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SOLO® EDITION

SOLO EVENTS BOARD | November 23rd

The Solo Events Board met by conference call November 23rd. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Jason Isley of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is *1/1/2021*.** Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

Safety

#24310 Driver Restraints and Roll Bars in Street Driven cars

The SEB is recommending the following change to wording in Section 12:

Closed Car

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

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

Street Category

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

The SAC has recommended and the SEB has approved updating the following listing in Appendix A:

SS

Porsche

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

#27475 Tesla Model 3 Classing

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

Move from *BS to SS*:

Tesla

Model 3 Performance (2018-2020)

Street Prepared Category

#23358 Align SP fluid cooler allowances with ST allowances

The SPAC and SEB are recommending the following rule change:

15.10.U

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

#25246 15.10.O Clutch Hydraulics

The SPAC and SEB are recommending the following rule change:

15.10.O.

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

#25346 Leaf Springs in SSP

The SPAC and SEB are recommending the following rule change:

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

Street Modified Category

#23106 16.1.H Rule Clarification - Rear diffusers

After reviewing member feedback regarding the proposed rule change to 16.1.K regarding diffusers, the SMAC recommends the following addition to 16.1.K. The SEB has approved this recommendation.

16.1.K.

Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated per the Wing Area Computation in Section 12. The number of wing elements is limited to two (2).

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

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

Except for standard parts, wings designed to be adjustable while the car is in motion must be

locked in a single position.

Canards are allowed and may extend a maximum of 6.0” (152.4 mm) from the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm2) for each side.

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

Prepared Category

#24975 Clarify NOC listings

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

Appendix A, D-Prepared

Alfa Romeo:

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

BMW:

Sedan (*NA*, RWD, NOC)

Volvo:

Sedans (*NA*, RWD, NOC)

Appendix A, E-Prepared

Toyota

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

Subaru

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

#25235 ABS/Traction Control/Stability Control in Prepared

The PAC recommends the following changes to 17.6 and Appendix A, and the SEB has approved the recommendation:

17.6 BRAKES

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

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

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

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

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

Appendix A – (XP) Prepared

~~4. Brakes~~

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

8.b. Minimum Weight Calculations

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

Forced Induction Engine Displacement (lbs.)

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

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

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

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

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

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

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

Engine displacement of 4.0L or greater (lbs.)

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

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

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

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

Weight Adjustments (lbs.)

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

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

Active/reactive suspension.....+ 100

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

Appendix A – (CP) Prepared

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

#26099 Clarification: Radiator mount/support modification

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

In 17.10.O.2:

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

can be modified to accommodate an alternate radiator configuration.

In Appendix A, class CP:

Chevrolet

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

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

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

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

Modified Category

#23570 clarification request for front wind splitter dimensions

The MAC recommends the following rule change proposal, and the SEB has approved the recommendation:

18.1.F.3. Front Aero

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

d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. ~~Splitters may not be wider than, nor extend more than, 6.0" (15.2 cm) forward of the topview outline of the car.~~ *The splitter trailing edge must be fully sealed to the front bodywork/fender flair/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than, 8.0 inches (15.2 cm) directly forward of the top-view outline of the car.* The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so. Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

#25046 Solo Vee carburetor(s)

The MAC recommends the following change proposal, and the SEB has approved the recommendation:

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

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

to

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

#25252 Footplates in B Modified

The MAC recommends the following proposal, and the SEB has approved the recommendation:

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

"E. Aerodynamic restrictions for Sports Racers:

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

#25570 Allow Dial a Jet modifications for FMod carbureted engines

The MAC recommends the following rule change proposal, and the SEB has approved the recommendation:

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

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

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

The MAC has recommended the following change to the displacement multiplication factor for rotary engines to 1.6, and the SEB has approved the recommendation. This is to be implemented as follows:

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

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

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

13B 2-rotor forced induction engines (1308cc x 1.6 x 1.4 = 2930cc)

20B 3-rotor normally aspirated engines (1962cc x 1.6 = 3139cc)

20B 3-rotor forced induction engines (1962cc x1.6 x 1.4 = 4395cc)

Appendix A, Modified Class E:

A. Weight with driver vs. Displacement (lbs.):

...

• 2-rotor rotary engines *all configurations* 1700

• 3-rotor rotary engines *(normally aspirated) 1700*

• 3-rotor rotary forced induction engines..... 1800

#26669 Rule clarification

Per the MAC and SEB, the following change proposal is recommended:

Change 3.3.3.B.22 as follows:

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

Kart Category

#26905 Section 19 rule rewording.

The KAC has provided and is recommending the following updated version of the Section 19 reorganization, including changes for 2020 which have been previously published and approved:

19 KART CATEGORY

19.1 GENERAL REQUIREMENTS

A. Kart:

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

required.

c. Floor trays must be confined within the frame rails and must not extend aft of the lower front seat mounting points.

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

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

11. Fasteners required to be secured:

a. The following fasteners must be secured using a locking nut, safety wire / cotter pin through the bolt end, machined-groove & clip, or other positive locking mechanism:
- Tie rod end bolts
- Kingpin bolts
- Spindle nuts attaching front wheel
- Steering wheel to hub bolts
- Steering hub to shaft bolt
- Lower steering shaft uniball
- Throttle pedal pivot to chassis
- Brake pedal pivot to chassis
- Master cylinder to chassis bolts
- Brake caliper mounting bolts (if applicable)
- Brake pad retaining bolts (if applicable)
- Brake rotor to hub (if applicable; no nylon lock nuts)

12. Ballast weights:

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

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

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

I. Maximum weight per bolt used = 10 lb.

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

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

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

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

B. Driver:

1. Helmet:

a. KM: Minimum per section 4.3.1.

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

shield and chinbar.

2. **Neck Brace:**
   a. An unaltered, collar-type neck brace designed for motor sports use is required. A kart-specific neck brace is recommended.
3. **Suit:**
   a. An abrasion-resistant jacket (leather, vinyl, nylon karting jacket, or equivalent) and full-length pants are minimally required. A karting-specific suit is recommended.
4. **Hand / foot protection:**
   a. Shoes, socks, and abrasion-resistant gloves are required.
5. **SFI-certified chest protector**:
   a. Required for all drivers age 12 and under.
6. **Seating position:**
   a. The driver must be able to reach and fully operate all controls.

