

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 24, 2014

The Solo Events Board met by conference call November 24th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Connors; Doug Gill of the National Staff; Bruce Lindstrand, Todd Butler, and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**

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

Member Advisories

General

Tire Rack Solo Nationals

Members who would like to be considered for the position of Course Designer for the Solo Nationals are invited to submit their qualifications in writing via www.soloeventsboard.com.

FJ

#14698 Junior Kart Safety Clarification

Rule 2.2.O requires that no car be in motion under its own power when any FJ kart is moving under its own power. It is permissible for engines in cars to be running as long as the car is not in motion.

Street

SAC Vacancy

Members who are interested in serving on the SAC are invited to submit their qualifications in writing via www.soloeventsboard.com

#14972 Viper Clarification

Per the SAC, the SS Viper (NOC) listing in the SS class is meant to include the ACR versions.

#15329 Radiator Clarification

Non-OE radiator replacements are allowed if they meet the requirements of Section 13's normally expendable alternate components allowance.

Street Modified

SMAC

Members who are interested in serving on the SMAC are requested to submit their qualifications in writing via www.soloeventsboard.com.

Prepared

PAC

Members who are interested in serving on the PAC are requested to submit their qualifications in writing via www.soloeventsboard.com.

The SEB thanks Bill Cutrer for his service as a member of the PAC.

#14814 Frameless Construction Proposal

The PAC notes that per 17.8.B.5, the minimum track of any vehicle competing in Prepared is the OE track width (or 55" in XP). Please see also the related item under Tech Bulletins.

In response to expressed concerns about "frameless" cars, members are reminded that rules changes have been approved by the BOD for 2015 which read (in part, pertinent wording highlighted here for emphasis):

Section 12: Automotive definitions

Frame Rails – An integral part of the chassis; **frame rails are boxed, channeled, or tubular structural members of the car** which may provide attachment points for one or more of the following: subframe/cross member, body, suspension, and drivetrain of the vehicle. **Frame rails are present in Unibody, Tub-based, and Tube Frame Cars.**

Section 17: Prepared Category

17.1.B: ...Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule *which will invoke Section 17.11 weight adjustments (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation).*

17.2.C: ...**Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed.** Replacement of inner fenders or wheel wells to enable wider wheels and tires are allowed.

#14876 Core Support Removal/Relocate Clarification

The PAC reminds competitors that Section 17 rules permit minor cutting, notching, or clearancing of components for allowed modifications. This does not permit the wholesale removal of unneeded chassis or unibody components.

The PAC thanks the member for the inquiry.

Change Proposals

General

#15275 Fix catchall Appendix A wording

The following rule change proposal is provided here for member review and comment: Change the second paragraph under APPENDIX A – AUTOMOBILE CLASSES as follows:

“All unclassified cars will compete in *the highest class for their category* until *specifically* classified by the SEB, unless covered by a “catch-all (*i.e. non-make-specific*) listing/description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the highest class in the category* and work down the classes until a class is found. **Such unclassified cars will not be eligible for *National Solo® Events* or the *Solo® National Championships*. Members should look for a TechBulletin in an early current-year issue of the official *SCCA® publication(Fastrack® News)* at www.scca.com for details or contact the National office.”**

#15360 Roll bar material specs

The following rule change proposal is submitted for member review and comment: In Appendix C, Section B.2, change the tubing size/car weight table as follows:

Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, *1.375 x 0.080*

1501-2500: 1.500 x *0.095, 1.625 x 0.080*

2501+: 1.500 x 0.120, 1.750 x 0.095, *2.000 x 0.080*

For purposes of comparison, the current roll bar tubing minimum requirements per car weight are as follows:

Under 1000 lbs: 1.000 x 0.060

1000 - 1500: 1.250 x 0.090

Over 1500: 1.500 x 0.120, 1.750 x 0.095

Note: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

#15749 Floor mats again

The following rule change proposal is submitted for member review and comment: Modify the current version of 3.3.3.B.2 as follows:

“Pedal operation must not be impeded. Driver’s side floor mat must be removed *unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working*

order."

Street

#15002 Fiat 500 Abarth Move to HS Proposal

Member input is requested regarding a proposal to move the Fiat 500 Abarth from GS to HS.

#15307 E60 M5 Move to FS Proposal

The SAC is requesting member feedback on moving the 2005-10 BMW M5 (E60 chassis) from BS to FS for 2016.

Street Touring

#14332 94-01 Acura Integra in STX Proposal

The following classing change proposal is submitted for member review and comment: Change the Appendix A classification of the following *from STS to STX*:

'94-'01 Acura Integra (non-Type R)

Other Items Reviewed

Street

#15012, 15019, 15021, 15293, 15351 997 GT3 Classing Comments

Thank you for your input on the 997 GT3.

#15203 Civic Si Classing Clarification

Per the SAC, the 2008 Mugen Civic Si is NOT moving to HS.

#15248 997 GT3 Comments

Thank you for your input on the 997 GT3. The only current proposal regarding the 997 is to exclude it from class SSR. There is no proposal to remove the 997 from SS.

#15433 Toyo R1R Comments

Thank you for your input on the 200 TW Toyo R1R.

#15438 Corvette Classing Comments

Thank your for your input.

Street Touring

#15020 STC with STS Comments

Thank you for your comments.

Modified

#14649 CVT Allowance Proposal

Thank you for your input. The MAC continues to evaluate member feedback on various aspects of the BM proposal, including the allowances for CVT's.

#15073 BM Engine Allowance Proposal

Thank you for your input. The MAC feels the current proposal is appropriate and accommodates vehicles which are currently legal for the class. The committee continues to evaluate feedback regarding the proposal.

Not Recommended

General

#15713 Submitter's names published in Fastrack.

Thank you for your input. The SEB does not publish member names in Fastrack for privacy reasons.

Street

#15251 Miata Club Sport Move to AS Proposal

The SAC feels the Miata Club Sport is classed appropriately in BS.

#15508 Mini S Move to GS Proposal

The SAC feels the Mini S is classed appropriately.

Prepared

#14958 The allowance of a L/P 1988-91 Honda1600cc Si

The PAC/SEB will continue to monitor the development of EP over the next few years to ensure parity.

Modified

#14589 Solo Vee Allowance Proposal

Thank you for your input. The MAC does not recommend changes to Solo Vee rules at this time, due to a desire to have more time to observe the effects of moving the cars to CM.

Handled Elsewhere

Street

#15228 Fiat 500 Abarth Move to HS Proposal

Please see item #15002 elsewhere in this Fastrack.

#15305 Fiat 500 Abarth Move to HS Proposal

Please see item #15002 elsewhere in this Fastrack.

Street Touring

#14364 14383 Integra Move to STX Proposal

Please see item #14332 elsewhere in this Fastrack.

#14929 Integra (Non-Type R) Move to STX

Please see item #14332 elsewhere in this Fastrack.

#14971, 15044 GSR Move to STX Comments

Please see item #14332 elsewhere in this Fastrack.

Street Modified

#14473 2 Seat FWD in SM Allowance Proposal

The rule change has been approved by BoD for 2015, see the December Fastrack.

Tech Bulletins

Street

#14984 2015 Audi S3 Classing Proposal

Please refer to letter #15255 elsewhere in this Fastrack.

#15096 Audi TT Classing Comments

The DS listing Audi TT (2.0T, non-quattro/FWD) year range is corrected to "(2008-09)".

#15097 Repair Method Comments

Add to Appendix F under Street Clarifications:

"Replacement of the failure-prone intermediate shaft (IMS) bearing on Porsche Boxsters with a similar part which serves the same purpose is compliant with the new 13.1 allowance for common-sense repairs."

#15192 2015 Corvette Z06 Classing Proposal

Per the SAC, add a new listing to class the 2015 Corvette Z06 in SS.

Note: the OE tires are not compliant for National competition in the Street category.

#15197 Scion FRS Clarification

Change the BS "Scion FR-S RS" listing to:

Scion FR-S *Release Series 1.0*

#15255 Audi S3 Classing Proposal

The SAC has recommended the following new listing in class BS:

Audi

S3

In addition the committee recommends updating the model year ranges for the following BS cars:

Audi

RS 5 (2013-*15*)

S4 (2010-*15*)

S5 (2008-*15*)

TTS (2009-*15*)

#15349 VW GTI Clarification

Thank you for your input on VW GTI class listings. The following clarification of the applicable listing is effective 1/1/2015:

In HS, replace the following:

Golf, GTI & Jetta (16v)

with

Golf, GTI & Jetta (16v *non-turbo*)

#15707 Fiesta ST roll-over risk

The Ford Fiesta ST meets the Rollover Potential Guidelines in 3.1. The 2011+ non-ST Fiesta models do not meet the requirements and are to be removed from the HS listing.

Prepared

#14814 Frameless Construction Proposal

The following wording change is provided to clarify 17.8.B.5:

"5. The minimum track for all Prepared cars is the OE track dimension.

(Note: This minimum *also* applies to cars utilizing Section 17.11.A to compete in Prepared.)"

The PAC thanks the member for the inquiry.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 17, 2014

The Solo Events Board met by conference call December 17th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners; incoming SEB member Eric Hyman; Doug Gill of the National Staff; Bruce Lindstrand and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Member Advisories

Street

The SEB thanks Jeff Cashmore for his service to the Club as SAC Chair.

Street Touring

The SEB thanks Jonathan Lugod and Brian Peters for their service as STAC members.

Street Modified

The SEB has approved the addition of Tim White to the SMAC.

Formula Junior

#16002 Kids younger than required age not allowed to run

The SEB reminds regions that per mandatory section 1.1 of the Solo Rules, it is not allowed for children running Formula Junior to be younger than age 5 for JC, age 8 for JB, and age 12 for JA regardless of whether or not their birthday occurs within the competition season. The age overlap on the transition from JB to JA addresses some season points issues by allowing the child to remain in JB.

Note: please see the related change proposal elsewhere in this Fastrack.

Change Proposals

Safety

#15820 Child Ride Allowance Comments

If the passenger height rule change published in the December Fastrack (#13838) is approved, insert a new third sentence of 1.3.2.O to read as follows:

“Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding.”

Street Prepared

#14955 Non-OE dimension ball joints

Per the SPAC, change 15.8.H.4 to remove the last sentence:

“4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must

CONTENTS

BOARD OF DIRECTORS	None
SOLO	1
SEB Minutes	1
CLUB RACING	5
CRB Minutes	5
Technical Bulletin	11
Court of Appeals	14
Time Trials Admin. Council	15
RALLY	16
RallyCross	16
Road Rally	18
LINKS	20

meet the requirements of Section 15.8.C. 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. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~

Also add the following new section 15.8.H.5:

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

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

Street Modified

#15199 SSM and SM Classing Proposal

The SEB/SMAC is considering moving selected cars between SM and SSM. The vast majority of cars would stay where they are classed today via the current guidelines, with selected popular cars being considered for a move to a more competitive class via explicit listings. Weight formulas would remain the same. Feedback is desired on the concept, as well as individual cars that could be considered for reclassing.

Formula Junior

#16002 Kids younger than required age not allowed to run

Add to section 19.2.A last paragraph:

“Regions may optionally allow entrants that have a birthday during the competition season which would make them eligible for a class to run either their current class or the new class for the entirety of that season, even if they don't meet the minimum or maximum age requirements for some events. The competition season shall be defined by the region in question, but may not be longer than a year in duration.”

Also modify the age range in 19.2.A.2.a as follows:

“Age: 8 to **11** years”

Other Items Reviewed

Safety

#14673, 14694, 14701, 14966, 15985, 15986, 15988, 15991, 15999 Floor Mat Comments

Thank you for your input, see letter #15749 in December Fastrack.

#14872, 15737, 15741, 15743 Loose Items Comments

Thank you for your input, see letter #15749 in December Fastrack.

Street

#15218 Shock Adjustment Allowance Clarification

Thank you for your input. This has been fixed in the 2015 rule book.

#15799 997 GT3 Comments

Thank you for your input regarding 997 GT3 classing.

#15800 Super Duper Street Proposal

Thank you for your input regarding C7 Corvette Z06 classing.

#15967, 15968 Passenger Age Comments

Thank you for your input.

Street Touring

#15238, 15463 STC with STS Comments

Thank you for your comments. As a reminder, STC will be merged into STS beginning 1/1/2015.

Not Recommended

Street Touring

#14712, 15313 Mazdaspeed Miata Classing Proposal

The STAC believes the Mazdaspeed Miata is outside the performance parameters of any ST class.

#14890 Twins Move to STR Proposal

The STAC is not in favor of moving the FRS/BRZ at this time.

#15008, 15028, 15246 370Z Move to STU

The STAC believes the 370Z is outside the performance parameters of STU.

#15092 BMW E36 M3 Move to STX Proposal

The STAC believes the E36 M3 is outside the performance parameters of STX.

Street Prepared

#15209 Suspension Bushing Allowance Proposal

The SPAC is content with the current bushing allowances in Street Prepared. Specifically, the allowance for all spherical or metal bushings is not in the best interest of the Street Prepared category.

#15387 Ferrari 360 Modena Challenge (00-02) SSP Class Clarification

The 360 Challenge Ferrari is not appropriate for inclusion in regular Street Prepared classing due to the fact that the model is not street legal and thus does not meet the requirements of the first paragraph of 15.0. Club racing Touring class cars are eligible to compete in the Street Prepared category subject to limitations spelled out in the introductory paragraphs of the Street Prepared ruleset.

#15554 E46 M3 Move to ESP Proposal

The SPAC believes the E46 M3 is outside the performance parameters of ESP.

Street Modified / Prepared

#13951, 15047 Minimum Weights With Driver Proposal

The subject is believed to warrant further discussion, but at this time a rules change to weigh with driver in Prepared and Street Modified is not considered appropriate.

Tech Bulletins

General

#14774 Sound Proposal

The following correction is provided for the 2015 Sound regulations in Appendix I:

Change the fourth paragraph as follows:

"If a driver in a vehicle exceeds 100 dBA the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed to take his/her next run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF. ~~The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF.~~ If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per 7.4), the sound-based DNF will stand and there will be no rerun."

