alfetta GT

AMC

(4-cyl, all)

Audi

80 (all)
90 (all)
100LS (all)
4000 (all)
5000

Austin

America (all)
Mini & Mini Cooper (850, 970, 997, 998, 1071, & 1275, all)

Austin-Healey

Sprite (all)
100-4, 100-6, & 3000

BMW

1600

1800ti & 1800 TiSA
1600-2, 1602, & 2002 (+ tii)
318i (8v, E30 chassis)
318i & 318is (E36 chassis)
318ti (E36 chassis)
320i (E21 chassis) (1975-83)

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki

Beretta (4-cyl)
Camaro (4-cyl) (1982-86)
Cavalier (4-cyl OHV) (1982-2002)
Chevette & T1000
Citation & Omega
Corvair (non-Yenko)
Fiero (4-cyl)
Firebird (4-cyl) (1982-86)
Metro & Swift (1985-88)
Metro & Swift (1989-93)
Metro & Swift (1995-2001)
Monza (NOC), Starfire, Omega, Astre, & Skyhawk (RWD)
Phoenix & Skylark
Prism
S-10 (1994-2004)
Sonic (2012-18)
Spectrum (1.5L non-turbo) (1985-89)
Spectrum (NOC)
Sprint & Sprint Turbo
Storm (all)
Sunbird (4-cyl)
Vega & Cosworth Vega

Chrysler, Plymouth, & Dodge

Acclaim (4-cyl non-turbo)
Arrow 1600, 2000, & 2600
Champ (non-turbo, all)
Colt (non-turbo, FWD)
Colt (8v non-turbo)
Colt (1600 & 2000, RWD)
Daytona (non-turbo)
Horizon, TC3, & Turismo (1.7L, 1.8L, & 2.2L)
Laser (non-turbo) (1989-99)
Neon (all) (1994-05)
Omni, 024, & Charger
Rampage (2.2L)
Sapporo (1600, 2000, & 2600)
Shelby (2.2L non-turbo) (1983-84)
Spirit (4-cyl non-turbo)

Dodge, Mitsubishi, & Eagle

Colt & Mirage (non-turbo) (1984-88)
Colt, Mirage, & Summit (non-turbo) (1989-92)
Colt, Mirage, & Summit (non-turbo) (1993-96)

Eagle

Talon (non-turbo) (1989-99)

Fiat & Bertone

124 (1966-74)
128
131 & Brava
850 Sedan
850 Coupe & Spider Strada
X1/9 (all)

Ford & Mercury

Capri II (1976-77)
Cortina
Escort, EXP, Lynx, & LN7 (1981-90)
Escort, Escort GT, & Tracer (1991-96)
Escort, ZX2, & Tracer (1997-2002)
Festiva
Fiesta (1976-80)
Focus (all) (1999-2007)
Fusion & Milan (4-cyl)
Mustang II (4-cyl) (1974-78)
Mustang & Capri (4-cyl non-turbo)
Pinto & Bobcat (4-cyl)
Pinto Wagon (2000, 2300, & 2600)
Probe (4-cyl non-turbo)

Honda

Accord (1976-81)
Accord (1982-12)
Civic (1973-79)
Civic (1980-83)
Civic & CRX (all) (1984-87)
Civic (1992-95) & Del Sol (1992-97) (SOHC)
Civic (non-Si) (1996-2000)
Civic (non-Si) (2001-05)
Civic (non-Si) (2006-12)
Civic SI (2005-2011) *Limited Prep*
Civic SI (2012-2015) *Limited Prep*
Fit
Prelude (1979-82)
Prelude (1983-87)
Prelude (1988-91)

Hyundai

Elantra
Excel
Scoupe
Veloster Turbo (2012-17) *Limited Prep*
NOC (all)

Infiniti

G20

Isuzu

I-Mark (1.5L non-turbo)
FWD models (1985-89)

I-Mark RS (16v) (1985-89)
I-Mark (RWD) (1980-85)
Impulse (non-turbo) (1983-89)
Stylus S (12v) (1990-93)

Jensen-Healey

Kia

Forte (2008-11)
Forte (2012-18)
Forte Koup (2010-12)
Spectra (1.8L 4-cyl)