19.2 KART MODIFIED (KM)

A. Minimum age & weights:

1. Minimum driver age = 15 years
2. Minimum weights are as-raced including driver
3. KM class base minimum weight = 385 lb.
4. KML class base minimum weight = KM base weight -20 lb.
5. Some engine configurations run with an addition or deduction to the minimum base weight, per section 19.2.D .

B. Wheels and Tires:

1. **Wheels:**
   a. Maximum diameter = 6” (as indicated on tire**)**
2. **Tires:**
   a. Dimensions (as indicated on tire): Minimum diameter = 9.0”, maximum diameter = 12.5”. Maximum width front = 5.5”, maximum width rear = 7.1”
   b. Brand and compound**:** Tire brand and compound are open.
   Exception: The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

      • No tire models are currently listed.

C. Brakes:

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

   a. Disc-type brakes that operate on both front wheels, *and*
   b. Dual master cylinders arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.

D. Engine:

1. **Modified Moto:**
   a. Must be a mass-produced, single cylinder, motocross motorcycle engine originally sold in the U.S. Maximum displacement = 125cc.
      I. Weight adjustment (OE ignition) = +10 lbs.
      II. Weight adjustment (non-OE ignition) = +25 lb.
   b. Carburetion & fuel system:
      I. Single carburetor only. Must be float bowl-type with fixed jets. Floatless and recirculating systems are allowed.
      II. Fuel pumps must be pulse driven.
   c. Induction:
      I. Intake & reed assemblies are non-tech.
   d. Crank / rod / bearings:
      I. Crank & rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.
      II. Bearings are non-tech.
   e. Cylinder:
      I. Machining of the port areas and mating surfaces are allowed. No ports may be added or deleted.
      II. Replating & honing are allowed; resleeving is not allowed. Bore size must remain within OE specifications.
   f. Cylinder head:
      I. Machining is allowed. External water fittings may be modified or aftermarket.
   g. Piston assembly:
      I. Non-tech, but diameter must be within OE specifications.
   h. Crankcase & external modifications:
      I. All castings must remain recognizable as OE parts.
      II. Crankcase mating surfaces and ports may be machined. Machining of the reed block / intake boot mounting surface or shortening of the intake tract is not allowed. Kick starter assembly may be removed and plugged. The kick start boss may be altered for carburetor clearance. The crankcase may be repaired to original dimensions from incidental damage.
      III. Non-OE electric start systems are allowed.
   i. Ignition:
      I. Coil / spark plug: Coil must be OEM. Plug wire, cap & plug are non-tech.
      II. OE ignition: Stator, CDI, rotor / flywheel and stator mounting hardware must be original to the engine series. Stator mounting holes may be elongated to allow for static timing changes only. Wiring to the coil may be extended and shutoff switch leads may be removed. All other parts of the ignition system must remain unmodified. Power jets, shift interrupts or other performance systems controlled by ignition output are not allowed.

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

j. Exhaust pipe:
   I. Non-tech.

k. Exhaust silencer:
   I. Minimum length = 12".

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

m. Shift mechanism:
   I. Gearbox must be entirely manually operated. Ignition interrupt systems not allowed.

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

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

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

o. Cooling:
   I. OE water pump impeller may be modified.

2. Stock Moto:

a. Honda® CR-125R® engines only. Must conform to all Section 19.2.D.1 Modified Moto rules, with additional restrictions as indicated in this section.
   I. Weight adjustment = -10 lb.

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

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

d. Crank / rod / main bearings:
   I. Same as Section 19.2.D.1.d

e. Cylinder:
   I. Must be OE 1997 – 2002 Honda CR-125R. Overall height (between mounting surfaces) minimum = 3.307", maximum = 3.316".
   II. May have power valve assembly removed and plugs installed.
   III. The casting must not have other modifications or tool markings of any type.
   IV. Honing of the bore is allowed; replating is not allowed.

f. Cylinder head:
   I. Must be OE 1997 – 2002 Honda CR-125R.
   II. External water fittings may be modified or aftermarket.
   III. The casting must not have other modifications or tool markings of any type.

g. Piston assembly:
   I. The only allowed pistons are Honda OE as follows: #13110-KZ4-A40, #13110-KZ4-A90, #13120-KZ4-A40, #13120-KZ4-A90.
   II. Ring, bearing & circlips must be OE.

h. Crankcase & external modifications:
   I. Same as Section 19.2.D.1.h

i. Ignition:
   I. OE 1999 Honda CR-125R stator & CDI only.
   II. Stator cover plate holes only may be enlarged to the size to the backing plate holes to allow for static timing changes. All other portions of the stator assembly and CDI must be original and unmodified.

j. Exhaust pipe:
   I. Same as Section 19.2.D.1.j

k. Exhaust silencer:
   I. Same as Section 19.2.D.1.k

l. Transmission:
   I. Same as Section 19.2.D.1.l

m. Shift mechanism:
   I. Same as Section 19.2.D.1.m

n. Clutch:
   I. Same as Section 19.2.D.1.n

o. Cooling:
   I. Same as Section 19.2.D.1.o

3. KZ & ICC:

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

I. Weight adjustment = +25 lb.

a. Carburetion & fuel system:
   I. Must meet current or prior CIK® homologation, maximum bore = 30.6 mm.

b. Induction:
   I. An unmodified current or prior CIK® homologated air box is required; maximum number of tubes = 2, maximum tube ID = 30mm.
   II. Intake & reed assembly are non-tech.

c. Crank / rod / bearings:
   I. Crank & rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.
   II. Bearings are non-tech.

d. Cylinder:

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

II. Replating and honing of the bore are allowed. Bore size must remain within OE specifications.

e. Cylinder head:

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

II. The outside of the head may be painted.

f. Piston assembly:

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

g. Crankcase & external modifications:

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

h. Ignition:

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

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

i. Exhaust pipe:

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

j. Exhaust silencer:

I. Non-tech.

k. Transmission:

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

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

l. Shift mechanism:

I. Gearbox must be entirely manually operated.

II. Ignition interrupt systems are not allowed.

m. Clutch:

I. Must be cable-actuated with manual operation.

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

n. Cooling:

I. An electric water pump may be added.

4. Rotax® DD2:

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

5. **Other allowed engines:**

   Other Engines – Engines must be either:

   a. Mass-produced, single speed, single cylinder two-cycle engine, not to exceed 125cc. Weight adjustment = -25 lb.
   b. Mass produced, single speed, single or twin cylinder four-cycle engine, not to exceed 250cc. Weight adjustment = -25 lb.
   c. Exceptions: The engine must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:
      - No engines are currently listed.