Street Touring

#14432 Honda Accord v6 Classing Proposal

Per the STAC, add the following new listing to STS:

Honda Accord (6 cyl) (1998-2013)

#14659 Truck Listing Clarification

Per the STAC, add the following new listing:

STX

Toyota Tacoma (1995-2015)

Note: such vehicles are required to comply with 3.1.A.

Street Prepared

#15215 Plymouth Laser RS Turbo Clarification

Errors and Omissions: The following listing correction has been provided by the SPAC and is effective immediately upon publication:

Add to *ASP* and remove from *ESP*:

Plymouth

Laser RS AWD Turbo (1992-1994)

Note: this is essentially the same car as the Mitsubishi Eclipse and Eagle Talon, which were moved to ASP via item #13113.

#15417 ASP Audi S4 listing

The Audi S4 listing in ASP is corrected to read:

Audi

S4 (2000-03)

#15751 2015 Ford Mustang Classing Proposal

Add the following listing to ESP:

Ford

Mustang (2015 except GT350)

Note: This is the initial classing.

#15887 Error and omission GT 500 listing in ASP

Errors and Omissions: Add a new listing to *ASP* as follows:

Ford

Mustang S197 GT500 (2011-13)

Note: This change was made as a result of item #10808 (see the BOD Minutes in October 2013 Fastrack, Item 39), and was inadvertently omitted during editing.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 28, 2015

The Solo Events Board met by conference call January 28th. Attending were SEB members Steve Hudson, Eric Hyman, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Member Advisories

Tire Rack Solo Nationals

Members interested in being a Course Designer for the 2015 Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

SEB

The SEB thanks Dave Feighner for his service as a member of the Solo Events Board.

The SEB thanks Steve Hudson for serving as its Chair. Steve is remaining on the SEB for the rest of 2015.

Street

#16020, 16031 SAC Applications

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

#16153 Resume'

The SEB has approved the addition of Nick Babin to the SAC.

#16208 Resume'

The SEB has approved the addition of Andy Thomas to the SAC

#16210 Shock Attachment Clarification

It is not permitted to modify the top shock mount on the rear, as there is no allowance to modify and/or add hardware to the standard part.

#16218 Rollover Risk Vehicles Clarification

The following vehicles qualify for street classification based on SSF, which supersedes the track vs. width dimensional criteria.

- Chevy Sonic
- Nissan Versa
- Toyota Yaris
- Honda Fit

The Fiat 500 standard model is not eligible for Street category.

Street Touring

#16235 Toyo R1R Recertification

In response to the subject letter regarding the new 200TW R1R: The STAC has examined photos of the new tires and they do in fact have the correct 200TW stamp. We will continue to evaluate any new information that becomes available.

Street Prepared

Members interested in serving on the SPAC are invited to submit their qualifications in writing via www.soloeventsboard.com.

com. The committee could particularly use someone with FSP, SSP, or ASP experience.

Street Modified

#15897 Resume'

The SEB has approved the addition of Mike Brausen to the SMAC.

Change Proposals

Modified

#14946 Cooling fans in Formula F / CM

In order to be ready to deal with the consequences of a potential GCR change limiting the use of cooling fans, the MAC proposes the following change to the first paragraph Solo Rules section 18:

"18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) *and cooling fans* are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s)."

#15029 FSAE Aero Proposal

The MAC prefers to keep the National FSAE aero rules consistent with the current-year FSAE specifications. If prior-year cars have aero which is beyond the current allowances, the cars can compete legally by removing the non-compliant aero components. It is also noted that Regional programs can permit FSAE cars to run in class A Modified.

The MAC also recommends the following rule change proposal, to better state the intent and allowances of FSAE:

"18.5 FORMULA SAE

The purpose of the FSAE class is to attract teams from area colleges/universities and introduce them to the SCCA community. FSAE is a supplemental class which all Regions are encouraged to offer. FSAE drivers and teams should expect to find a welcoming competitive environment that values all aspects of theory and experience related to competition driving and vehicle preparation. FSAE teams are also encouraged to enter SCCA National Solo events (including the SCCA Solo National Championships) to experience, learn from and enjoy National level competition.

Compliance with 18.5 A. is required for all FSAE cars entered in both regional and National events. Additional FSAE rules at the regional level are optional and would be expected to encourage entries and meet any unique needs of the region and teams. All of 18.5 A. through F. is in force for National-level competition.

A. In addition to all FSAE safety rules from any year single year (1985-on), SCCA® safety rules per the applicable portions of Sections 3.3 and 18.4.A shall be met.

B. Vehicles *shall be* constructed to *any a* single year's Formula SAE rules (1985-on) *and must* include all FSAE safety items for that *single particular* year. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

C. Transponder and FSAE lettering is not required.

D. These vehicles are assigned to Supplemental Class FSAE, which may run as a subgroup of AM but shall be scored separately. *Awards will be presented in National competition as set forth in the National supplemental regulations available at www.scca.com/solo.*

FSAE cars must also meet the following minimum criteria:

- ~~1. Current year FSAE restrictor plate and engine displacement rules. Restrictor requirements are as follows:-
 - a. Gasoline fuel: 20.0 mm (0.7874") intake restrictor~~

b. E85 fuel: 19.0 mm (0.7480") intake restrictor

c. M85 fuel: 18.0 mm (0.7087") intake restrictor

~~2. Current year FSAE aerodynamic rules~~

E. An FSAE car shall have the option to compete directly in AM if it meets all AM requirements and specifications.

F. Non-students may also build, own, and compete in FSAE vehicles.

~~F. FSAE vehicles may not mix and match specifications from multiple years except as specified above."~~

#15280 GCR Sports2000 Proposal

Change Appendix A, class C Modified, first sentence, as follows:

"A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~"

Note: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

#15397 BM Class Comments

The following updated version of the B Modified proposal has been provided by the MAC in response to member input. (Changes from existing BM rules are shown in **red**. Deleted text is crossed out in **purple**.)

"B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the **current** Club Racing GCR **sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H** unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
Minimum weight with driver: 1020 lbs.
 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.
Minimum Weight with driver: 1110 lbs.
 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
Minimum weight with driver: 1180 lbs.
 4. May use any naturally-aspirated engine up to 3000 cc.
Minimum weight with driver: 1285 lbs.
 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
 6. Minimum rim width: none.
 7. Maximum allowed rim width: 15 inches
 - 8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.***
 - 9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.***
 - 10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:***
 - a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least***

14 psi), in which case minimum weight is increased by 50 lbs.

b. *Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.*

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

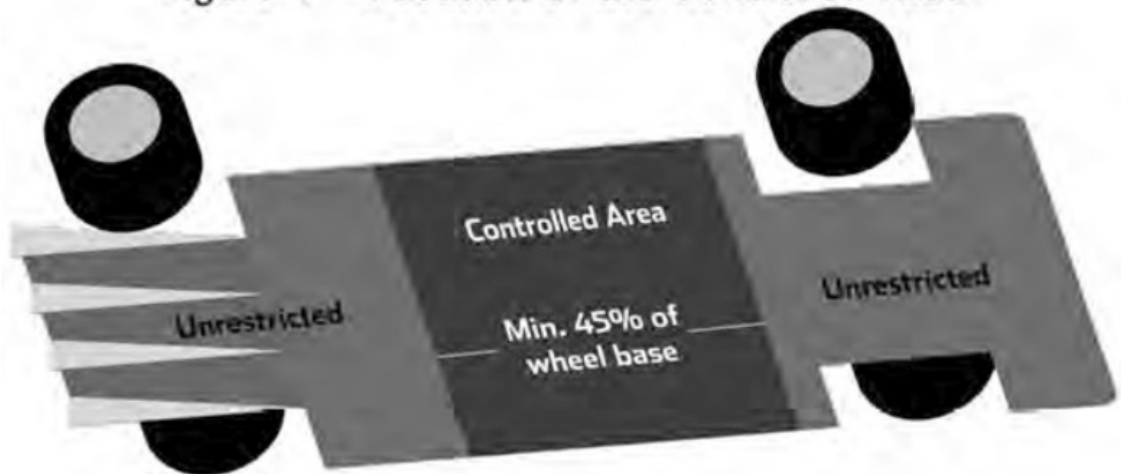
E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of **front and rear** wings shall not exceed 8 square feet. **Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.**

2. **Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 100 lbs. and must be constructed within the following limitations:**

a. **For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.**

Figure 1 – Location of the Controlled Area



b. **No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.**

4. The current GCR ~~GSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall also apply to **all Sports Racers ASR and** production cars as recognized in DM/EM running in BM as sports racers.

5. **Production cars** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing **FA** GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports

racer **P2 GCR** maximum height (45.25 inches per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).

2. Front wing width may match but shall not exceed overall front width as measured at the tires. **Front wing elements may not extend behind the front wheel centerline.**
3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed **7 cm (2.756 inches)** additional width per side and shall not deviate more than 10° from vertical. **No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.**
 - a. **Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).**
 - b. **For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).**
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

~~G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F."~~

Comments from the MAC:

Regarding the removal of the previously-proposed E.2, aerodynamic modelling has been conducted and the results have indicated that the original version of this portion of the rule ("Rear diffuser starting point...") would have allowed nearly as much aerodynamic advantage as the 45% rule, which is now reinstated in the updated version.

In the previously-published and current versions, a minimum width is proposed for BM because a narrower car can follow a more advantageous line through a Solo course. Due to the width of the bases, contact between a tire and the base of a pylon is generally what limits the path that a car can follow. The practical measurement which is closest to the point where a tire will hit a cone is the width between outer tire sidewalls. Other measurements, for instance to the wheel rim, a splitter or the bodywork, move further from the point where contact is typically made, without making the measurement substantially easier to make. Having looked at various different options, it is the opinion of that MAC that the proposed rule, subsection C.9, is the best and most practical way to put a lower limit on the effective width of a BM Solo car.

#16236 Rule change proposal DM Forced Induction

In Appendix A, under class D Modified, change subsection B as follows:

"B. Weight w/ driver vs. Displacement

Normally-aspirated piston engines up to & including 1800 cc..... 1280 lbs.

Normally-aspirated 12A rotary engines w/ porting restriction..... 1280 lbs.

Normally-aspirated piston engines 1801-2000 cc..... 1380 lbs.

Normally-aspirated 13B rotary engines w/ porting restriction..... 1380 lbs.

All forced-induction engines with displacements per 18.0.B, up to 2000cc 1380 lbs."

Other Items Reviewed

Awards

#16281 Solo Driver of the Year

Thank you for your input.

Street

#16160 2013 Porsche Boxster S Move to AS Proposal

Thank you for your input. This is a vehicle that the SAC and SEB will continue to monitor.

#16170, 16171 Corvette Classing Comments

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

Modified

#14732, 14734, 14736, 15105, 15117, 15145, 15391, 15392, 15414 BM Comments

Thank you for your comments. Please see item #15397.

#15852 CVT in BM Proposal

Thank you for your comments. Please see item #15397.

#15853 2 Strokes in BM Comments

Thank you for your comments. Please see item #15397.

#15854 Direct Fuel Injection in BM Proposal

Thank you for your comments. Please see item #15397.

Not Recommended

Street

#15997 2012-2015 GTR to SS Proposal

Thank you for your input. The SAC does not recommend adding these cars at this time.

Modified

#16274 600cc Micro Sprint Classing Proposal

Per the MAC, the attributes of the Micro Sprint have been evaluated, and it is not deemed suitable for Solo events at this time due to concerns about size, configuration verification, and safety.

Handled Elsewhere

Street

#16156 Lexus CT200h Classing Proposal

Please see item #16233.

Modified

#15279 Cooling Fan Allowance Proposal

Please see item #14946.

#16027 FSAE Aero Rules Propoal

Please see the response to item #15029.

Tech Bulletins

Street

#16112 Volvo S60R T6 Polestar Classing Proposal

The GS listings for the Volvo S60R and V70R are clarified as follows:

S60R *(except T6 Polestar)*

V70R *(except T6 Polestar)*

#16229 Jag F-Type R Coupe Classing Proposal

Add to AS listing:

Jaguar

F Type, all except Project 7 (2014-2015)

#16233 Lexus CT200H Classing Proposal

Add the following new listing to HS:

Lexus

CT200h (2011-2015)

#16255 Class 2015 EcoBoost Mustang

Add to FS listing:

Ford

Mustang Ecoboost (2015)

Street Touring

#14757 Sentra Classing Proposal

Per the STAC, amend listings in STS and STX, to clarify the existing classing and add coverage of currently-unlisted models. The effect of this change is to add the 1.8 Sentra to STS and the Sentra SE-R (non-Spec V) to STX.

Remove from STS:

Nissan Sentra SE (1998-2001)

Nissan Sentra SE-R (1991-94)

Add to STS

Nissan Sentra *(1.6, 1.8, 2.0) (1991-2012)*

Add to STX

Nissan Sentra SE-R (2000-2012)

#16223 2015 WRX is listed in STU, not STX

Errors and Omissions:

The following listing error is corrected in STU:

Subaru

Impreza WRX (2009-~~14~~)

Note: The 2015 is classed in STX, per December Fastrack item #14329.

Street Prepared

#16227 SSR/SP tire exclusion

Errors and Omissions:

Super Street R

In Appendix A, under class SSR, change "No tires are currently listed" to "*Kumho W710*"

Street Prepared

In 15.3, change "No tire models are currently listed" to "*Kumho W710*"

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 25, February 28, March 1, 2015

The Solo Events Board met by conference call February 25th and in Kansas City February 28-March 1. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended to the BOD

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

#13838 Passenger Age Comments

Effective 1/1/2016, change 1.3.2.D as follows:

1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57" tall*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.

#15820 Child Ride Allowance Comments

Insert a new third sentence of 1.3.2.O to read as follows:

Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding.