Lancia

Beta & Zagato (1975-83)

Mazda

Mazda2
Mazda3
323 (non-turbo) (1986-89)
323, MX-3 (4-cyl) & Protégé (1990-94)
626 (FWD, all)
626 (RWD, all)
Cosmo (all)
GLC (FWD, all)
GLC (RWD, all)
MX-6 (4-cyl non-turbo)
Protégé (1995-98)
Protégé (1999-2003)
R-100
RX-4

MG

1100, 1300 Sedan (all)
A (all)
B & B GT (all)
C & C GT (all)
Midget (948, 1098, 1275, & 1500; all)

MINI

Cooper (non-S) (2002-13)

Mitsubishi

Cordia (non-turbo)
Eclipse (1989-99) (non-turbo)
Lancer (non-turbo)
Mirage (1997-2002) (non-turbo)
Tredia (non-turbo)

Morgan

+4 (2138 cc; all)

Nissan & Datsun

1200

200SX (1976-79)
200SX (1980-83)
200SX (1984-88)
200SX SE-R
210 310
510 (1968-73)
510 (1978-81)
610
710
B210
F-10
NX1600
NX2000,
Pulsar,
Sentra, & Sentra SE-R (1991-94)
Pulsar & Pulsar NX (non-turbo, all)
Sentra (1.8L) (2000-06)
Sentra (2.0L) (1995-99)
Stanza (all)
Versa (2007-16)

Opel

1900 & Manta GT 1100
GT 1500 & 1900
Kadett 1100
Kadett 1500 & 1900

Pontiac & Toyota

Corolla, Matrix, & Vibe (2003-08) (NOC)

Peugeot

405 DL & 405 S

Porsche

912
912E
924 (Audi engine)

Renault

15 & 17 (all)
16 (all)
17 Gordini
18i (all)
Alliance, GTA & Encore
Fuego (non-turbo)
R-5 (NOC) & LeCar

Saab

Sonnet (1968-74)

Saturn

SL (1991-95), SW (1993-95), & SC (1991-96)
SL (1996-99), SW (1996-99), & SC (1997-2000)
SL (2000-02), SW (2000-02), & SC (2001-02)

Scion

tC

Sunbeam

Alpine (all)

Subaru

Turbo 4WD (all, NOC)
Forester (non-turbo)
Impreza 2.0i (2012-13)
Legacy & Legacy GT

Suzuki

Aerio

Toyota

Camry (4-cyl)
Celica (1970-77)
Celica (1978-81)
Celica (1982-85)
Celica (FWD) (1986-89)
Celica (FWD) (1990-93)
Celica (1994-99)
Celica (2000-05) *Limited Prep*
Corolla 1200
Corolla (1600 & SR-5) (1970-79)
Corolla (1600 & 1800, RWD) (1980-83)
Corolla (AE86 chassis, all) (1984-87)
Corolla FX16
Corolla GTS (AE92 chassis, FWD) (1990-91)
Starlet
Tercel
Yaris

Triumph

GT-6
Herald (all)
Spitfire
TR-2 & TR-3
TR-4 & TR-4A
TR-250 & TR-6
TR-7

Volkswagen

Beetle (RWD)
Cabriolet (1985-92)
Corrado (all)
Dasher & Quantum (4-cyl, all)
Fox GL
Golf & Jetta (all, A2 chassis) (1985-93)
Golf, Jetta, & Cabrio (8v, A3 chassis) (1993-98)
Golf & Jetta (VR6, A3 chassis)
Golf & Jetta (VR6, NOC, A4 chassis)
Golf, Jetta, & Beetle TDI

Golf GTI (2006-09) *Limited Prep*
Golf GTI (2010-13) *Limited Prep*
GTI (2006-13) *Limited Prep*
GTI (MK7) *Limited Prep*
Karmann Ghia
Passat (all, NOC)
Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (all, A1 chassis) (1975-92)
Rabbit (2.5L 5-cyl, A5 chassis) (2006-09)

Volvo

120 Series (all)
140 Series (all)
160 Series (all)
1800, P1800, & ES1800 (all)
240 Series (non-turbo, all)
260 Series (all)
700 Series (all)

Yugo

"Catch-all":

Sedan under 1.7L not otherwise classified:4-cyl or rotary RWD mini-pickup(See Section 15.1.C for update/backdate limitations.)