19.3 FORMULA JUNIOR

A. Safety items:

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

1. **Emergency kill switch:**
   a. All Formula Junior karts must have an emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart. The ignition kill switch shall be located on the steering wheel, near the top of the Nassau panel, or on the frame between the driver and gas tank in plain view with unimpeded access. All drivers must demonstrate the ability to shut down the engine both while driving and stationary.
2. **Engine starting & running:**
   a. Safety Procedures: On centrifugal clutch-based karts, the engine may not be started or running without a driver sitting in the seat unless the two rear wheels are suspended in a secure manner preventing the tires contacting the ground.
   b. When a kart is securely resting on a kart stand, the rear wheels and tires cannot be rotated by the engine unless all minors are a minimum of 3 feet from the rotating assembly.

B. Chassis:

1. Must meet all requirements of Sections 19.1.A

C. Tires:

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

D. Junior Class A (JA):

1. **Ages:**
   a. 12 years to 18 years
2. **Engines:**
   a. Briggs & Stratton® World Formula®

I. Minimum weight: 310 lb.
II. Operating requirements:
- Engine & clutch must be as-shipped from the manufacturer. Cylinder bore must remain within the manufacturer's specifications.
- #35 pitch clutch sprocket is allowed
- Electric starter assembly and ring gear may be removed, but must be replaced with Briggs cover #555702
- Old-type (Briggs analog) and new-type (PVL® digital) OE ignition systems are allowed
- No other modifications are allowed

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

III. Operating requirements:
- All components, including carburetor jets, must remain as provided from the manufacturer.
- LO-206 engines must remain sealed as from the manufacturer.

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

d. Yamaha® KT-100®:
I. Minimum weight: 330 lb.
II. Allowed types:
- Only heads with OEM casting "Yamaha"®" and cylinders with "787"® and "Y3®" or "Y4"®" and "787®" are allowed.

III. Required carburetor & exhaust:
- Walbro® WB3A® & RLV® SSX-V® (4-hole)

e. Rotax® Mini-Max®
I. Minimum weight: 330 lb.
II. Operating Requirements:
- Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present. Engine, clutch, Mini-Max® restricted exhaust header

and all related systems must be unmodified, as supplied from the manufacturer.

III. Required sprocket sizes:
- #219, 13T front & 82T rear

3. JB or JC karts in JA:

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

E. Junior Class B (JB):

1. Ages:

a. 8 years to 12 years

2. Engines:

a. Briggs & Stratton® World Formula®

I. Minimum weight: 270 lb.

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

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

b. Briggs & Stratton® Animal® LO206®

I. Minimum weight: 250 lb.

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

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

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

c. Briggs & Stratton® Raptor®

I. Minimum weight: 260 lb.

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

d. Yamaha® KT-100®:

I. Minimum weight: 265 lb.

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

III. Required carburetor & exhaust:
- Walbro® WA55B® carburetor & manifold with RLV® SSX-V® or HPV1® exhaust, *or*
- Walbro® WB3A® carburetor & 0.600" restrictor plate with RLV® YBX® exhaust.

e. Rotax® Micro-Max®:

I. Minimum weight: 260 lb.

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

manufacturer.
- Required sprocket sizes: #219, 14T front & 73T rear

f. Clone:
I. Minimum weight: 250 lb.
II. Required engine:
- Predator, Powerhorse or similar inexpensive 6.5hp 4-stroke engine up to 212cc displacement.

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

g. Comer® K-80®:
I. Minimum weight: 250 lb.
II. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

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

F. Junior Class C (JC):

This is a Regional-only, restricted availability class; available by prior approval from the SCCA® National Office only.

1. Ages:
a. 5 years to 8 years

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

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

4. Engine:
a. Honda® GXH50®:
I. Minimum weight: No restriction imposed at this time.
II. Operating requirements: Must comply with GXH50_Class_Rules.pdf (see SCCA® website or contact Solo® Department for details). The yellow oil alert wire must be disconnected or cut.

b. Comer® C50® & C51®:
I. Minimum weight: No restriction is imposed at this time.
II. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

G. Additional classes:

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

H. Action or Protest:

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

Member Advisories

Awards

#27932 Request for Kelly Cup Nominations

The SEB is requesting membership nominations for the Kelly Cup award. This award is presented to the SCCA® member who has shown extraordinary dedication and contribution to a Regional Solo® Events Program. Further information and a list of past winners may be found in Appendix K of the Solo Rules.

Prepared Category

#27707 Rule clarification

In accordance with section 1.b of XP in Appendix A, removing material from the hood for engine clearance is an allowable modification; adding material to re-contour the hood for engine clearance is also an allowable modification. The XP rules do not require the line of sight to the engine be blocked with the hood closed.

Kart Category

#26523 Feedback for sunset of Formula Junior engines

The KAC has recommended that the Briggs Raptor, Rotax Mini-Max, Rotax Micro-Max be removed from JA and JB rules due to lack of participation with these engine and parts availability due to age of the engine packages. The SEB has approved this recommendation, per 2.8 and Appendix H, and the restructured Section 19 will be updated to reflect these changes.

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

The KAC believes that the FJ Mod-Moto engine package should incur a +10lb weight penalty. Hence the minimum weight for a Mod Moto engine would be 395lbs. The SEB has approved this recommendation, per 2.8 and Appendix H, and the restructured Section 19 will be updated to reflect this change.

19.2

D. Engine:

1. Modified Moto:

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

I. Weight adjustment (OE ignition) = ~~0lbs~~ +10lbs.

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

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

February 2020

SOLO® EDITION

SOLO EVENTS BOARD | December 23rd

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

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com. If approved the effective date of these items will be 1/1/2020 unless otherwise noted.

Street Category

#26886 Nissan 370Z to DS

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

Move from BS to FS:

Nissan

370Z (excl. Nismo)(2009-19)

Move from DS to FS:

Nissan

350Z (excl. Nismo)(2003-09)

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

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

SS

Porsche

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

#27157 M3 power steering fluid overflow

Per the SAC, update section 13.10 E as follows:

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

~~oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.~~"

#27419 Super Street Car Classing Request

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

SS

Porsche

911 Turbo (997 chassis; ~~non-S,~~ non-GT2) (2006-12)

Solo Spec Coupe

#26857 Anti-roll bar fasteners

Per the SEB, change 20.2.B as shown below

20.2 Mandatory Parts

B. Anti-roll bar end links ~~are restricted to OE~~ *may be substituted but may serve no other purpose.*

To facilitate anti-roll (sway) bar installation and adjustment through the range of operation metal spacers (e.g. washers), may be added between the sway bar bracket and the subframe. The spacers must be less than 7.00mm (0.275") thick.