Street Touring

#14332 94-01 Acura Integra in STX Proposal

Change the Appendix A classification *from STS to STX*:

'94-'01 Acura Integra (Non-Type R)

#15045 Fiat 500 Abarth Classing Proposal

Move the following Appendix A listings *from STS to STX*:

Fiat 500 Abarth

Fiat 500 Turbo (2013-2014)

Street Prepared

#12572 E9X M3 move to BSP

Remove the following *line from ASP* and add *to ESP*:

BMW

M3 (2007-13)

Note: The SPAC feels that this car would not be an overdog in ESP.

Member Advisories

Tire Rack Solo Nationals

The SEB has approved Alex Jones and Roger H. Johnson as course designers for the 2015 Tire Rack Solo Nationals.

Street

#16271 Options Clarification

At the present time, the SAC feels that the currently available "exclusive" options (such as those which Porsche designates "Porsche Exclusive") are legal, as delivered through US dealers. Competitors are reminded that the burden of documentation rests with the competitor.

Street Prepared

#16312 Update/Backdate Clarification

Per the SPAC, to correctly update/backdate the roof on an E30 chassis BMW, the competitor must also replicate bracing in order to be in compliance with 15.11.

Prepared

#16295 PAC Application

The SEB has approved the appointment of Nick Gruendler to the PAC.

Kart

#14619 Electric Karts Classing Proposal

Appendix G.II.A states that "125cc shifter karts (KM) are the fastest karts allowed." Subject to this constraint electric karts would be legal for Solo use, however the KAC has concerns that this constraint could be violated depending on the design of the electric kart in question. Further the KAC feels that the rules from other sanctioning bodies related to these vehicles are currently too fluid to confidently reference. As such the KAC is not recommending classing an electric package for national competition and advises Regions to evaluate the performance of the specific vehicle in question to ensure that Appendix G.II.A is not violated.

#15976 JB Briggs World Formula Restrictors

The SEB/KAC wishes to thank Briggs and Stratton for the continuing support of the FJ World Formula Solo program by providing restrictors for the FJB class at no cost to members. The SEB/KAC would like to ask parents who have a WF restrictor that is no longer needed to please return the restrictor to SCCA for redistribution.

Change Proposals

Street Touring

#15087 SC300 Move to STX Proposal

The following classing change proposal, effective 1/1/2016, is provided for member review and comment:

Change Appendix A classification *from STS to STX*:

Lexus SC300

Street Prepared

#13934 Jensen-Healey Move to FSP Proposal

The SPAC requests member feedback on the following changes to Appendix A:

Remove the following line *from CSP*:

Jensen-Healey

Add the following line *to FSP*:

Jensen-Healey

Note: The overall feeling in the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

Street Modified and Prepared

#15047 Weigh With Drivers Proposal

The SEB is proposing the following change in order to obtain membership feedback.

Change all weights in Street Modified and Prepared to be specified as *with driver*, and increase all weight specifications in those two categories by 200 lbs.

Note: this will make all categories in Solo utilizing minimum weights have a consistent methodology as well as provide more parity among drivers of different weights.

Prepared

#15274 DP/EP/FP Displacement Multiplier Proposal

The PAC has provided the following for member review and comment:

XP and CP already calculate minimum weights by actual displacement, as these classes permit engine changes. Noting that many cars currently classed in Section 17: Prepared do not have "0" over, high compression pistons available, the PAC is seeking member comments regarding utilizing the *actual engine displacement, including any allowed bore changes*, to calculate the minimum weight of a vehicle in DP, EP, and FP.

#15583 FWD VW Classing Proposal

The PAC Recommends publishing for member comment the following class change:

Move VW Corrado VR6 (1992-1995) *from FP to EP*.

The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6cyl engines to be a good fit in EP, without being an overdog. The PAC recommends moving these vehicles to EP for 2016.

Modified

#15029 FSAE Aero Proposal

Per the SEB, the previously-published rule change proposal regarding FSAE is withdrawn and the following proposed changes are provided in its place:

Remove from Section 18.5, subsections *18.5.B* and *18.5.E.2*.

Kart

#15724 FJ Tire Proposal

The KAC is seeking member feedback on spec tires for the FJ program, as follows:

Should FJ continue with the MG Red as the spec tire or use an inclusion list consisting of the MG Red and the Hoosier R60?

#16325 Junior Age Comments

The KAC recommends changing 19.2.A.3.a as follows: Age: 5 to **8** years.

This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.

Other Items Reviewed

Street

#16321 Tire Comments

Thank you for your input on the availability of 200TW tires prior to the April 30th Deadline.

#16407 Street Tire Comments

Thank you for your comments supporting the move to Street Tires and relaying your positive experience.

Street Prepared

#16294, 16302 Roll Center Comments

Thank you for your input. The SPAC has not yet made a decision on roll center letter #14955.

Kart

#15835 Junior Weight Comments

The KAC thanks you for your input.

Not Recommended

Street

#15831, 16437 Veloster Turbo Move to HS Proposal

Thank you for your input. The SAC does not recommend making this change at this time, and will continue to monitor the competitive mix in GS/HS.

#15870, 16028, 16030, 16041, 16114, 16193, 16225 Fiat Abarth Classing Comments, Move to HS Proposals

Thank you for your input. The SAC does not recommend moving this car to HS, and will continue to monitor the competitive mix in GS/HS.

#16006 Tire Allowance Proposal

The SEB notes that the examples listed in Section 13.3 for reasons a tire may be excluded is not exhaustive.

#16404 Street Tire Rule Proposal

The SAC feels that the 200 treadwear rating is appropriate for the Street category. Although short supply may be an issue, this is a temporary situation that does not warrant a rule change.

#16431 Street Class Comments

Thank you for your input. The SAC does not anticipate adding any additional National classes in the Street category. Regions are reminded that they are free to add classes that they feel are appropriate.

Street Touring

#16104, 16105 R1R Exclusion Proposal

The SEB is not in favor of putting the Toyo R1R on the exclusion list at this time.

#16429 911S STR Classing Proposal

The STAC feels that the 1974-77 Porsche 911 falls outside of the Street Touring vision. Local Regions are encouraged to make special classing allowances for vehicles such as these as they see fit.

Street Prepared

#14140 Super Charger Drive Pulleys

The SPAC is not comfortable with changing the rules regarding supercharger pulleys at this time because it has the potential to change the competitive balance of SP classes.

#14202 Super Charger Boost Allowance Proposal

Please see the response to item #14140. Thank you for your input.

#14278 Differential Cover Allowance Proposal

Solid-axle differential cover replacements are allowed per 15.8.1.6. At this time the SPAC does not feel that differential covers for IRS cars should be open due to the possible unintended consequences of such a change.

Prepared

#9983 LP GP Cars Allowance Proposal

The PAC and SEB eliminated GP and have worked to incorporate Preparation Level 2 vehicles into EP. The PAC will continue to monitor the class and introduce new make/model listings to facilitate increased participation opportunities for members.

The PAC thanks the member for their feedback.

#16388 Bodywork Clarification

Per the PAC, there is no allowance for the replacement of an X-prepared Corvette windshield frame/"A-pillar," because Appendix A, section X-Prepared explicitly excludes Section 17.11.A "In-Excess" vehicles. Sections 17.2.A and 17.2.R prevent the modification of this bodywork.

Kart

#16002 Kids younger than required age not allowed to run

Update 2/25/15: The KAC withdraws the previously-published proposal to change 19.2.A regarding entrants having a birthday during the competition season (change proposal #16002, February Fastrack).

See item #16325 for a related proposal.

Handled Elsewhere

Street

#16343, 16344 2015 Ford Mustang I4 Ecoboost Classing Proposal

Please see letter 16255 in Fastrack.

Street Touring

#15789 Fiat 500 Abarth in STX Comments

Please see item #15045.

Street Prepared

#14579 BMW E9x M3 Move to ESP Proposal

Please see item #12572.

#14654, 14655, 14656, 14658, 14686, 14719, 14832 M3 Move to ESP Comments

Thank you for your comments. Please see item #12572.

#15898 2007+ GT500 Classing Clarification

This has been corrected in the February Fastrack, item #15887.

Tech Bulletins

General

#16465 Drone rule omitted

Errors and Omissions: the following Tech Bulletin was inadvertently omitted from the published 2015 Solo Rules:

Add new section 1.3.2.V as follows:

V. The use of unmanned aircraft systems (UAS's, i.e. drones) is not permitted at any event, unless (1) approved by event officials, and (2) the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of UAS's, and must provide at a minimum \$10M of primary coverage.

Note: the online updated version of the Solo Rules has been corrected to include this addition.

#16566 3.3.3 Renumbering Corrections

13.9.E should refer to 3.3.3.B.18, not 17.

13.10.C should refer to 3.3.3.B.16, not 15.

14.10.D should refer to 3.3.3.B.16, not 15.

15.2.F should refer to 3.3.3.B.3, not 3.3.3.B.2.

15.6.A should refer to 3.3.3.B.13, not 12.

15.10.I should refer to 3.3.3.B.16.

17.10.L should refer to 3.3.3.B.16.

18.4 should refer to 3.3.3.B.13.

Street

#12563 Alfa Romeo 4C Classing Proposal

Effective immediately upon publication, add to SS as a new listing:

Alfa Romeo

4C (2015)

#16322 BMW 3 Series Diesel Classing Proposal

Add to FS as new listings, effective immediately upon publication:

BMW

328d (2014-2015)

335d (2009-2011)

#16353 Tire Clarification

Errors and Omissions:

Add "*Tires may be replaced with tires of any size that fit the allowable wheels and fender wells without modification*" as the first sentence of section 13.3 and move "Tires must be designed for highway use on passenger cars" to new section 13.3.A.5.

Note: the added wording was previously in 13.3.G and was inadvertently omitted when 13.3 was reorganized for 2014.

#16384 2015 MINI Cooper S year listing corrections

Errors and Omissions:

The DS listings for the Mini Cooper Roadster and Cooper S in DS are corrected as follows:

MINI

Cooper Roadster S (*2012-15*)

Cooper S (*2002-15*)

#16430 300ZX Classing Comments

Per the SAC, correct the FS listing for the Nissan 300ZX Turbo from "(1983-1990)" to "(1983-*1989*)"

Street Touring

#14991 1984-1989 300zx Classing Clarification

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

In STX:

Nissan 300ZX N/A (1984-1989)

In STU:

Nissan 300ZX Turbo (1984-1989)

#15818 94-97 Honda Accord Classing Proposal

Per the STAC the following new listing, effective immediately upon publication, is added to Appendix A:

STS

Honda Accord (1994-1997)

#15974 Mustang Turbo, Charger and Challenger Classing Proposal

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

In STX:

Dodge Challenger (V6) (2008-2015)

Dodge Charger (V6) (2006-2015)

In STU:

Ford Mustang (2.3T) (2015)

Dodge Challenger (V8) (N/A) (2008-2015)

Dodge Charger (V8) (N/A) (2006-2015)

#16226 Proposal to include 2013+ Honda Civic Si models in ST classes.

Per the STAC, modify the Appendix A listing in STX as follows:

Honda

Civic Si (2006-*2015*)

Note: the effect of this is to add the 2013-2015 cars to STX, and as such those are subject to the provisions of 3.2.

Street R, Street Prepared, Street Modified

#16568 DOT-R tires in SP, SM, and SSR

Errors and Omissions: The following wording changes were published as Tech Bulletins (#15191, December 2014 and #14477, November 2014) but inadvertently omitted from the 2015 rule book:

Change 15.3 and Appendix A SSR to read as follows:

“Tires must meet the requirements for Street Category with the exception of Sections 13.3.A.1 (minimum UTQG treadwear grade) and 13.3.A.2 (minimum molded tread depth) *and 13.3.A.5 (tires must be designed for highway use)*. Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

Kumho Ecsta W710”

Street Prepared

#12936 2013 Mini Cooper JCW GP2 Classing Proposal

Change the Mini listing for DSP from:

MINI

Cooper S (all including JCW & 2006 JCW GP except Countryman)

To:

MINI

Cooper S (all including JCW & JCW GP except Countryman)

Note: This is to clear up confusion regarding the 2013 JCW GP which is included in this line.

#16222 Fix WRX listing

Errors and Omissions: The ASP listing under Subaru in Appendix A is corrected as follows:

Subaru

Impreza WRX (all incl. STI) (*2002-14*), Legacy (Turbo) (2004-14), & Forester XT (2004-14)

#16391 Class Focus ST in SP

Add the following listing to DSP, effective immediately upon publication:

Ford & Mercury

Focus ST (2013+)

Prepared

#16469 CP wheel width conflict

Per the PAC, amend Section 17.4 and Appendix A, Prepared for clarity.

Amend Section 17.4 as follows:

17.4 WHEELS

- A. Any wheel ~~may be replaced in accordance with the Prepared class listings in Appendix A.~~ not exceeding 12" in width may be used for all classes. Any wheel may be replaced in accordance with the Prepared listings in Appendix A.
- B. Wheel spacers may be used.
- C. Any wheel mounting stud or bolt may be used.
- D. The use of center lock wheels and hubs is permitted.
- E. ~~A~~ The manufacturer's *standard* original wheel size *exceeding the listing in Appendix A* may be used, *and must remain*; this is axle-specific relative to original *standard*-size wheels, *with no additional weight penalty*. Track dimensions must comply with *the listings* those specified in Appendix A. ~~, as applicable. Any weight increases listed in Section 17.4 must be complied with. Original equipment size wheels exceeding 17.4.A Appendix A are allowed with no additional weight increase.~~

Amend Appendix A as follows:

C-Prepared, replace "Wheel size allowances are as per 17.4" with:

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

D-Prepared, before the "Weight Formulas" Section, Add:

Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.

E-Prepared, before the "Weight Formulas" Section, Add:

Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.