(SCCA Fastrack News, Jul 2022, Oct 2022, Dec 2022, #32714)

Street Modified Category

ITEM 17) 80's Front Engine, RWD Porsche in SM Allowance Proposal

In Appendix A Street Modified Class (SM) change as follows:

Excluded Vehicles:

- Porsche (all *except 924, 928, 944, 968*)
- JDM-spec cars
- Lotus (all)
- MGB GT
- Triumph (all)

(SCCA Fastrack News, May 2022, Nov 2022, #30491)

ITEM 18) Request to allow MR2 Spyders to remove soft top in SSM

Add to 16.1.H as shown:

Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear bodywork, side skirts, may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer system, and hood liners may be modified, removed, or replaced. Non-metallic fender liners may be modified, replaced, or removed. *Convertible soft tops may be modified, replaced, or removed.*

(SCCA Fastrack News, May 2022, Nov 2022, #31228)

ITEM 19) Please define splitter specifics

Change 16.1.L as follows:

16.1.L. Front splitters are allowed and shall be installed parallel to the ground (within ±3° fore to aft) and may extend a maximum of 6.0" (152.4 mm) from the front bodywork as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bodywork as viewed from above. *The lower surface of the splitter must be a flat plane with a deviation allowance of 0.25" over a 12" span. The edges of the splitter may be rounded to accommodate common construction materials and practices. The radius area may extend backwards no more than 1".* Aerodynamically functional vertical members *(features including but not limited to* splitter fences, ~~or~~ endplates), *diffusers or ducting* are not allowed. *Vertical air dams at the interface of the splitter to the bodywork are permitted. Splitter mounting hardware and sacrificial materials for wear protection are allowed but may serve no other purpose.*

(SCCA Fastrack News, Jul 2022, Nov 2022, #27338)

Prepared Category

ITEM 20) Appendix A Corrections

Reclassify the XR4Ti from CP to FP, as shown:

Appendix A:

CP:

~~Merkur~~

~~XR4Ti (1985-88)~~

FP:

Merkur

XR4Ti (1985-88)

(SCCA Fastrack News, Jan 2022, Mar 2022, #31211)

ITEM 21) Section 17.B

Change Section 17 as follows

"17.2.D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted~~, shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments.~~ *in Appendix A,* shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments.

17.11.A. ~~Vehicles competing in C Prepared (CP) class, should refer to section 17.11.B.~~ Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in X Prepared (XP) class. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of production vehicles (e.g., a tube-frame Mazda RX-7) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be GCR minimum plus any Solo® weight adjustments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may only use the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been

de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, handheld fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications.

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

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

~~C~~ *B*. Weight Calculations

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

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

2.5L x 1.4 = 3.5L x 250 lbs. = 875 lbs. + 1200 lbs. = 2075 lbs.

~~• In Prepared class C (CP), the minimum weight for a car with a 302~~

~~ci (5.0L) engine prepared to Section 17.11 (e.g., GCR) allowances is:~~

~~2700 lbs. x 1.10 = 2970 lbs.~~

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

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

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

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

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

Change CP in Appendix A as follows:

"C Prepared (CP)

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

Engine Coolant flow direction is unrestricted.

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

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

Ford: .....Ford, Mercury, and Lincoln

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

Chrysler: .....Chry*s*ler, Dodge, and Plymouth

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

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

Engine displacement changes are allowed.

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

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

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per Section 17.2.F.

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

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

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

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

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

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

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

Minimum weight without driver (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc 2700

~~6-cyl engines, maximum 4500 cc ..... 2450~~

~~Turbocharged 6-cyl engines, maximum 4500 cc ..... 2550~~

~~4-cyl engines (all) ..... 2450~~

4 and 6 cyl engines (all) 2600

Tube Frame greater than 5100cc 3300

Tube Frame equal to or less than 5100cc (all engine configurations) 3000

Tube Frame Replacement Corvair and Yenko Stinger (original engine type) 2035lbs

Bolt-in Replacement Subframe ..... +150 per Subframe

Bolt-in Replacement Front Engine Cradle (commonly called K-Member) ..... +75

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

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

Note: this proposal has been updated per member feedback online and at the Lincoln SEB Town Hall.