Member Advisories

General

#28325 Solo Nationals Positions

The SEB is seeking applicants for the two Course Designer positions for the 2020 Solo Nationals. Interested members are requested to submit their qualifications in writing via www.soloeventsboard.com.

The SEB is also asking members who may be interested in the Event Chair position for the 2021 Solo Nationals to submit their relevant background information via www.soloeventsboard.com.

Street Category

#27741 brake rotors replacement allowance

Per section 13 of the Solo Rules, replacement rotors must be essentially identical to the standard part; drilled rotors may not be replaced with slotted rotors.

Street Modified Category

#27518 AWD conversions

Per section 16.1.D, drivetrain and related components are unrestricted, which allows the conversion from FWD to AWD. Competitors are cautioned to adhere to all other class rules when making a conversion of such magnitude. Any modification that changes the location of a suspension pickup point is expressly forbidden.

#27560 Other Manufacturer Engine Weight Penalty Proposal

The intent of the 150# penalty for cross-make engine swaps was to protect the investment and competitiveness of existing competitors' builds. The intent of the allowance was to increase participation in SM. It has been one year since the addition of this allowance. The SMAC continues to monitor participation. Thank you for your letter.

Prepared Category

#27707 rule clarification

In accordance with section 1.b of the XP section in Appendix A, removing material from the hood for engine clearance is an allowable modification; adding material to re-contour the hood for engine clearance is also an allowable modification. The XP rules do not require the line of sight to the engine be blocked with the hood closed.

Change Proposals

The effective date of these items, if approved, would be 1/1/2021 unless otherwise noted.

Street Category

#27405 VW Jetta 1.8L Turbo Reclass

The SAC would like member feedback on the following changes to Appendix A:

Move from GS to HS

Volkswagen

1.8L Turbo models (NOC)
Beetle & New Beetle (1.8L Turbo)
Golf, GTI & Jetta (excl. GTI 337 model)(1.8L Turbo)
Corrado
Golf, GTI, & Jetta (VR6 24v)
Passat (1.8L Turbo)
Passat (W8)

#27566 Move B6/B7/B8 (2004-16) Audi S4 to D Street?

The SAC would like member feedback on the following proposal:

Move from BS to DS:

Audi

S4 (2010-19)

#27738 Reclass Saab 9-2x Aero to GS

The SAC would like member feedback on the following change.

Move from DS to GS:

Saab

9-2X Aero (2.0L Turbo) (2005-06)

#27874 Gen 4 Legacy GT to GS

The SAC would like member feedback on the following proposal:

Move from DS to GS:

Subaru

Legacy 2.5GT (2005-12)

#27911 2015 Dodge Charger V6

The SAC would like member feedback on the following proposal:

Move from DS to GS:

Dodge

Challenger (V6) (2011-19)

Charger (V6) (2011-19)

Street Prepared Category

#27846 Request for Aftermarket electronic shocks

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

15.5.C: Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added or replaced provided that the attachment points on the body/frame/subframe/chassis/ suspension member are not altered. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as standard. No shock absorber may be capable of adjustment while the car is in motion unless fitted as original equipment. *Aftermarket electronic adjustable shocks may only be used if the vehicle was available with electronic adjustable shocks from the OEM.* MacPherson strut equipped cars may substitute struts and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel. This allowance differs from the Club Racing Improved Touring Allowance 9.1.3.D.5.b.1.

Other Items Reviewed

Street Category

#27602 A Street status

Thank you for your input. The SAC believes AS has an excellent performance balance right now.

#27673 Please class Subaru Type RA

The STi Type RA is currently classed in B Street.

#27678 member feedback on A052

Thank you for your input. The SEB will continue to monitor the performance of this tire in Street.

#27860 Classing 2018, 2019+ Mazda MX5

Thank you for your input. The 2018 MX-5 is already included in the 2020 ruleset.

Street Touring Category

#27692 Follow Up to Letter #27455

Thank you for your input. Please see the proposal published in response to letter #27392.

Street Prepared Category

#27677 Extended ball joints

Thank you for your input. The SPAC believes the rule is sufficient as written.

#27875 New SP additions in the December Fastrack

Thank you for your input. The SPAC is continuing to monitor the category and to watch for opportunities where limited prep SP can be successful.

Prepared Category

#27829 Turbocharged in CP

Impound operations are not governed by the PAC. The PAC will consider requesting inlet restrictor compliance checks at future National level events.

Not Recommended

Street Category

#27547 Putting the Ponies in the Right Stable

Thank you for your input. The SAC is continuing to evaluate potential proposals for BS and FS for 2021.

#27567 Move Mini Cooper from DS to GS. Don't be silly.

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

#27568 Move Mini Cooper S/Cooper S 4 Door to GS

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

#27616 DSC Shock Controller

Thank you for your input. The SAC is continuing to monitor the development of electronic shocks in Super Street but does not expect to expand the allowance in 2020.

#27629 Move the Alfa Romeo Giulia Quadrifoglio (2017-19) to BS

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

#27646 stainless brake hoses

Thank you for your input. The SAC does not believe there is any added safety benefit, and changing these components is not in the spirit of the Street category.

#27683 Audi TT RS 2012-13 From SS to AS

The SAC feels the TT RS is appropriately classed at this time.

#27685 Focus RS and Honda Civic Type R to BS and Audi TT Mk1 to GS

Thank you for your input. The SAC feels these cars are appropriately classed at this time.

#27697 Clarification on proper classing

Thank you for your input. The SAC feels the Z28 is appropriately classed at this time, but the committee is continuing to evaluate the performance balance in BS.

#27728 Allow Both Front and Rear Sway bar Upgrades

The SAC does not believe a change to the current sway bar allowance is in the spirit of the Street category rules.

#27825 Include software version in classing Tesla

Thank you for your input.

#27959 Fiesta ST Radiator

Thank you for your input. The SAC does not believe upgraded aftermarket radiators/coolers are in the spirit of the Street category.

Street Touring Category

#27465 NB Miata to STX

Thank you for your input. The STAC does not feel that the NB Miata fits the class philosophy of STX.