F-Prepared, before the "Weight Formulas" Section, Add:

Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 25

The Solo Events Board met by conference call March 25th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman; Doug Gill of the National Staff; Brian McCarthy and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended to the BOD

The following subject 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

#15749 Floormats again

Modify the new 3.3.3.B.2 as follows:

“Pedal operation must not be impeded. Driver’s side floor mat must be removed *unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.*”

Member Advisories

Street

#16626, 16639, 16670, 16672, 16673, 16675, 16684, 16693, 16703, 16706 Scion Port Install Package Documentation Clarification

The SEB in conjunction with the SAC and the National Staff have been investigating the details of port installed options for the Scion FRS MY 2013-2015. Specifically, the TRD lowering springs P/N PTR07-18130 and TRD Sway Bar Kit P/N PTR11-18130. It has been determined both kits were available as port installed options for 2013-2015 Scion FR-S models, and thus they are compliant for use on a Scion FR-S in C Street.

Street Prepared

#14349 Update/Backdate clarification

Per the SPAC, update/backdate in Street Prepared is generally restricted to replacing parts that are like in function and placement. The essence of it is that the resulting parts should be a configuration or mix of configurations that reflect various options and years that were available on that model. This is not to be confused with an “option package conversion” which stipulates that every configuration on a vehicle be reflective of a particular model, year, and trim level.

One major restriction of Update/Backdate is that you may not swap a part for a non-part unless there was a configuration of that vehicle that featured the absence of that part. A negative example of this would be removing the rear doors on a four-door vehicle that also came as a coupe. While the rear doors were absent on the coupe, the overall configuration (a four-door chassis without rear doors) is not representative of how the car was configured by the manufacturer. A positive example of this is the removal of the retractable soft top on certain Miatas. Certain Miatas were offered without a soft top in a valid configuration so it is legal to use Update/Backdate to reflect that.

In the referenced S2000 clarification, the SPAC determined that yes the soft top may be removed, but Honda never offered the S2000 without a soft top and without the tonneau that was standard on all S2000CRs. Mere removal of the soft top constitutes swapping a part with a non-part just as removing the tonneau cover from a CR (without installing a soft-top) would. S2000 owners in BSP must decide whether to run one of two parts in this instance, either the factory soft top or the tonneau cover.

#16510, 16540, 16617 SPAC Applications

The SEB has approved the addition of Billy Davis and Greg Anthony to the SPAC. The SEB thanks all of the

members who indicated an interest in serving the Club in this capacity.

Street Modified

#16307 SMAC Application

The SEB has approved the addition of Jason Tipple to the SMAC.

#16347 Fender Allowance Clarification

Per the SMAC, fender liner removal is allowed per 16.1.I. Rear quarter fender modification (cut/pull/flare) is allowed per 15.2.A.

Modified

There is an opening on the MAC. Interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Change Proposals

General

#15275 Fix catchall Appendix A wording

The previously-published proposal to change the unclassified cars / catch-all provisions at the beginning of Appendix A has been amended and is provided here for additional member review and comment:

Change the second paragraph under APPENDIX A - AUTOMOBILE CLASSES as follows:

~~All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. Such unclassified cars will not be eligible for **National Solo® Events** or the **Solo® National Championships**. Members should look for a **TechBulletin in an early current-year issue of the official SCCA® publication (Fastrack® News) at www.scca.com for details or contact the National office.**~~

In addition:

- Add a catch-all to Super Street as follows: "*All eligible unclassified cars not covered by another catch-all listing*".
- Re-order the sequence of class listings in the rulebook for ST to: **STU, STR, STX, STS, STF**
- Re-order the sequence of class listings in the rulebook for SM to: **SSM, SM, SMF**

Street Modified

#13595 Camber Plate Installation

Add to 16.1.E the verbiage "*Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*"

Other Items Reviewed

General

#15043 New Class for vintage sportscars

The National Office has created the Heritage Classic class which will be available at Tour and Pro events during the year. The SEB will continue to monitor and evaluate the development of this class. Interested members are invited to check the ruleset out here: <http://www.scca.com/assets/2015-3-19%20HC%20prepared%20class.pdf>

#16526 Appendix I - Sound Level Measurements

Thank you for your input.

Junior Kart

#16348 16002 Kids younger than required age not allowed to run

Thank you for your input. Proposal #16002 was withdrawn in the April Fastrack.

Street Prepared

#14820, 14822 Differential Bushing Comments

Thank you for your comments.

#14894 Repair Method Proposal

Thank you for your input. The common sense repair wording was approved by the BOD and added to section 13 of the 2015 rules.

#15071, 15077, 15182, 15286 AWD Move to ASP Comments

Thank you for your input. With the BOD's approval, the WRX and turbo DSMs were moved to ASP as of the 2015 season.

Street Modified

#16292, 16299, 16300 SSM and SM Classing Proposal; Class Changes Comments

Per #15199, the proposal has been withdrawn. Thank you for your input.

Not Recommended

Street

#16453 Street Class tire swapping between runs.

Thank you for your input.

Street Modified

#15014 SMF Weight Increase Proposal

The SMAC thanks you for your input but feels the minimum weights in SMF are appropriate at this time.

#15199 SSM and SM Classing Proposal

The SMAC thanks the members for their input. At this time the SMAC is withdrawing the proposal to class selected cars outside the SM classing guidelines.

#16471 AWD Move to SSM Proposal

The SMAC considers AWD cars to be classed appropriately at this time.

#16574 SMA Class Proposal

The SMAC considers AWD cars to be classed appropriately at this time.

Prepared

#16399, 16607 K-Member Substitution Proposal

The PAC notes that under the current Section 17 Prepared rules Tubular K-members are allowed, with the appropriate weight penalty, under the Section 17.11 In-excess rules. However, due to manufacturer-specific differences (e.g - Ford: Engine/Transmission Cradle vs GM: entire frame structure forward of the firewall) in the construction of a front subframe or K-member an alternate sub-frame allowance would eliminate cross-manufacturer parity in C-Prepared.

The PAC thanks the members for the inquiries.

Handled Elsewhere

General

#16629 Fastrack Documentation Proposal

Please see the response to item #15713 in the January Fastrack.

Street

#16459 Alfa Romeo 4C

The Alfa Romeo 4C has been classed in SS per item #12563 in the April Fastrack.

Tech Bulletins

Street

#16524 Classification of the Chrysler 200 C and 200 S vehicles

The SAC has recommended the following new listings, effective immediately upon publication:

2010-2014 Chrysler 200 V6 all - GS

2015 Chrysler 200 V6 all - GS

2010-2014 Chrysler 200 4 cylinder all - HS

2015 Chrysler 200 4 cylinder all - HS

#16600 Porsche Cayman/Boxster GTS Classing Proposal

The SAC has recommended the following new listings, effective immediately upon publication, for SS:

2015 Porsche Cayman GTS

2015 Porsche Boxster GTS

#16755 Classification of Scion FR-S Release Series 1.0

Per section 3.2 of the Solo Rules and in light of the clarification #16626 regarding port installed TRD springs/bars for the Scion FR-S, the SEB is reclassifying the Scion FR-S Release Series 1.0 from B-Street to C-Street, effective immediately. The new C-Street listing will read "Scion FR-S (inc. Release Series 1.0)"

Street Touring

#16454 Error with Chevy Spark classing in 2015 rules

Errors and Omissions:

The following listing error is corrected in STF:

Chevrolet Spark

Note: The Spark was classed in STF, per August Fastrack item #13904.

Street Prepared

#16564 E&O for Steering rack bushings

Errors and omissions: the steering rack bushing rule didn't get updated per letter #12542, which was approved by the BOD in 2014 Dec. Fastrack. The change is as follows:

Remove "The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited." from 15.8.E

Street Modified

#16590 Remove 16.1.D.2

Remove 16.1.D.2 "Maximum engine displacements per class are specified in Appendix A." from the rule book as there is no max displacement defined in Appendix A and it could be confusing.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 22, 2015

The Solo Events Board met by conference call April 22nd. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended Items for 2016

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. Please send your comments via the form at www.soloeventsboard.com.

Street Prepared

#13934 Jensen-Healey Move to FSP Proposal

Move the following listing from CSP to FSP:

Jensen-Healey

Note: The belief of the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

Member Advisories

Safety

#16473 Helmet Clarification

Modular helmets meeting the requirements of Sec. 4.3.1 are legal for use in Solo.

#16575 E Cigs in Grid Clarification

All forms of E-cigarettes are not allowed in grid or staging areas under 1.3.2.P of the Solo rules.

Note: most state laws prohibit E-cigarettes wherever regular cigarettes are banned.

#16867 Wheeled Personal Conveyances

The Solo Safety Committee strongly encourages all Regions to include in their supplementals a ban on the use of scooters, skate boards, roller skates and any similar type wheeled personal conveyances in any grid area.

Street

#16633 BMW M235i Clarification

The SAC has verified that the limited slip differential for the M235i is a port installed option and therefore eligible for use in competition in FS.

CONTENTS

BOARD OF DIRECTORS	None
SOLO	1
SEB Minutes	1
CLUB RACING	8
CRB Minutes	8
Technical Bulletin	12
Court of Appeals	15
Time Trials Admin. Council	None
RALLY	17
RallyCross	17
Road Rally	None
LINKS	18

#16776 BFG Rival-S Tires Clarification

Based on information from multiple sources, BFG has met the eligibility requirements as of April 2.

#16743 BFG Rival S Clarification

Per 13.3.A.2 of the 2015 Solo Rulebook the minimum molded tread depth must be 7/32" as specified by the manufacturer. BFG states that their tread depth exceeds this measurement.

Street Touring

#16545 Sway bar Clarification

Per the STAC, the "Mazda2 B-Spec sway bar by Tri-Point Engineering" is not an anti-roll bar as it does not meet the conventional definition. Thus it is not compliant with the provisions of 14.7.

#16546 Ice in Intake Clarification

Per the STAC, active intakes incorporating devices such as leaf blowers, compressed air, N2O, ice, dry ice, or refrigerant are not compliant as they do not fit the conventional definition of an air intake.

Street Prepared

The SEB thanks Mark Madarash for his service as a SPAC member.

Modified

The SEB thanks Dave Whitworth for his service as MAC member and committee Chair.

Change Proposals

Safety

#16563 Course Speeds

Change the following in 2.1

Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street, ~~and~~ Street Touring®, ~~and Street Prepared~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving.

In conjunction with the above, change the following in 2.2.A

A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street, ~~and~~ Street Touring®, ~~and Street Prepared~~ category cars.

Note: The intention of this change is not to speed up courses, but rather to update the rulebook to reflect today's reality. The capabilities of the fastest SP cars have increased dramatically since this rule was written which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

#16864 Passengers

Change 1.3.2.D by removing the following wording from the paragraph following D.4:

~~In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted.~~

Note: This change deletes superfluous wording. Passengers will continue to be allowed at regional events per 1.3.2.D and regional supplemental regulations, if applicable.

Street Prepared

#14955 Non-OE dimension ball joints

The SPAC is republishing the following proposal package for more member feedback.

Per the SPAC, change 15.8.H.4 to remove the last sentence, as follows:

4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. 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. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~

And add the following new subsection 15.8.H.5

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

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

#15078 Oil Tank Clarification

Per the SPAC, add new section 15.10.CC as follows:

CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.*

Other Items Reviewed

Safety

#16296 Floor mat Comments

Thank you for your input.

Street

#16649 Tire Comments

Thank you for your input. The SAC and SEB will continue to monitor the value and wear characteristics of compliant street tires.

#16680 Section 12 Standard Part Description Clarification

Thank you for your input. The Standard Part description in Section 12 is considered appropriate as written.

Street Prepared

#16587 Control Arm / Ball Joint Spacer Proposal

Thank you for your input. The SPAC has not made a decision on ball joint extenders.

Not Recommended

Street

#16537 Tire Allowance Proposal

Thank you for your input. The SAC does not feel that allowing tires that do not meet the size requirements is appropriate for national competition.

#16562 Sway Bars and Camber Plates Allowance Proposal

Thank you for your input. The SAC does not feel that allowing camber plates and more sway bar allowances is appropriate for Street at this time.

#16586 BFG Rival-S Comments

Thank you for your input. The SAC will continue to monitor the competitive mix for tires in the Street category.

#16594 Transmission Control Module (TCM) Proposal

Thank you for your input. The SAC does not feel this is appropriate for the Street category.

#16624 C4 Corvette Classing Proposal

The SAC feels that the 30 year rule is appropriate for vehicles competing in the Street category on the national level. Regional programs are free to modify classing to fit their local needs.

#16685 Scion FRS Move From CS to BS Proposal

The SAC does not feel that it is appropriate to move the Scion FRS to BS at this time. The committee will continue to monitor the situation.

#16699 Wheels downsizing allowance

The SAC does not feel that changing the wheel allowance is appropriate at this time.

#16701 2014 Porsche 991 GT3 classification

Please see the response to letter #16750.

#16734 Lexus IS350 F Sport Move out of FS Proposal

The SAC feels that this car is classed appropriately.

#16738 Nissan Juke Nismo RS Edition Classing Proposal

The manufacturer specifications indicate that the Juke NISMO RS has a 60.8" overall height and a 59.65" average front/rear track. Thus it does not fall in the acceptable range per 3.1.A.

#16750 New Street Class Proposal

The SAC feels that the Porsche GT3 2014-2015 is not appropriate for SS at this time. We will continue to monitor the competitive mix in SS.

Street Touring

#14520 Porsche 911 Classing Proposal

STAC does not feel that these cars are a good fit at this time. The STAC and SEB will continue to monitor this situation.

#15934 Tyrol Rigid Collar classing. (Mk6 Gti/b6 Passat)

Per the STAC, the manufacturer mounting is adequate, and creating a rule that allows this could provide an opportunity for deliberate unintended suspension mounting adjustments.

#16528 Minor firewall cut for strut brace installation

The STAC is not in favor of allowing cutting of the firewall for strut bar clearance.

#16529 2000-2005 Toyota Celica

In the opinion of the STAC the 2000-2005 Toyota Celica is too powerful and light for STF.