(SCCA Fastrack News, Mar 2022, Sep 2022, Dec 2022, #31128)

ITEM 22) 914-6 in FP

Change 17.10.R and Appendix A as follows:

17.10.R:

"R. Alternate Engine Allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, ~~rotary engines,~~ hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:

a. British makes may use Ford motors including Mazda.

b. Italian makes may use Fiat Chrysler motors.

3. Alternate engines are to retain the same piston *or rotor* count, or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

6. Alternate engines may make use of allowances found in 17.10. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).

7. Piston engine vehicles may not substitute rotary engines and vice versa."

Appendix A:

In class F Prepared (FP):

"Mazda

RX-4 ~~(12A or 13B)~~ (1974-78)

~~12A engine.....specified displacement (cc): 2292~~

No peripheral port allowed.

13B engine.....specified displacement (cc): 2616

No peripheral port allowed.

RX-7 (1986-91)

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed ~~in all engines~~.

RX-7 (1979-85)

12A engine.....specified displacement (cc): 2292

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed in all engines.

RX-8 (bridge or peripheral porting allowed)

Renesis engine.....specified displacement (cc): 2616

~~Alternate engine: 12A.....specified displacement (cc): 2292~~

~~Alternate engine: 13B.....specified displacement (cc): 2616~~

~~Bridge or peripheral porting allowed in all engines.~~

Porsche

914-6 (2.0L~~, 2.5L, 2.7L, & 2.8L 6-cyl air-cooled~~)

~~Alternate cylinder heads: twin spark plug~~"

Note: The PAC is recommending removing line item alternate engines. The Porsche 914-6 and the Mazda RX series are the only vehicles in Prepared to allow non original engine changes without the Alternate Engine Allowance weight penalty. Affected vehicles with non-original engines could run the non-original engines with the 10% weight penalty in accordance with 17.10.R Alternate Engine Allowance.

(SCCA Fastrack News, Mar 2022, Jun 2022, #31252)

Modified Category

ITEM 23) Oil injection vs. oil pre-mix

Add the following new subsection A.12 in Appendix A - Modified class F (FM):

"*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.*"

(SCCA Fastrack News, Dec 2021, Apr 2022, #30883)

ITEM 24) New engine added to GCR listing for FMod

Change the following in Appendix A:

Modified class F (FM)

A.4:

"4. Minimum weights with driver (lbs.):

Kawasaki engine.....725

AMW engine.....800

Rotax 493 & 494 engine.....800

Rotax 593 engine..... 850

600 cc motorcycle engine 875

Rotax 593-H.O. 900

Wheelbase of 73" or less with 440 engine .....Deduct 25"

A.6:

"6. Competitors utilizing the Rotax 493*/593* engine may leave the manufacturer's specified intake balance tubes in place or, at their option completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The Rotax 493*/593* engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines."

A.7:

"7. F5 cars may utilize the Rotax 593*-non H.O.* engine (1999 and up; bore: 76 mm, stroke: 65.8 mm) *or 593-H.O. (2003-2007; bore:72mm, stroke: 73mm)* using 38 mm Mikuni round slide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM. Such engines must use inlet tract restrictors (Cometic gasket *MA0242SP1020A or MA0242SP1063A*), one in each tract immediately after the carburetor. Use of the 2003 and up ~~"HO,"~~ "SDI," "RS," and "E-TEC" 593 variants is not permitted."

Note: these changes are as a result of the GCR changes regarding the F5 class.

(SCCA Fastrack News, Jan 2022, May 2022, #30817)

ITEM 25) DM turbo engine inlet restriction

Change 18.1.D.6 as follows:

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 between the restrictor and turbo/supercharger inlet must be rigid and made from non expanding parts. The tubing inside diameter may not exceed 3" at any point. Flexible couplers may be used for connections.* "

(SCCA Fastrack News, May 2022, Sep 2022, #30269)