#27466 Clarification on STH

Thank you for your input. The STAC does not feel that allowing aftermarket clutches is in the spirit of the category.

#27477 Bring Germany to STS

Thank you for your input. The STAC feels the referenced 944 and E30 are appropriately classed.

#27484 Aftermarket Clutch

Thank you for your input. The STAC does not feel that allowing aftermarket clutches is in the spirit of the category.

#27512 allow intercoolers

Thank you for your input. The STAC is not interested in opening up the intercooler allowance to other classes within the ST category.

#27520 Clutch allowances

Thank you for your input. The STAC does not feel that allowing aftermarket clutches is in the spirit of the category.

#27554 FWD needs help in STH

Thank you for your input. The STAC does not feel that allowing aftermarket clutches is in the spirit of the category.

#27642 More Diversity in STH

Thank you for your input. The STAC is hesitant to class RWD cars competitively in STH and feels they are a better fit in the current STU class.

#27653 BMW 228i and 230i class change

Thank you for your input. The STAC is hesitant to class RWD cars competitively in STH and feels they are a better fit in the current STU class.

#27708 Disallow Yokohama's on Premise of Cost/Performance/Class

Thank you for your input. The STAC feels that this is a decision that spans both Street and ST and as such should be made by the SEB.

#27714 Yokohama A052 review

Thank you for your input. The STAC appreciates the data provided in the letter. The STAC feels that this is a decision that spans both Street and ST and as such should be made by the SEB.

#27775 Tesla Model 3 Performance

Thank you for your input. The STAC feels the Model 3 Performance exceeds the performance envelope of the current STU class.

Street Modified Category

#27791 Replacing OEM gauge cluster with digital dash

There is no provision in the SM rules for removing the original gauge cluster.

Prepared Category

#27963 The intent and direction of prepared

The PAC is challenged to balance protecting member investments, while metering in the inevitable march of technology. Multiple options were proposed to the membership. Allowing ABS/TCS/SC for all, offers a path for older cars to remain competitive, while not discouraging new builds. As always, thank you for your input.

Handled Elsewhere

Street Category

#27478 super ponies to FS

Please see the response to #27547.

#27481 TELSA dual motor out of BS

Please see item #27475 in the January Fastrack.

#27488 Tesla in B Street

Please see item #27475 in the January Fastrack.

#27562 2019-20 BMW M2 Competition Coupe

Please see the response to letter #27561.

#27565 SS 1LE & GT PP2 to FS

Please see the response to #27547.

#27571 Classing for BMW M2 Competition

Please see the response to letter #27561.

#27579 B Street Classing proposed for 2020 Toyota Supra

Please see response to letter #27379 in the November Fastrack.

#27613 Move the 2017-19 1LE/ 2018 PP2 to FS

Please see the response to #27547.

#27690 Move Tesla out of BS

Please see the response to letter #27475 in the January Fastrack.

#27725 Allow Both Front and Rear Sway bar Upgrades

Please see the response to letter #27728.

#27779 Tesla Model 3 classing

Please see the response to letter #27475 in the January Fastrack.

#27786 Cayman T Classing

Please see the response to letter #27169.

#27788 5th Gen Z28 to BS

Please see the response to letter #27697.

#27797 Keep BMW M2 Competition in AS

Please see the response to letter #27561 in the January Fastrack.

#27830 Porsche 718 Cayman T & Boxster T to A Street

Please see the response to letter #27169.

#27927 Aftermarket Radiators

Please see the response to letter #27959.

Street Touring Category

#27533 Allow STU to use electric fans

Thank you for your input. Please see the response to letter #26901 published in the August Fastrack.

Tech Bulletins

These items are effective immediately upon publication.

Street Category

#27169 Please class the Cayman T

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

AS
Porsche
718 Boxster (*incl. T, excl. S*) (2017-*20*)
718 Cayman (*incl. T, excl. S*) (2017-*20*)

#27421 2018 Volvo V60 Polestar Class

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

DS
Volvo
S60/V60 Polestar (2016-18)

#27522 Move BMW M4 CS to BS

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

AS
BMW
M3 & M4 CS (2018-*20*)
BS
BMW
M3 & M4 (F80/F82) *(non-CS)* (2015-*20*)

#27561 Class the 2019+ BMW M2 Competition alongside the 2016-18 M2

Per the SAC, in accordance with 3.2 update the following listing in Appendix A:

Move from AS to BS:
BMW
M2 Competition (2019-20)

#27573 Mercedes C300 2015-20 should be reclassified

Per the SAC, update the following listing:

FS

Mercedes-Benz

C300 (2007-*20*)

#27870 C8 Corvette request for classification

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

SS

Chevrolet

Corvette (C8) (2020)

Note: due to significant member interest in this model, the SAC is taking the somewhat unusual step of classing it at this time.

#27968 Mk.6 VW Golf 2.5 (2010-14) listing is missing

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

HS

Volkswagen

Golf (2.5L)(2010-14)

Street Touring Category

#27239 Please Class 2015+ Audi S3 in ST

Per the STAC, class the 2015+ Audi S3 in STU with its mechanically similar sibling the MK7 Golf R. Update Appendix A as follows:

STU

Audi

S3 (2015-19)

#27541 Petition to add HHR SS to STH

The STAC would like to class the Chevrolet HHR SS in STH. Revise Appendix A as follows:

Street Touring Hatchback (STH)

Chevrolet

HHR (2008-11)

Street Prepared Category

#27842 Classification Request: McLaren 600LT

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

SSP

McLaren

*600LT *Limited Prep**

#27857 Addition of the 2018-19 Audi TTRS to SSP and SSR

Per the SEB add the following to Appendix A:

ASP

Audi

*TT RS (2018-19) *Limited Prep**

#28054 Model 3 Limited prep

The SPAC would like to correct the recent Tech Bulletin listing the Tesla Model 3 in ASP, as shown below:

ASP

Tesla

*Model 3 *Limited Prep**

official SCCA member notification

Fastrack news

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

March 2020

SOLO® EDITION

SOLO EVENTS BOARD | January 29th

The Solo Events Board met by conference call January 29th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Mark Scroggs, and Marshall Grice; Charlie Davis and Steve Strickland of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Street Prepared Category

#27049 Bushing question clarification

Per SP rule 15.8.C, a suspension bushing may be replaced by a bushing of the same type (e.g. ball and socket), including offset bushings, so long as the other restrictions are not violated. A multi-axis motion bushing which uses compliance of the component material to achieve this motion may not be changed to a different bushing type (e.g. spherical bearing); however, it may still be replaced.