#16551 Rear Seat Removal Proposal

The STAC does not recommend allowing rear seat removal as this would exceed Street Prepared allowances, and is not considered consistent with ST category philosophy.

#16696 Cat Location Comments

Thank you for your input, but the STAC thinks the current rule best serves the membership's interest at this time. The STAC does not think additional allowances are necessary for the referenced specific model limitations. Every car classed does not get to take advantage of every allowance.

#16735 Ballast Allowance Proposal

Per the STAC this is not recommended due to being beyond the spirit of the category. The STAC believes the objective can be achieved with the other allowances in category.

Street Modified

#14831 Cosmetic Appearance Clarification

Per the SPAC, the allowances in SP for sway bar installation are sufficient as written.

#16603 Street Prep cars in Street Mod

The SMAC does not see a need to allow SP cars to run in SM without complying with minimum weights. Section 1.1 of the Solo Rules allows Regions to adjust classing.

#16623 BMW E30M3 88-91 Move to DSP or ESP Proposal

The SPAC feels that the E30 M3 is correctly classed in CSP.

Handled Elsewhere

Street

#16742 FRS 1.0 Classing Proposal

Please see item #16755 in the May Fastrack for information on the FRS 1.0 classing.

Street Touring

#16345 Porsche 996 Classing Proposal

Please see the response to item #14520 elsewhere herein.

#16349 Porsche 996 STU eligibility

Please see the response to item #14520 elsewhere herein.

#16627 Fiat 500 Abarth / Turbo in STX Comments

Thank you for your input. The Fiat 500 Abarth / Turbo class change was recommended to the BOD per item #15045 in the April Fastrack, and will take effect in 2016.

Street Prepared

#11974 Splitter Clarification

Please see #11977 elsewhere herein.

#14491, 16608 2015 Subaru WRX STI classing Proposal

Thank you for your input. Please see item #16662 elsewhere herein.

#16635 BMW E90/E92/E93 M3's from ASP to ESP Proposal

Thank you for your input; the car has been recommended to BOD for reclassification to ESP effective 1/1/2016 per item #12572 in the April Fastrack.

Tech Bulletins

Safety

Update the first sentence of 4.3.3 to read "Full face *or modular* helmets shall be worn...."

Street

#16752 2015+ VW Golf R Classing Proposal

Per the SAC, the following new listing is added in Appendix A, effective immediately upon publication:

BS

Volkswagen

Golf R (2015)

#16817 Acura ILX Classing Proposal

Per the SAC, add the following new listing in Appendix A, effective immediately upon publication:

HS

Acura

ILX

Street Touring

#14753 Toyota ECHO to STF Proposal

Errors and Omissions: the Toyota Echo (2000-05) listing in the rule book in class STF is incorrect; the car should be listed in STS (per the December Fastrack).

#16436 Suzuki Swift Classing Proposal

Per the STAC, add the following new listing in Appendix A, effective immediately upon publication:

STS

Suzuki

Swift (1994)(N/A)

#16585 Kia Forte Turbo Classing Proposal

Per the STAC, add new Appendix A listings to STX and modify the STF listings for the Kia Forte as follows, effective immediately upon publication:

STF

Kia

Forte *(N/A)*

Forte Koup *(N/A)*

STX

Kia

Forte (turbo)

Forte Koup (turbo)

Street Prepared

#11977 Splitter Clarification

Per the SPAC, append to 15.2.I.1 as follows:

“This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members, that serve to trap air on top of the splitter by preventing it from flowing around the side of the car, are not allowed.”

Note: This addresses member concerns that resulted from the wording of member advisory #11290 published in the August 2013 Fastrack. There was never an intent to eliminate vertical air dams/spoilers.

#16398 Fiesta ST

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

CSP

Ford

Fiesta ST (2014-15)

#16432 Yaris, Fit, Versa Classing Proposal

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

FSP

Honda

Fit

Nissan

Versa (2007-15)

Toyota

Yaris

#16662 2015 WRX Classing Proposal

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

ASP

Subaru

WRX (all including STI) (2015)

#16790 Incorrect Corolla FX-16 classing

Errors & Omissions: The Toyota Corolla FX16 was classed from DSP to FSP for 2013 (Fastrack News November 2012, page 10). Hence the Appendix A listing in DSP should be deleted.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 27, 2015

The Solo Events Board met by conference call May 27th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended Items for 2016

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. Please send your comments via the form at www.soloeventsboard.com.

General

#15360 Roll bar material specs

In Appendix C, Section B.2, change the tubing size/car weight table as follows:

Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, **1.375 x 0.080**

1501-2500: 1.500 x **0.095**, **1.625 x 0.080**

2501+: 1.500 x 0.120, 1.750 x 0.095, **2.000 x 0.080**

For purposes of comparison, the current roll bar tubing minimum requirements per car weight are as follows:

Under 1000 lbs: 1.000 x 0.060

1000 - 1500: 1.250 x 0.090

Over 1500: 1.500 x 0.120, 1.750 x 0.095

Note: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

Street Touring

#15087 SC300 Move to STX Proposal

Change Appendix A classification **from STS to STX**:

Lexus SC300

Modified

#14946 Cooling fans in Formula F / CM

The MAC and SEB recommend the following change to the first paragraph Solo Rules section 18:

“18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) **and cooling fans** are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s).”

#15280 GCR Sports2000 Proposal

Change Appendix A, class C Modified, first sentence, as follows:

A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~

Note: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

Member Advisories

Street

The SEB and SAC thank Tom Reynolds for his service as a member of the committee.

#16532 Shock Attachment Clarification

The earlier SEB response to letter 16210 was ambiguous about the components involved, so we are issuing this response to letter 16532:

Although 13.5.B specifically permits replacement of the shock bushing in the upper mounting plate, it goes on to state “not allow other modifications to the plate itself or use of an alternate plate.”

The mount hardware identified in letter 16210 modifies the manufacturer’s mounting plate, which is specifically disallowed per 13.5.B.

#16862 Porsche Cayman GT4

The SAC will reserve its recommendation regarding classification of this car until it is available for purchase. In the event that this car becomes available this early, it will not be eligible for competition at the 2015 National Championship.

#16913 Classing for 2016 Subaru WRX

The SAC will reserve its recommendation regarding official classification of this vehicle until such time as it is available. This car will not be eligible for competition at the 2015 National Championships, in the event that it is available that early.

#16987 Remove the minimum participation requirement for SSR

Per the SEB, class SSR is guaranteed to exist for 2015 and 2016 regardless of participation levels (as per Street R Category subsection 4 in Appendix A of the 2014 Solo rules). We will continue to monitor the popularity of this class.

Street Modified

#16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Per the SMAC, “suspension” is defined in Section 12.

Modified

#16507 Wing Clarification

The area of the center section of a nose-attached front wing counts toward the allowed wing area total if any portion of the center section is characterized by a trailing edge, i.e. is not fully sealed to the body.

This question has also highlighted some potential ambiguities in the current rule that the MAC and SEB are considering addressing via a clarification and/or a rule change. We do not believe that either of these would increase the measured area of the subject current design.

Change Proposals

Safety

#16984 Discontinue 1 year SSS licenses

The SSC unanimously recommends the following change proposal.

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, we propose:

- 1) elimination of the One Year license
- 2) issuing Three Year licenses to all new Safety Stewards
- 3) requiring all renewals to be for three years and meet the continuing education requirement

This recommendation requires the changes to Appendix E indicated by strike-outs below, and dropping the One Year option from the Safety Steward Application and Renewal form dated 05/2010.

E. ~~Following an initial one-year licensing as a SSS,~~ SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. ~~Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.~~

General

#17064 Remove Section 7.5

Per the SEB the following change proposal is submitted for member comment:

Remove Section 7.5 TIMER FAILURE

Note: This section no longer reflects current practice at a majority of events.

Street

#16801 Air Oil Separator

Per the SAC the following change to 13.10.E is proposed for member review and comment:

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks *or oil separators* is allowed provided the PCV system *remains functional*.

#16834 Class change request for Mercedes-Benz CLA45

Per the SAC, the following classing change proposal is submitted for member review and comment:

Move the Mercedes-Benz CLA45 (2014-2015) *to AS* from SS.

Street Touring

#14254 RWD Wheel Width Limit Proposal

The STAC and SEB are working together to ensure we carry out a clear, strong vision for Street Touring, and STU as described below.

The Street Touring category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use. The Street Touring Ultimate class is meant to be the fastest class in the Street Touring category. It should provide members with competition in affordable high performance cars.

It is important that we continue to provide our membership with a category that offers good balanced competition, that is inclusive of different car types, and that respects the work that it took to grow into the strong class we see today. STU has also seen recent enthusiasm in the form of increased requests for expanded car classing and additional allowances that would enable fair and expanded classing.

In order to capitalize on this growth and enthusiasm, the STAC presents the following proposals for feedback to point STU in the direction of increased stability, increased performance, and increased opportunities for classing with simplified allowances.

Change the following language in 14.4 WHEELS:

STU ~~--unlimited 11"~~

Change the following language in 14.3 TIRES:

STU (2WD, Mid-Engine, Rear-Engine) - 255mm

STU (2WD, Other) - 285mm

STU (AWD) - 255mm

The STAC is considering allowing some mid-engined cars, such as the Porsche Boxster, into STU. Per the above proposal, these cars would be limited to the same tire size as AWD cars. After collecting data to review the performance potential of ST mid-engined cars, allowances could be adjusted, and/or the cars could be moved if appropriate.

Note: The STAC and SEB believe the new wheel restriction will improve parity between cars that have more room for extra-wide wheels and those that do not. This also directly addresses cost escalation issues that have been expressed as a barrier to entry. The STAC has queried many STU competitors and found none running wheels wider than 11" so this proposal should hopefully not be a takeback.

#16784 STP class proposal

The SEB and STAC would like to propose the following class, designated STP, for inclusion as a Supplemental class for all National level Solo events and optional inclusion in Regional events beginning 1/1/2016. The allowances will mirror those in the Street Touring category, with the following additions:

Tires:

STP, Independent Rear Suspension: 285 mm maximum width

STP, Live Axle Rear Suspension: 315 mm maximum width

Wheels:

STP, Independent Rear Suspension: 10" Maximum Width

STP, Live Axle Rear Suspension: 11" Maximum Width

Eligible Vehicles:

Chevrolet, Camaro (2010 - 2014) (SS) (V6) (excluding 1LE)

Chevrolet, Camaro (1993 - 2002) (SS, Z28, V6)

Dodge, Challenger (2008 - 2015) (N/A)

Dodge, Charger (2006 - 2015) (N/A)

Ford, Mustang (2005 - 2014) (GT, V6)

Ford, Mustang (1994 - 2004) (GT, V6)

American RWD V8 powered sedans, must be naturally aspirated with a wheelbase greater than 100" and a listed curb weight greater than 3200#, NOC (not eligible for national level competition)

The STAC and SEB would like member feedback on this new class proposal. In addition specific feedback is requested on the potential inclusion of '80s Mustangs/Camaros.

Some members will note that the 2015+ Camaro and Mustang are not included. The STAC and SEB are not planning on including these cars in the first year. After some time and performance data are available they may be considered if appropriate.

Street Prepared

#16443 Touring Car Clarification

The following rule change proposal, effective 1/1/2016, is provided for member review and comment.

Delete the following paragraphs from Section 15 Street Prepared introduction:

~~—Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.~~

~~—Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

~~—Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.~~

~~—Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.~~

~~—Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.~~

Note: The SPAC and SEB have become aware of the changes to the scope of modification allowed in Club Racing's Touring category. The modifications now allowed in Touring represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This exemplifies the risk of providing "crossover" allowances such as these, which create dependencies on the GCR and may result in unintended competition impacts. For this reason, the SEB is proposing to remove these allowances from the category.

Street Modified

#16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Change the verbiage of 16.1.E to:

*"Suspension components are unrestricted as long as they use the original attachment points. **Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.**"*

#16721 Subframe Bushing Clarification

The SMAC recommends the following rule change proposal, effective 1/1/2016:

Remove 16.1.H

Note: this will cause the SP allowances of 15.2.D to apply, as per 16.1.A. The SM allowance was inadvertently more restrictive than the SP rule; this change corrects that contradiction.

Modified

#14819 B Mod Request for Input re: Direct Injection

In light of the changes to 2-stroke motors as a result of fuel injection in general and direct injection in particular, the MAC and SEB would like the opinion of members on possible revisions to the BM rules to maintain future equity between 2-stroke and 4-stroke engine options, or to exclude 2-stroke engine options from the class.

#16612 BM Aero Rules Comments

Per the MAC, the previously-published B Modified proposal is amended as follows:

Change subsection E.2 to read:

“2. Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of **50** lbs. and must be constructed within the following limitations:”

Note: This reduces the subject weight penalty from 100 to 50 lbs.

Other Items Reviewed

Street

#16935 Car Class Rules

The SAC does not believe that the cars mentioned are considered the top cars in the class. We will continue to monitor the competitive mix in FS.

Street Modified

#16657, 16613, 16616, 16619, 16620, 16621, 16622, 16634, 16640, 16650, 16654, 16669, 16676, 16677, 16690, 16799, 16832 Weights with Driver Comments

Thank you for your input; the SMAC, PAC, and SEB have not yet reached a decision on weighing with driver.

Modified

#16483, 16485, 16495, 16496 CM Cooling Fan Comments

Thank you for your input. Please see item #14946.

Junior Kart

#16632, 16788, 16793 FJ Tire Comments

The SEB and KAC thank you for your input and have not reached a decision yet.

Not Recommended

Street

#16757 Lotus Class Change Proposal

The SAC feels the Elise S, Elise (supercharged) and Exige S do not currently fit the competitive profile in SS, but will monitor going forward. Please note, the non-supercharged Elise (2005-2011) and Exige (2006) are currently classed in SS.

#16854 Allowance for oil coolers in Street Class

The SAC does not recommend adding an allowance for oil coolers in the Street category. The committee feels this would not be consistent with category philosophy.