#27324 Holley Hydramat Fuel Reservoir System

Clarification:

In the SP category, for in-tank fuel pumps with a pre-pump filter/sock the filter is considered part of the pump and can be replaced along with the pump.

Modified Category

#25965 Kegs as fuel tanks

Per the MAC, competitors are highly encouraged to utilized fully engineered fuel tank designs that are consistent with accepted norms for quality, materials, design, mounting, and safety.

The MAC cannot address the issue of a specific beverage keg configuration without additional details regarding the container materials, construction, and installation.

#27873 Mod roll structure clarification

Per the MAC, roll bar structure must meet the requirements of Appendix C. It is strongly suggested, but not required, that the roll structure meet GCR rules for GCR based vehicles. Per 18.0.D.4, Specials are required to have the roll bar extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.

#27950 MAC application

The SEB has approved the addition of Jeff Ellerby to the MAC.

Change Proposals

Street Category

#27888 Best of Breed FR-S/BRZ/86 from CS to DS?

The SAC would like member feedback on the following proposal.

Update the CS and DS BRZ listings as shown:

CS

~~Subaru~~

BRZ (with Performance Package) (2017-19)

DS

Subaru

Subaru BRZ ~~(non-Performance Package)~~ (2013-~~20-16, 2017-19~~)

SSR

#28139 ZL1 1LE in SSR

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

SSR

Chevrolet

Camaro ZL1 1LE (2018-20)

Prepared Category

#27536 Forced Induction Engines in EP

With increasing OEM installations of forced induction engines on entry-level vehicles, the PAC is soliciting member feedback on the following group of rule changes. If these are approved, forced induction vehicles will be classed in EP on a case-by-case basis, and considered on member request. It is believed that this will increase EP participation, without creating a competitive imbalance or detracting from FP Nationals participation. The proposed changes are as shown:

17. PREPARED CATEGORY

Category Objective

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

Category Values

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

Core Modifications

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

Classes

- X Prepared (XP) – Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.
- C Prepared (CP) – American muscle cars.
- D Prepared (DP) – Lightweight, 4-cylinder RWD sports cars and coupes.
- E Prepared (EP) – FWD cars ~~naturally aspirated~~.
- F Prepared (FP) – High performance sports cars and sedans.

In 17.10.C.2:

a. XP – No restrictor required

b. CP – 52 mm (2.047") restrictor

c. FP – 46 mm (1.811") restrictor

d. EP - 33 mm (1.299") restrictor

Prepared (EP) - Appendix

Weight Formulas (lbs.):

Piston Engines: ..... 1.00 x displacement

Engines with 3 ~~or 4~~ *or more* valves per cylinder and displacement less than or equal to 1667cc:

.....1.06 x displacement (cc)

Engines with 3 ~~or 4~~ *or more* valves per cylinder and displacement greater than 1667cc:

..... 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: .....1.00 x displacement (cc)

Level 2 (Limited Prep) vehicles: .....1.00 x displacement (cc)

Forced induction: .....1.40 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2400~~ *2600* lbs. prior to addition of weight adjustments defined herein and in Section 17.

#27619 Align XP (P all) Aero Rules with SM

The PAC would like member feedback with respect to using the current XP aero rules for all of Prepared. This change would allow wings and an increase in front splitter allowances.

Specific changes would be as follows:

17. Preamble:

- ~~Restricted~~ *Specific* aerodynamic aids

In 17.2.0:

The standard OE front spoiler or a non-standard front spoiler/splitter may be used. If a non-standard front spoiler/splitter is used it must comply with the following requirements: *Shall be installed parallel to the ground (within ±3° fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the frond bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above. The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm2) for each side. Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq. ft. (1114.8 cm²).* ~~It shall not protrude beyond the overall outline of the car as viewed from above or aft of the forwardmost part of the front fender opening (cutout), no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above, and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum.~~ Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler/splitter. The spoiler/splitter may not function as a wing. This allows a vertical airdam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.

In 17.2.P:

A spoiler *or wing* may be added to the rear of the car provided it complies with either of the following:

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

2. It is a non-production rear spoiler which is mounted to the rear portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10.0" (25.4 cm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch in such a configuration the spoiler may extend not more than 7½ inches (7.50", 19.1 cm) from the original bodywork in any direction. The spoiler may be no wider that the bodywork. The use of endplates is prohibited. Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (downforce) along all or any portion of the spoiler. The angle of attack is free. The spoiler may not function as a wing

3. ~~All OE rear wings and rear spoilers may be removed.~~

Wings may be added, removed, or modified. OE or non-OE spoilers must be removed. Non-OE wings may only be attached to the chassis or body behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both. Wings, and any component thereof, may not extend beyond the vehicle width as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 0" (0.0 mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used but may serve no other purpose. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm2) each and the number of endplates is limited to a maximum of 1. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the

highest point of the body that is behind the centerline of the rear axle. In the event that a convertible/roadster with no roof or a targa-top with no rear window retains the OE windshield frame with a windshield of any material that meets Section 17.2.K.1, the top of the windshield frame shall be considered the top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.

4. Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.

In Appendix A - XP Prepared:

~~1.c Aerodynamic Aids – Wings may [...] and canard endplate total surface area is limited to 100 sq. in. (645.2 cm2) for each side.~~

#27822 Allow seat drop pans in floorboard of Prepared cars

The PAC is seeking member feedback on the following proposed change:

17.2.E

The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, battery boxes, ballast weights, and drivetrain clearance. For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced. The driver/passenger compartment must remain separate from any exhaust and drivetrain components by a metal panel. Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment. *The transmission tunnel may be modified for the purpose of installing a competition driver seat. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 30" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .058". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

Modified Category

#26349 Remove weight penalties for ABS/SCS/TCS in DM/EM

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

Change Section 18.0, second paragraph after the "Classes" section, 3rd sentence to read:

"ABS is explicitly prohibited except in classes AM, *DM (where weight penalties are as shown in Appendix A), and EM (where weight penalties are as shown in Appendix A)."*

Change the weight penalties for ABS/stability control/traction control in DM (Appendix A, Modified Class D, subsection C) and EM (Appendix A, Modified Class E, subsection B) as follows:

DM:

TSC - 200#

ABS and/or SCS: 250# *for unmodified OE systems, 350# for all others*

EM:

TSC - 300#

ABS and/or SCS: 375# *for unmodified OE systems, 475# for all others*

NOTE: This corrects an inconsistency between Section 18 and Appendix A and updates the applicable weight penalties to address both OE and aftermarket systems.