#16813 Classing with 2013 Mini Cooper Hardtop JCW GP

Per the SAC, the JCW GP Mini Cooper hardtop is not considered appropriate for the Street Category. Please see a related item under Tech Bulletins..

#16900 Request to re-class 2004-2005 Mazdaspeed Miata out of ES

The SAC does not believe that the Mazdaspeed Miata presents a competitive advantage over the other competitive cars in the class. We will continue to monitor the competitive mix in ES.

#16794 Fiesta ST Classing Comments

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

#16942 Tire Eligibility Deadlines

The SAC does not feel there is a need to change the current tire eligibility rule. We feel that moving this to an earlier date could make important tires illegal and possibly create shortages with tires being phased out by the manufacturers.

Prepared

#11872 Civic and Integra on Same Line Proposal

This change is not recommended. The PAC/SEB will monitor the developing competitive balance in the EP after the 2015 reorganization. The PAC thanks the member for the inquiry.

#15274 DP/EP/FP Displacement Multiplier Proposal

In view of member feedback the PAC/SEB are withdrawing the proposed weight formula amendment to use actual displacement.

The PAC thanks the members for the following feedback: 16625, 16637, 16709, 16749, 1660, 16787, and 16800

#16835 Prepared Front Splitter Rules

This change is not recommended. The PAC and SEB note that C-, D-, E-, or F-Prepared have similar spoiler/splitter allowances as Street Prepared thereby providing a vehicle/competitor development path independent of that which exists from Street Modified into X-Prepared. Noting that not all vehicles benefit equally from all allowances, the proposed aerodynamic allowances (splitter size increase) will increase complexity/cost barriers to entry, and as the member acknowledged, such an allowance is unlikely to attract new members (e.g. from Street Prepared), the PAC and SEB do not believe expanded aerodynamic allowances to be appropriate for the category outside of XP. The PAC/SEB thanks the member for the well-written proposal letter.

#16958 Wings for live axle sedans and coupes in DP and FP

This change is not recommended. The PAC/SEB note that the solid axle vehicles in DP/FP were given a competitive adjustment of 50lbs during the reorganization of 2015 to account for mechanical grip differences. The parity between the drivetrain configurations will continue to be monitored for further competitive adjustments as the situation warrants.

Handled Elsewhere

Street Touring

#14684 AWD in STU Wheel Allowance

Thank you for your input. Please see item #14254.

#14918 Requesting Boxster Non-S to STR

Thank you for your input. Please see item #14254.

#14442 AWD Tire Allowance Proposal

Thank you for your input. Please see item #14254.

#14611, 14722, 16159 Boxster Classing Proposals

Thank you for your input. Please see item #14254.

#14729 350Z in STU Comments

Thank you for your input. Please see item #14254.

#14804 STU Tire Size Proposal

Thank you for your input. Please see item #14254.

#14805 AWD vs 2WD Allowance Proposal

Thank you for your input. Please see item #14254.

#14837 STU Classing Proposal

Thank you for your input. Please see item #14254.

#15076, 15080, 15130 AWD Tire Size Proposals

Thank you for your input. Please see item #14254.

#16372 STU Comments

Thank you for your input. Please see item #14254.

Prepared

#16625, 16637, 16709, 16749, 16787, 16800 Weight per Engine Displacement, Multiplier Comments

The PAC thanks the members for their responses to #15274

Modified

#16484, 16486 S2000 Comments

Please see item #15280.

Tech Bulletins

Street

#16813 Classing with 2013 Mini Cooper Hardtop JCW GP

Per the SAC, add the 2013 Mini Cooper Hardtop JCW GP to the exclusion list for Street.

#16951 BMW M3/M4 (F80/F82) street classing

Per the SAC, effective immediately upon publication add the following listing:

AS

BMW

M3/M4 (F80/F82) (2015)

Note: These models were classed in the December Fastrack; the listing was inadvertently omitted from the rule book.

#16952 Audi S7 - Request to Class Vehicle

Per the SAC, effective immediately upon publication add the following listing:

BS

Audi

S7 (2012-2015)

#16828 Exhaust Clarification

Per the SAC, clarify the first sentence of 13.10C to:

“Any part of the exhaust system beyond (downstream from) the *last* catalytic converter in the system may be substituted or removed provided the system exits the car in the original location and meets the requirements of Section 3.3.3.B. *16*, Section 3.5 and Appendix I where applicable.”

#16930 Requesting Classing of Volkswagen Eos 2.0T

Per the SAC, add the following listing effective immediately upon publication:

HS

VW

Eos 2.0T (2007-2015)

Street Prepared

#16467 Miata hard top attachment

Add to Appendix F in the Street Prepared section:

Miata Hardtop Brackets

An NA or NB Mazda Miata in SP may have an OE hardtop attached using the standard Spec Miata brackets rather than the OE top latches per the 13.2.A allowance for comfort and convenience modifications.

Street Modified

#14756 Front Fascia Clarification

Clarify parts of Section 16 as follows

16.1.I “front and rear fascia”...replace with “front and rear *bodywork*”

16.1.L last paragraph “front bodywork/fascia”...replace with “front *bodywork*”

16.1.M first sentence “front bodywork/fascia”...replace with “front *bodywork*” and the last sentence “front bumper/fascia”...replace with “front *bodywork*”

Note: This is intended to clear up definition issues as to what is and is not a front or rear fascia.

Junior Kart

#16458 Classify Honda GX50 in JB/JC categories

Per the KAC, revise 19.2.A.3.b as follows:

b. Engines

1. Comer® 50/51

a. Fuel: Gasoline and oil

b. Weight : No restriction is imposed at this time.

c. Carburetor, exhaust, and clutch as supplied with engine from manufacturer

2. Honda GXH50

a. Fuel Gasoline only.

b. YELLOW OIL ALERT WIRE MUST BE DISCONNECTED OR CUT.

c. Weight : No restriction is imposed at this time.

d. Must comply with requirements of GXH50_Class_Rules.pdf; see SCCA website or contact Staff for details.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 24, 2015

The Solo Events Board met by conference call June 24th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek and Tere Pulliam of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended Items for 2016

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. Please send your comments via the form at www.soloeventsboard.com.

Junior Kart

#16325 Junior Age

Per the KAC and SEB, effective 1/1/2016 change 19.2.A.3.a as follows Age: 5 to **7 8** years.

Note: This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.

Member Advisories

General

The SEB will be holding an online Town Hall on July 29th, 2015. Please see Solo Matters for details.

Street

#17017 Factory installed mud flap removal

Per the SAC, the allowance for comfort and convenience modifications does not permit the deletion of components. The committee would like to remind everyone that local regions are free to modify these allowances as needed for their local events.

Modified

#16857 MAC Opening

The SEB has approved the addition of Chris Pruett to the MAC.

The MAC continues to request member applications, and in particular is seeking someone with larger-car EM experience.

#16876 Hegar Quick Start for CR125 Honda motors legal?

Per the KAC, the non-OE electric start is not currently compliant for KM. Please see #17195 elsewhere herein for a proposal concerning this subject.

Change Proposals

Safety

#16947 Prescribed medical oxygen tanks

Add the following sentence to 1.3.2.M.

Prescribed medical oxygen bottles/tanks are exempt from this requirement.

Note: there are no federal requirements for safety on medical oxygen bottles/tanks.

Street Prepared

#14920 Move all BMW e30 & e36 4 cylinders to FSP

Per the SPAC, the following classing change proposal is provided for member review and comment:

Remove *from DSP*:

BMW

318 (16v)

Also amend *FSP* listing as follows:

BMW

318i (~~8V~~, E30 chassis)

#16965 Fender Liner Removal Proposal

Per the SPAC, the following rule change proposal is provided for member review and comment:

Modify 15.2.A as follows:

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

Street Touring

#16409 RSX Type S Classing Comments

The following classing change proposal is submitted for member review and comment:

Move *from STF to STX*

Acura

RSX Type-S

Comment: Recent advances in tire technology have dramatically increased the performance potential of the Acura RSX Type-S. In response to member feedback the STAC has re-evaluated the car and believes it is a better fit in STX.

#16816 Move 2010 Genesis 2.0t from STU to STX

Per the STAC, the following classing change proposal is submitted for member review and comment:

Move *from STU to STX*:

Hyundai

Genesis (2.0T) (2010-2012)

#16682 Aftermarket Radiator Allowance Proposal

The STAC is considering allowing alternate radiators in Street Touring, consistent with the SP rules. The committee has provided the following rule change proposal for member review and comment:

Add the following new language to section 14.10:

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

1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.

2. Radiator must mount to OE radiator mounts.

3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).

#16978 Steering Wheel Rule (14.2.D)

Replace 14.2.D with the following:

"D. Any steering wheel may be used. An alternate wheel which replaces an airbag-equipped wheel is not required to have an airbag but the substitute components, including adapters, hubs, quick releases, etc., may not result in a reduction in total vehicle weight.. An alternate wheel is not required to have a horn button."

Comment: This would allow cars with airbag equipped steering wheels to replace them, provided the weight remains at least the same as the standard parts. The SEB feels that this will not make a steering wheel replacement a "must have" preparation item and therefore competitors that wish to retain their airbag functionality may do so with no performance penalty.

Kart

#17195 Proposal to allow non-OEM electric start for KM

The SEB and KAC are seeking member feedback to allow onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start:

http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472

Electric start is legal in KM on existing ICC-TaG motors, for example the TM-K9ES

Change 19.1.D.e to read :

External Modifications: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.

Change 19.1.D.f.1 to read :

OE Ignition: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.

Change 19.1.D.f.2 to read :

Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.

Other Items Reviewed

General

#17021, 17036 Section 2 course speeds, feedback

Thank you for your input.

Safety

#16845, 17022, 15749 Floormats again

Thank you for your input. Item #15749 has been recommended to the BOD (May Fastrack).

Street Touring

#14285, 14303 Muscle Cars Move to STX Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#14490 Car Classing Comment

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#14861 Mustang Classing Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#15129 Under 5.0L Pony Cars in STX Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#16994 Request for change to 14.2.D Steering Wheels in Street Touring

Please see item #16978

#17041 Fox body Mustangs move from STU to STX

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

Junior Kart

#16914 Allow other FJ tires

Thank you for your input. Please see item #15274.

Not Recommended

Safety

#14268 Safety Allowance for Vehicles With a Roll Bar

The SSC and SEB do not feel that a general allowance to modify seat belts in categories where that is not currently allowed is appropriate.

Street

#17035 Allow wheel width change to square in Street

Thank you for your input. The SAC does not recommend allowing wheel width changes. This does not fit the spirit of the Street category and would be disruptive to the balance of the current Street class structure.

#17130 Factory staggered wheel set up

Thank you for your input. The SAC does not recommend allowing wheel width changes. This does not fit the spirit of the Street category and would be disruptive to the balance of the current Street class structure.

Street Touring

#16830 Wheel Width Proposal

The STAC is not in favor of multiple wheel widths within a class as a method of performance balancing. In the interest of rules stability, this proposal is not recommended.

#16836 Street and ST Integrity Issues Caused by Bridgestone RE-71R

The SEB is not in favor of adding any tires to the exclusion list at this time.

#16846 Allowance to enlarge suspension mounting holes

The STAC is not in favor of allowing modifications to suspension mounting holes. Although this allowance would benefit some competitors, the STAC feels strongly that it could be easily abused and would have unintended consequences.

#16915 Allow older cars with V-belts to update to modern serpentine

The STAC is not in favor of new allowances for engine belt arrangements

#16933 Revive STC without EF Civics

The STAC is not in favor of reviving STC without EF Civics.

#16802 2015+ M3/M4 street touring classing

The STAC is not in favor of adding the 2015+ M3/M4 to STU as it potentially exceeds the performance of other leading cars in the class.

#17063 Reconsideration of allowing ST classes to use E85

The STAC is not favor of reinstating an E85 allowance.

#17075 Fiesta ST Classing

The STAC feels that the Fiesta ST is appropriately classed in STX and is not in favor of moving it.

Street Prepared

#16855 Splitter in Street Prepared

The SPAC feels that splitter allowances are sufficient as written.

Junior Kart

#15724 FJ Tire Proposal

Per the KAC, this item is being withdrawn due to lack of support.

Handled Elsewhere

Street Touring

#16671, 16700, 16726, 16727, 16732, 16761, 16762, 16763, 16764, 16765, 16766, 16767, 16768, 16770, 16771, 16772, 16779 RSX Type S Move Comments (various)

Please see letter #16409.

#16582 C4 Corvette Classing Proposal

Please see item #16581.

Tech Bulletins

Safety

#16815 Solo Rules section 4.13.A wording concerning Minor waivers

Errors and Omissions:

Correct the following sentence in 4.13.A as follows:

“If signed by both parents/legal guardians and properly filled out to apply to ‘ALL EVENTS’ and ‘ALL DATES,’ the form is valid at all SCCA ~~Solo~~-events ~~held in that SGCA Region.~~”

Note: our insurance carrier has approved this correction.

#16860 FIA helmets - add to section 4.3

Add the following to 4.3.1 as approved helmet specifications.

- FIA 8860-2010
- FIA 8860-2004
- FIA 8859-2015
- FIA 8858-2002

#16861 Merge section 4.3.3 into 4.3.1

Move 4.3.3 Face Protection, into 4.3.1 Helmets as a subsection of 4.3.1.

Note: this will put all helmet-related requirements in one section.

Street

#16999 2015 Audi A3/S3 2.0T Quattro Class?

The following new listings have been recommended by the SAC and approved by the SEB, and are effective immediately upon publication:

BS

Audi

S3 2.0T (2015)

DS

Audi

A3 2.0T (2015)

GS

Audi

A3 1.8T (2015)

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in these classes.

#17061 Mercedes E63 AMG

The following new listing has been recommended by the SAC and approved by the SEB, and is effective immediately upon publication:

BS

Mercedes-Benz

E63 AMG (2010-2015)

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

Street Touring

#16581 C4 Corvette Classing Proposal

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STU

Chevrolet

Corvette ('84-'96) (excluding LT4, ZR1)

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#16723 BMW 228i in STX Proposal

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STU

BMW

228i (2014-15)

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#16814 Acura ILX class

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STX

Acura

ILX (13-16)

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#17011 Requesting Classification for Street Touring

The following new listings have been recommended by the STAC and approved by the SEB, and are effective immediately upon publication:

STX

Dodge

Dart ('13-'15) (1.4T, 2.4T)

STF

Dodge

Dart ('13-'15) (2.0 N/A)

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in these classes.

Street Prepared

#16246 Volvo S60R and V70R classing

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

Volvo

S60R and V70R (2004-07)

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in this class.

#17037 2015 and 2016 Ford Shelby GT350 and GT350R

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

Ford

Shelby GT350, GT350R (2015)

Note: The OE carbon fiber wheels are compliant for use on the car per 3.3.3.B.12.

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in this class.

#17060 Classing request - Mercedes E63 AMG

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

Mercedes-Benz

E63 AMG (2010-2015)

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#17095 Cleanup of DSP and FSP for BMW 318,320, initial listing for F30

The following set of listing cleanups has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

Add *to BSP*:

BMW

320i (F30 chassis)

Remove *from DSP*:

BMW

~~318 (E36 chassis)~~

And amend *FSP* listing as follows:

BMW

320i (*E21 chassis*)

Note: the E36 chassis is already listed in FSP and the 320i listing did not include chassis identification.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 22, 2015

The Solo Events Board met by conference call June 24th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Raleigh and Velma Boreen; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek and Dick Patullo of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2016

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

#15029 FSAE Aero Proposal

Per the SEB, the previously-published rule change proposal regarding FSAE is recommended to the BOD, as follows:

Remove from Section 18.5, subsections 18.5.B and 18.5.E.2.

#15397 BM Class Comments

The MAC is recommending the accompanying final version of the B Modified proposal.

(Changes from existing BM rules in *red*. Deleted text crossed out in *purple*.)

"B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the *current* Club Racing GCR *sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H* unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
Minimum weight with driver: 1020 lbs.
 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.
Minimum Weight with driver: 1110 lbs.
 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
Minimum weight with driver: 1180 lbs.
 4. May use any naturally-aspirated engine up to 3000 cc.
Minimum weight with driver: 1285 lbs.
 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
 6. Minimum rim width: none.
 7. Maximum allowed rim width: 15 inches
 8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.*

9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.*

10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:*

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.

b. Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

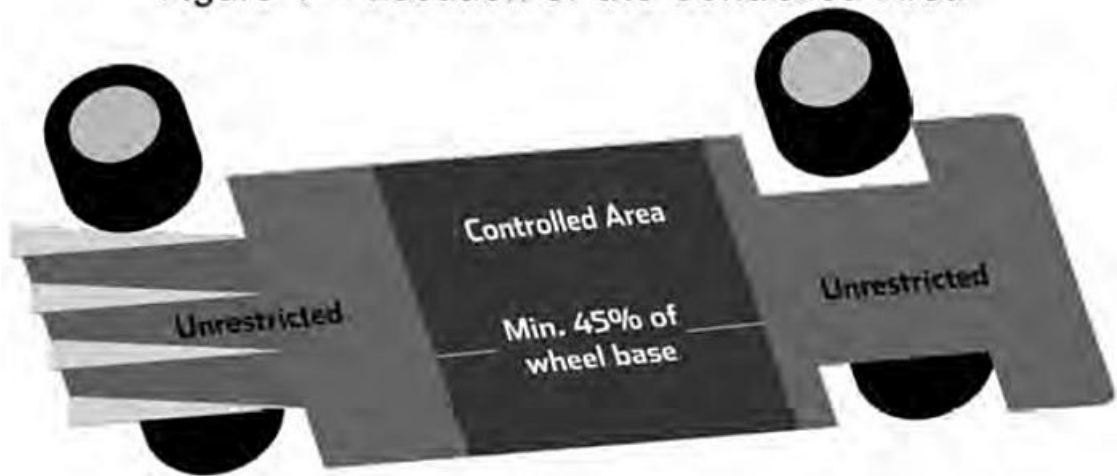
E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of *front and rear* wings shall not exceed 8 square feet. *Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.*

2. *Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:*

a. For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.

Figure 1 – Location of the Controlled Area



b. No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

4. The current GCR ~~GSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall also apply to *all Sports Racers ASR and* production cars as recognized in DM/EM running in BM as sports racers.

5. *Production cars* running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing *FA GCR* with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer *P2 GCR* maximum height (45.25 inches per *P2 GCR 9.1.8.C.1.D.2 Bodywork height*).
2. Front wing width may match but shall not exceed overall front width as measured at the tires. *Front wing elements may not extend behind the front wheel centerline.*
3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed *7 cm (2.756 inches)* additional width per side and shall not deviate more than 10° from vertical. *No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.*
 - a. *Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).*
 - b. *For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).*
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F."

#16236 Rule change proposal DM Forced Induction

In Appendix A, under class D Modified, change subsection B as follows:

"B. Weight w/ driver vs. *computed* Displacement:

<i>Normally-aspirated</i> piston engines up to & including 1800 cc.....	1280 lbs.
<i>Normally-aspirated</i> 12A rotary engines w/ porting restriction.....	1280 lbs.
<i>Normally-aspirated</i> piston engines 1801-2000 cc.....	1380 lbs.
<i>Normally-aspirated</i> 13B rotary engines w/ porting restriction.....	1380 lbs.
<i>All forced-induction engines with displacements per 18.0.B, up to 2000cc (with inlet restrictor)</i>	<i>1380 lbs."</i>

Member Advisories

Street

#17228 Why the Cayman GT4 fits in SS

The SAC would like to reserve classification of this car until it becomes available for sale.

Prepared

The PAC will have openings at the end of 2015. Interested members are requested to submit their resumes to the SEB via www.soloeventsboard.com. In particular, members with CP experience are invited to apply.

Change Proposals

Street Touring

#16943 2014+ Mini Cooper (Base model) Classing

Effective 1/1/2016, amend classing from

STF

MINI

Cooper (non-S)
to
STF
MINI
Cooper (non-S) ('00-'13)

and add:

STX
MINI
Cooper (non-S) ('14-'15)

Note: Upon re-evaluation the STAC feels that the 2014+ Mini Cooper is a better fit in STX.

Prepared

#16922 Hood louvers

The PAC is publishing for member review and comment the following proposed modification to Appendix A, C-Prepared, 11th paragraph:

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. ~~There is no allowance for nonstandard heat extraction vents.~~

This rule change proposal permits CP competitors to utilize the Section 17.2.S. allowance for heat extraction venting.

Other Items Reviewed

Modified

#17019 Reply to item #15397

The MAC has recommended the final version of the proposal to the SEB. Thank you for your input.

#17020 Reply to item #14819

Thank you for your input. Please see item #15397.

Not Recommended

Street

#16990, 16992, 17101, 17148, 17153 Minimum participation requirement for SSR

Please see the statement issued in the July Fastrack, item #16987.

#17069, 17087 Classing the ND Miata

The SEB and SAC would like to reserve classification of this car until after the Solo Nationals. Thank you for your input.

#17144 Mazda MX-5 ND Club production numbers?

The SEB and SAC would like to reserve classification of this car until after the Solo Nationals. Thank you for your input.

#17239 Ford Fiesta ST

The Fiesta ST meets the rollover requirements in Sec. 3.1.A.

#17245 One Axle Camber Allowance

The SAC feels the current camber allowances are appropriate for Street, which is considered the lowest preparation level category.

#17251 Review Request, of Moving the Audi TT from DS to BS

The SAC feels that the Audi TT is classed appropriately.

#17268 Allowable camber modifications when none exist from factory

The SAC does not feel that an allowance to change lower control arms is appropriate for Street, the lowest preparation-level category.

Street Modified

#16786 Re: #15047 Weigh With Drivers Proposal

The SEB is not in favor of changing the Prepared and Street Modified categories to using minimum weights with driver.

Prepared

#16643 Weights with Driver Comment

The PAC/SEB do not see value in upsetting the competitive balance in C-Prepared by increasing the rear weight bias, and permitting (and providing weight-penalty adjustments) for independent rear suspension systems. The member is thanked for their feedback addressed elsewhere.

#16786 Re: #15047 Weigh With Drivers Proposal

The SEB is not in favor of changing the Prepared and Street Modified categories to using minimum weights with driver.

#17115 Voodoo Displacement

The PAC does not believe it is appropriate to adjust the weight formula or upset the competitive balance in a healthy class for an engine available to only a portion of the competitors.

Handled Elsewhere

Street Touring

#16906 Rule change to 14.2.D

See letter #16978.

Prepared

#16636, 16664, 16710, 16715, 16751, 16683, 16642, 16656, 16760 Weights with Driver Comment

Thank you for your input. Please see item #16786.

Modified

#13862 Proposed B Modified Changes

Please see item #15397.

#14068, 16612 BM Aero Comments

Please see item #15397

#16531 Fastrack DM proposal comment

Please see item #16236.

#16539 FI Engine Comments

Please see item #16236.

#16543, 16572 BM Wing Comments

Please see item #15397.

Tech Bulletins

Street

#16960 Subaru Port Installed Front Lip, Side Skirts, Rear Bumper Lip

Per the previous clarification regarding "Subaru Impreza WRX Options" in Appendix F of the 2015 Solo Rulebook, the SAC feels the front lip, side skirts, rear bumper lip, and short throw shifter accessories are compliant as Standard Parts. To further clarify, the committee recommends changing the model reference wording in the Appendix F clarification to read "*Impreza WRX and WRX*" in order to match the current Subaru nomenclature.

#17208 Apparently some z06's come with >200tw tires

The SAC recommends removing the phrase "OE tires are not compliant" from the 2015 Corvette Z06 listing.

Note: This line was initially intended to help competitors realize that the initial OE supplied tires for a 2015 Corvette Z06 did not meet Section 13's requirements. However, its inclusion in the rulebook has created confusion as to special rules only for Corvettes. Competitors are reminded that Section 13 applies to OE tires.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 26, 2015

The Solo Events Board met by conference call August 26th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Raleigh and Velma Boreen; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2016

The following subject 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

#16816 Move 2010 Genesis 2.0t from STU to STX

Move *from STU to STX*:

Hyundai

Genesis (2.0T) (2010-2012)

Member Advisories

Street

#17152 Allowance for Sound Tube Deletion

The SAC would like to advise the membership that plugging a tube or disconnecting a plug-in that has the purpose of generating noise inside the passenger compartment, and serves no other purpose, is allowed under comfort and convenience. The removal of parts under comfort and convenience is explicitly not allowed.

Change Proposals

Street

#17128 996 Turbo and Turbo S to SS

Per the SAC, the following class change proposal, effective 1/1/2017, is provided for member comment.

Remove from the exclusion list and *add to SS*:

Porsche

996 Turbo, Turbo S (2001-2005)

CONTENTS

BOARD OF DIRECTORS	None
SOLO	1
SEB Minutes	1
CLUB RACING	6
CRB Minutes	6
Technical Bulletin	10
Court of Appeals	None
Time Trials Admin. Council	12
RALLY	13
RallyCross	13
Road Rally	15
LINKS	17

Street Touring

#17171 Reclass E36 M3

The following proposal is submitted for member comment:

Move *from STU to STR*:

BMW

M3 (E36, non-LTW) (1995-1999)

Other Items Reviewed

General

#16981 Proposal #15047

Thank you for your input.

Street

#17247, 17269, 17288, 17289, 17291, 17292 Ford Fiesta ST

Please see comments from item #17239 in the September Fastrack.

#17383 SSR as the elite street class.

Thank you for your input.

#17433 Keep SSR, remove 35 participant stipulation

Thank you for your input.

#17464 SSR Limitations

Thank you for your input

#17468 Keep C5 in B Street for 2016

Thank you for your input. The SAC will issue a recommendation after the Solo Nationals regarding C5 classing.

#17483 Proposal to move C5 FRC corvette to A Street

Thank you for your input. The SAC will issue a recommendation after the Solo Nationals regarding this proposal.

Street Modified

#17370 Tire Weight Break

The SMAC thanks the member for their input.

Street Touring

#17141, 17156, 17159, 17162, 17178, 17181, 17182, 171891, 17193, 17207, 17212, 17224, 17229, 17231, 17248, 17270, 17315, 17423, 17429 STU Proposal Feedback

Thank you for your comments. The STAC and SEB continue to review feedback regarding item #14254.

Not Recommended

Safety

#16610 Rollover guideline/vehicle eligibility clarification

The rollover rules are considered sufficient. The SSC will continue to review them.

#17336 Stainless Brake lines in Stock

The SSC does not consider stock brake lines a safety issue, primarily because of a lack of incident history.

Street

#17279 2015 Scion FR-STRD 18

Per discussion with Toyota USA, the TRD 18" wheels are not port installed options for a 2015 Scion FR-S and thus are not compliant for Street category.

#17305 Request to re-class 2008-2015 Audi TT Quattro

The SAC feels that the Audi TT Quattro is classed appropriately at this time.

#17308 New street tire model deadline change (Street and ST classes)

Thank you for your input.

#17335 Stainless Brake lines in Stock

Thank you for your input. The SAC does not recommend an allowance for stainless brake lines in the Street category. See item #17336 for a related response.

#17369 Re-classing any car on a DOT-R tire

The SAC does not recommend classing all cars in SSR at this time.

#17454 move the Porsche 997 Carrera base

Thank you for your input. The SAC feels the Porsche 997 is classed appropriately in SS.

#17511 Audi S4 and S5 Street Classification

The SAC feels that the S4 and S5 are appropriately classed. We will continue to monitor the competitive mix.

Street Touring

#17126 2013 Mini Cooper JCW GP allowance in STX

The STAC is not recommending classing the Mini Cooper JCW GP, due to its extremely low production volume. However, owners of these vehicles may be able to do an options package conversion to a non-GP spec making them eligible for competition in STX.