Other Items Reviewed

Street Category

#28066 ND1 and s2000 need a place to play. Move the ND2.

Thank you for your input. The SAC feels the ND2 is appropriately classed at this time.

Street Prepared Category

#27025 Modular ST/SP econobox please

The SPAC is closely monitoring the new limited prep SP rules and will re-visit this topic.

#27067 SP Feedback

Thank you for your input.

#27508, #27509 Support for 23358, 25346

Thank you for your input. Item #23358 has been recommended to the BOD.

Prepared Category

#27557 CP weight limits

Thank you for your input. The PAC will continue to monitor the competitive balance of forced induction vs non-forced induction cars in CP.

Modified Category

#27176, #27180, #27189, #27202, #27219, #27234: Various feedback regarding item #26464, Rotary Engine displacement calculation

The SEB has recommended the subject change to the BOD. Thank you for your input.

Not Recommended

Street Category

#28087 No data provided? Get rid of e-shock controllers

Thank you for your input. The SAC will continue to monitor the effects and capabilities of the shock controllers in SS.

#28103 street wheel width

Thank you for your input. The SAC feels the current wheel rules are sufficient.

#28110 A Call for Classing Consistency in Street (C7GS to AS)

Thank you for your input. The SAC believes this car exceeds the performance envelope of AS, but will continue to monitor the competitive balance of the class.

#28157 Tesla Model 3 Dual Motor

Thank you for your input. The SAC feels all variations of the Model 3 Performance are appropriately classed at this time.

Street Prepared Category

#27003 Double duty STR car please

Thank you for you input. The SPAC and SEB are closely monitoring limited prep SP and continuing to discuss how it might be improved in the future.

#27309 Allow update & backdate between 1st gen Integra & 1st gen CRX/Civ

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

#27372, #27401 Miata ND to CSP

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

#27672 Moving the speed 3

Thank you for your input. The SPAC is continuing to monitor the competitive balance in the category and search for opportunities to class cars more competitively.

Prepared Category

#28059 Prepared Proposal 25235 / ABS/Traction Control

The PAC is challenged to balance protecting member investments, with metering in the inevitable march of technology. Multiple options were proposed to membership. Allowing ABS/TCS/SC for all, offers a path for older cars to remain competitive, while not discouraging new builds. As always, thank you for your input.

#28118 ABS/traction control weight penalty in XP 25235

Thank you for your input. When ABS/TCS was opened up for the entire category, the PAC did not want to effectively roll back the recent XP weight changes (#14898). Also, as XP is the class with the highest level of preparation in the category, it is assumed that most XP cars have either ABS or TCS. The addition of 50# to the base XP weight is believed to be an appropriate compromise.

Handled Elsewhere

Street Category

#28158 Tesla Model 3 Performance

Please see the response to letter #28157.

Street Touring Category

#26979 Proposal boost piping rule

Please see the response to letter #26703 in the December 2019 Fastrack.

#26983 Letter 26979

Thank you for your input. Please see the response to letter #26703 in the December 2019 Fastrack.

Street Prepared Category

#27317 Additional Info for 1st gen Integra & 1st gen CRX/Civic on 1-Line

Thank you for your input. Please see the response to letter 27309 in this Fastrack.

#27538 Request to class the Tesla Model 3

Thank you for your input. Please see the response to letter 27432 in the December 2019 Fastrack.

#27558 Please Class: ND2 Miata

Thank you for your input. Please see the response to letter 27525 in the December 2019 Fastrack.

Tech Bulletins

Street Category

#28056 Jaguar F-Type Coupe P-300 Trim Classification

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

AS
Jaguar
F-Type (NOC non-Project 7) (2014-*20*)

#28124 new model classification

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

FS
Chevrolet
Camaro ~~LS, LT~~ V6, *V8* (~~V6~~ excl. *SS 1LE, ZL1,* excluding Suspension Lowering Kit and Brembo® 6-piston Front Brake Kit) (2016-20)
Camaro (V6, 1LE) (2017-19)
Camaro SS (non-1LE) (2016-19)

SSR

#28088 Ford Mustang GT350R (2016-20)

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

SSR
Ford
Mustang Shelby GT350 & GT350R (2015-*20*)

Street Prepared Category

#26504 class question

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

ASP

Subaru

Impreza WRX (incl. STI) (excl. Type RA and 2019 STI) (2015-2019)

#27844 Classification Request: 991 Porsche GT2RS

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

SSP

Porsche

*GT2RS (991 chassis) *Limited Prep**

Modified Category

#24567 Throttle return springs

Per the MAC, add as new subsection in 18.0 as follows:

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

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April
2020

SOLO® EDITION

SOLO® EVENTS BOARD | February 26th

The Solo® Events Board met by conference call February 26th. Attending were SEB members Mark Labbancz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Steve Strickland of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Tire Rack® Solo® Nationals

#28722 Nationals Course Designers

The SEB has approved Kerry Coughlin and David Marcus as course designers for the 2020 Solo® Nationals. The board thanks all of those members who volunteered for this responsibility.

Street Touring® Category

#27671 STAC open position

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

#28082 Subaru model year update

Thank you for your input. Please see the updated model years in Appendix A of the 2020 rulebook.

#28275 Catch-all under STU

Please see the updated Appendix A in the 2020 rulebook, which will include the 2019 and 2020 Mustang GT in STU. This listing would also encompass the PP1 and PP2 option packages of the Mustang GT.

Street Prepared Category

#28680 Committee Personnel

The SPAC is anticipating an opening, and interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Prepared Category

#28340 Removable hardtop clarification

Per the PAC, alternate materials may be utilized for the replacement of OE hardtops. The replacement must not vary from the original by more than 1" in any direction, nor can it confuse the identity of the original vehicle.

Change Proposals

Street Category

#28412 I Can Jog a Course Faster than a Crown Vic - Put It in H[S]

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

Move from FS to HS:

Ford

Crown Victoria (all)

#28491 Consider moving the 2019+ Subaru WRX STI to DS

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

Move from BS to DS:

Subaru

STI (excl. S209)(2019-20)

NOTE: The SAC initially classed this car conservatively to see how the recent DS additions compared before adding a potentially improved version of one of those new additions.