#17154 E36 M3 Move

Please see item #17171 for a related proposal.

Street Modified

#17477 seam welding being allowed in street mod class's

There is no allowance in the current SM rule set for seam welding. Repairs to broken spot welds are permitted, as is minor reinforcement (16.1.P) of those areas immediately affected.

Modified

#17474 Technology Advances and its Negative Impact on Prepared/Modified

Thank you for your input.

Handled Elsewhere

Street Touring

#16884 Nissan Versa Street Touring classing

Please see item #17074.

#17158 STU Proposal Feedback

Thank you for your comments. The STAC and SEB continue to review feedback regarding item #14254.

Tech Bulletins

Street

#17300 2016 Audi TT and TTS

Per the SAC, add to Appendix A the following new listing, effective 1/1/2016:

AS

Audi

TTS (2016)

#17443 2015+ Ford GT350 Street Class Proposal

The SAC recommends the addition of the following new listings to AS and SS:

AS

Ford

Mustang GT350 (2016)

SS

Ford

Mustang GT350R (2016)

#17456 Class ND Miata

Per the SAC, add the following new listing to Appendix A, effective 1/1/2016:

CS

Mazda

ND MX-5 Miata (2016)

Street Touring

#17074 #16884 Follow-up to Street Touring classing for Nissan Versa

Effective 1/1/2016, add the following new listings in class **STF**:

Saturn Ion 2.2I

Pontiac G5 2.2I

Hyundai Elantra (2011-13)

Nissan Versa (2007-13)

Scion xD (2008-13)

Effective 1/1/2016, add the following new listings in class **STX**:

Saturn Ion NOC

Pontiac G5 NOC

#17151 Change classing wording for STF Focus

Clarify the following listing in Appendix A, class STF

From:

Ford Focus (non-ST)

To:

Ford Focus (N/A)

Note: Previously the STAC was not aware of the existence of the previous generation naturally aspirated Focus ST trim. This clarification corrects that oversight.

Street Modified

#17390 Definition of front bodywork

Add to Appendix F under Street Modified Category Clarifications:

The intent of the wording "front bodywork" in 16.1.M is to include all exterior body panels and attachments forward of the centerline of the front wheels.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 23, 2015

The Solo Events Board met by conference call September 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2016

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

#16563 Course Speeds

Change the following in the 2nd paragraph of 2.1:

"Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street, ~~and~~ Street Touring®, ~~and~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving."

Change the following in 2.2.A:

"A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street, ~~and~~ Street Touring®, ~~and~~ category cars."

Note: The intent of this change is not to speed up courses, but rather to update the rulebook to reflect today's reality. The capabilities of the fastest SP cars have increased dramatically since this rule was written which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

#16864 Passengers

Change 1.3.2.D by removing the following wording from the paragraph following D.4:

~~"In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted."~~

#16947 prescribed medical oxygen tanks

Add the following sentence to 1.3.2.M.

"Prescribed medical oxygen bottles/tanks are exempt from this requirement."

#16984 Discontinue 1 year SSS licenses

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, the SSC and SEB recommend:

- 1) elimination of the One Year license
- 2) issuing Three Year licenses to all new Safety Stewards
- 3) requiring all renewals to be for three years and meet the continuing education requirement

This recommendation requires the changes to Appendix E indicated by strike-outs below, and dropping the One Year option from the Safety Steward Application and Renewal form dated 05/2010.

"E. ~~Following an initial one-year licensing as a SSS,~~ SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with

the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. ~~Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.~~

General

#15275 Fix catchall Appendix A wording

The previously-published proposal to change the unclassified cars / catch-all provisions at the beginning of Appendix A has been amended and is recommended as follows:

Change the second paragraph under APPENDIX A - AUTOMOBILE CLASSES as follows:

~~"All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. Such unclassified cars will not be eligible for **National Solo® Events** or the Solo® National Championships. Members should look for a Tech Bulletin in an early current year issue of the official SCCA® publication (Fastrack® News) at www.scca.com for details or contact the National office."~~

In addition:

- Add a catch-all to Super Street as follows: "*All eligible unclassified cars not covered by another catch-all listing*".
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

#17064 Remove Section 7.5

Remove Section 7.5 TIMER FAILURE

Note: This section no longer reflects current practice at a majority of events.

Street

#15307 E60 M5 Move to FS Proposal

The SAC recommends adding the following listing to FS and deleting from BS.

Delete *from BS*:

BMW

M5 (2004-'10)

Add *to FS*:

BMW

M5 (2005-'10)

Street Touring

#16682 Aftermarket Radiator Allowance Proposal

Add the following new language to section 14.10:

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

- 1. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.*
- 2. Radiator must mount to OE radiator mounts.*
- 3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage)."*

#16943 2014+ Mini Cooper (Base model) Classing

Effective 1/1/2016, amend classing from

STF

MINI

Cooper (non-S)

to

STF

MINI

Cooper (non-S) ('00-'13)

and add:

STX

MINI

Cooper (non-S) ('14-'15)

#16978 Steering Wheel Rule (14.2.D)

Replace 14.2.D with the following:

“Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly. An alternate wheel is not required to have a horn button.”

Street Prepared

#14955 Non-OE dimension ball joints

Change 15.8.H.4 as follows to remove the last sentence:

“4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. 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. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~”

And add the following new subsection 15.8.H.5

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

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

#15078 Oil Tank Clarification

Add new section 15.10.CC as follows:

“CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.”*

#16443 Touring Cars

Delete the following paragraphs from Section 15 Street Prepared introduction:

~~*“Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.*~~

~~*Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to*~~

~~interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

~~Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.~~

~~Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.~~

~~Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.”~~

Note: The SPAC and SEB have become aware of the changes to the scope of modification allowed in Club Racing's Touring category. The modifications now allowed in Touring represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This exemplifies the risk of providing “crossover” allowances such as these, which create dependencies on the GCR and may result in unintended competition impacts. For this reason, the SEB is proposing to remove these allowances from the category.

#16965 Fender Liner Removal Proposal

Modify 15.2.A as follows:

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

Street Modified

#16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Change the verbiage of 16.1.E to:

“Suspension components are unrestricted as long as they use the original attachment points. *Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*”

Prepared

#15583 FWD VW Classing Proposal

The PAC Recommends the following classification change:

Move VW Corrado VR6 (1992-1995) *from FP to EP.*

Note: The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6cyl engines to be a good fit in EP, without being an overdog.

#16922 Hood louvers

The PAC recommends the following modification to the 11th paragraph under C Prepared in Appendix A:

“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. *There is no allowance for nonstandard heat extraction vents.*”

The PAC thanks the members for their feedback in letters 17623, 17631, 17633, and at the Solo Nationals Town Hall.

Kart

#17195 Proposal to allow non-OEM electric start for KM

Change 19.1.D.1.e to read :

“External Modifications: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.”

Change 19.1.D.1.f.1 to read :

“OE Ignition: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.”

Change 19.1.D.1.f.2 to read :

“Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.”

Note: The SEB and KAC are recommending this allowance for adding onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472

Electric start is legal in KM on existing ICC-TaG motors for example the TM-K9ES

Member Advisories

General

The SEB will have openings for 2016. Interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Tire Rack Solo Nationals

Members who are interested in the position of Course Designer for the 2016 Solo Nationals are invited to submit their qualifications and relevant design experience history in writing to the SEB via www.soloeventsboard.com

Awards

Nominations are now being accepted for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards and past winners may be found in the Solo Rules Special Awards section in Appendix V. Please submit nominations in writing via www.soloeventsboard.com

Street Touring

The SEB thanks Bill Bounds for his service to the Club as a STAC member.

Street Modified

#16721 Subframe Bushing Clarification

Per the SMAC, the SP allowances of 15.2.D are intended to apply to SM subframe bushings. The SM content of the associated section (16.1.H) may be (incorrectly) interpreted to be more restrictive than the SP rule. A change proposal appears elsewhere herein to remove the conflicting section and resolve the confusion in this regard.

Change Proposals

Street Touring

#14254 RWD Wheel Width Limit Proposal

Change the following language in 14.4 WHEELS:

“STU -~~unlimited~~ 11inches

Change the following language in 14.3 TIRES:

STU (2WD, Mid-Engine, Rear-Engine) - 255mm

STU (2WD, Other) - 285mm

STU (AWD) - 265mm”

Street Modified

#16721 Subframe Bushing Clarification

The SMAC has provided the following rule change proposal:

Remove 16.1.H

Note: see a related item under Member Advisories.

Not Recommended

Street

#14615 997 GT3 Classing Proposal

Per SAC recommendation, the proposal to remove the 997 GT3 from SSR is withdrawn.

#14979 SAC Proposed 2015 Moves

The pending proposal to move the non-Z06 C5 Corvette from BS to AS is withdrawn.

Street Touring

#16409 RSX Type S Classing Comments

Per the SEB, the previously-published proposal to move the RSX Type S to STX is being withdrawn.

Street Prepared

#14920 Move all BMW e30 & e36 4 cylinders to FSP

The SEB is withdrawing the following proposal:

Remove from *DSP*:

BMW

318 (16v)

Also amend *FSP* listing as follows:

BMW

318i (~~8v~~, E30 chassis)

Handled Elsewhere

Street Touring

#16926, 17068, 17327, 17329, 17331, 17333, 17334, 17337, 17350, 17351, 17352, 17359, 17364, 17365, 17372, 17387, 17400, 17438, 17471, 17473, 17479, 17594, STF Class Comments

Thank you for your comments. See letter #16409.

#17070, 17165, 17173, 17277, 17282, 17486, 17603, 17737, 17164, 17166, 17168, 17172, 17174, 17176, 17190, 17209,

17274, 17312, 17353, 17451, 17489, 17599, 17629, 17645, 17719, 17743 STP comments

Thank you for taking the time to write in a comment about STP. A variety of comments and suggestions were expressed about the proposed new class. The STAC has made some changes to the proposal in response and will consider other changes after one year. Please see item #16784.

#17134, 17332, 17340, 17344, 17358, 17436, 17440, 17356, 17375, 17377, 17379, 17380, 17381, 17385, 17386, 17388, 17398, 17403, 17412, 17417, 17426, 17434, 17555, 17635, 17636, 17654, 17669 Alternate steering wheel comments

Thank you for your comments. See letter #16978.

#17339, 17343, 17354, 17373, 17401, 17437, 17445, 17484, 17554, 17595, 17600, 17634, 17786 Radiator comments

Thank you for your comments. See letter #16682.

#17393 Radiators, Genesis and STF comments

Thank you for your comments. Please see letters #16409 and 16682 herein, and 16816 in the October Fastrack.

#17455 STU STP Comments

Thank you for your comments. Please see items #14254 and 16784 elsewhere herein.

#17522 Radiators and Steering Wheel comments

Thank you for your comments. See letters #16882 and 16978 elsewhere herein.

Street Modified

#13595 Camber Plate Installation

See Item #16589 elsewhere herein.

Prepared

#17623, 17631, 17633, 17775, 17783 Hood louvers

The PAC/SEB thanks the members for their feedback related to the #16922 proposal.

Tech Bulletins

Street

#16834 Class request for Mercedes-Benz CLA45

Per the SAC, add a new listing in Appendix A as follows

BS

Mercedes-Benz

CLA45 (2014-2015)

Note: The SAC intended to recommend classing the Mercedes-Benz CLA45 (2014-2015) in BS instead of AS. The car was included in the SS catch-all phrasing and not officially classed, therefore BS will be the first classification for this car.

Street Touring

#16784 STP Supplemental class proposal

Effective immediately add the following new class, designated STP, for inclusion as a *Supplemental* class for all National level Solo events and optional inclusion in Regional events. The allowances will mirror those in the Street Touring category, with the following additions:

Tires:

STP, Independent Rear Suspension: 285 mm maximum width

STP, Live Axle Rear Suspension: 315 mm maximum width

Wheels:

STP, Independent Rear Suspension: 10" Maximum Width

STP, Live Axle Rear Suspension: 11" Maximum Width

Differentials:

May use any mechanical LSD unit

Eligible Vehicles:

Chevrolet Camaro (2010 - 2014) (SS, V6, 1LE)

Chevrolet Camaro (1993 - 2002) (SS, Z28, V6)

Chevrolet Camaro (1982 - 1992) (N/A, fuel injected) (excluding 1LE)

Dodge Challenger (2008 - 2015) (N/A)

Dodge Charger (2006 - 2015) (N/A)

Ford Mustang (2015-2016) (2.3T, V6, GT)

Ford Mustang (2005 - 2014) (GT, V6)

Ford Mustang (1994 - 2004) (GT, V6)

Ford Mustang (1979 - 1993) (N/A, fuel injected)

Pontiac Firebird (1993 - 2002) (LT1, LS1, V6)

Pontiac Firebird (1982 - 1992) (N/A, fuel injected) (excluding GTA and Formula)

American RWD V8 powered sedans, must be naturally aspirated with a wheelbase greater than 100" and a listed curb weight greater than 3200#, NOC (not eligible for National level competition)

Street Prepared

#15489 2004-2008 Audi S4 Classing Proposal

Per the SPAC, modify the Audi RS4 listing in Appendix A to encompass a new listing for the '04-'09 S4, as follows:

ESP

Audi

S4, RS4 (2004-09)

Also add a new listing in ASP as follows:

ASP

Audi

S4 (2010-15)

Note: The previous ASP classing for the Audi S4 (2000-13) was an erroneous date range. This should be considered an initial classing for this vehicle.

Modified

#17804 Typos in rule book

Per the MAC, update the following places where current reference wording is out of date:

18.0.C. Last sentence: "Section 12.9" replace with "Section 12, Wing Area Computation"

18.1.C.h. Third sentence: "Section 12.7" replace with "Section 12, Floor Pan"

18.1.C.i. First sentence: "Section 12.7" replace with "Section 12, Floor Pan"