Street Touring Category

#28321 Make STU Great Again!

The STAC is seeking member feedback on changes to increase participation in STU. While the focus is on STU, there are changes that would affect STH as well. These changes encompass both additional allowances and new vehicle classifications. The changes below are provided in outline form, and specific rule wording will be presented in future FasTracks pending member feedback on the overall concept. Various letters and slowly declining participation in STU has resulted in the STAC re-evaluating the Street Touring ruleset to ensure it is meeting the desires of the membership. The STAC is concerned that the Street Touring rules have not kept up with "common enthusiast modifications" and as such is seeking member feedback on the following additional car classifications and rule changes. The cars listed under Proposed would be added to Appendix A when the rule changes go into effect. The cars listed under Potential would be evaluated for inclusion in future years.

Goals of this Proposal

1. Increase Participation in STU
2. Modernize the Street Touring ruleset for turbo cars
3. Preserve competitiveness of current STU cars
4. Decrease average age of competitive STU cars

Proposed allowance changes:

1. Change max wheel width for all vehicles in STU to 11". Max tire size for all vehicles 315
2. Expand the existing intercooler allowance to include STU
3. Turbocharged vehicles may make mechanical changes to the boost controls such as replacement of electronic boost control solenoids, blow-off valves, removal of restrictor pills, etc. No changes to the turbo or wastegate. This allowance would only apply to STU and STH and follows current SP rules.
4. A new clutch allowance following the LP SP rules. Clutch friction surface and flywheel must remain OE diameter and OE number of friction surfaces. Allows for converting from dual mass flywheels to single mass flywheels. Clutch slave and master may be replaced. This allowance would only apply to forced induction cars in STU and STH.
5. Tuning for automatic/dual-clutch transmissions and electronic differentials
6. AWD vehicles may substitute one differential regardless of how many it came with from the factory

Proposed additional STU vehicle classifications:

1. All 2, 3, and 4 series BMWs not already classed. Including M2, M3, and M4.
2. 2018 Focus RS
3. Audi RS3/4/5
4. BMW M coupe not currently classed
5. Toyota Supra (current gen)

Potential future STU vehicle classifications:

1. Corvette C5 Z06
2. Porsche 911 (997 gen base model)

3. Porsche 911 (996 gen all excluding Turbo/GT3)

4. 981 Porsches (Cayman/Boxster)

5. 1990-2005 Acura NSX

#28411 Transverse Leaf Spring Conversion in ST*

The STAC is seeking member feedback on an allowance that mirrors the new allowance in Street Prepared allowing vehicles with transverse leaf springs to convert to coilover type springs. Currently there are severely limited options for aftermarket leaf springs and this change will allow certain vehicles more options for spring rates in Street Touring.

Change 14.10.A as follows:

"14.10.A: Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) *unless noted below* and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed. *For cars originally equipped with transverse leaf springs, spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a 'coilover' configuration.*"

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

Prepared Category

#27531 Engine relocation definition

In order to clarify and commonize the engine relocation wording, the PAC would like member feedback on the following changes:

17.10.M.7. The engine may ~~not~~ be relocated~~.~~ within the following constraints: *Longitudinally mounted engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within ±1 inch (25.4 mm) of the standard part. Transverse mounted engines must locate the centerline of the crankshaft ±1 inch than the standard part , and no closer to the fore-aft center of the vehicle than the standard part ±1 inch (25.4 mm).*

~~17.10.R.7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within ±1 inch (25.4 mm) of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft ±1 inch than the standard part , and no closer to the fore-aft center of the vehicle than the standard part ±1 inch (25.4 mm).~~

Prepared (CP) - Appendix A

~~Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is ±½" (±12.7 mm).~~

Not Recommended

Street Category

#28448 M2C from AS to BS

The BMW M2 Competition was initially classed conservatively due to the initial timing of its availability. This was done despite hesitations to split the line, in an effort to gather more performance data both with regards to

BS and the M2C. After Nationals, the SAC re-visited the classing based on performance data from the season. As BS continues to evolve with the recent addition of the Supra and continued development of existing chassis, the SAC believes the M2C falls within the performance envelope of the class. The SAC will continue to closely monitor the performance balance in BS.

Street Touring Category

#27359 94-97 Torsen-equipped Miata from STR to STS

Thank you for your input. The STAC does not feel that the Torsen equipped NA would be appropriate for the current state of STS. The STAC is evaluating options for the long-term health of STS. However, until class participation suffers there are no plans to upset the competitive balance of STS.

#27534 Removal of convertible soft tops with SCCA legal roll bar

Thank you for your input. The STAC does not feel that an allowance to remove a factory soft top (even in conjunction with a roll bar installation) is appropriate for the category.

#27978 2005 and older ECU reprogramming

Thank you for your input. The STAC does not feel that allowing additional cars to install standalone ECUs would be in the best interest of the category.

#28083 More ND2 data

Thank you for your input. The STAC feels that the ND2 is appropriately classed.

#28225 OEM Performance Division Allowance

Thank you for your input. The STAC does not feel that a blanket allowance to allow OE Performance Division (e.g. Ford Performance, TRD, STI) modifications that fall within the general scope of the current ST* rules would be beneficial to the category. Such an allowance would require constant monitoring of all available (and previously available) OE Performance Division modifications and could result in an OEM offering a part that upsets the competitive balance of a class.

Junior Kart

#27340 MG HZ tire sun setting in 2021

We are not recommending pulling the HZ for the 2021 season based on member feedback.

The KAC will re-look at this in the future.

#28203 Engine classification

Thank you for your feedback.

The KAC believes that Formula Junior engine options match what engines are currently available and will to continue to monitor the popularity of other engine options.

#28233 Engine classification (again)

The KAC does not believe that the IAME KA100 performance matches those of the current approved engines for FJ.

#28466 Alignment of JDP program

Thank you for your feedback.

The KAC does not believe that the Briggs & Stratton LO206 engine with the red slide and 4100 coil are consistent with the goals of FJC.

Handled Elsewhere

Street Category

#28368 Please class Cayman 718 T

See response to letter #27169 in the February Fastrack.

#28436 Available data does not warrant BMW M2 Comp reclassing

Please see the response to #28448.

#28472 B-street changes

Please see the response to #28448.

Street Touring Category

#27284 Allow Intercooler Piping/Hoses in ST

Thank you for your input. Please see the response to letter #26703 in the December 2019 Fastrack.

#27820 Make STU the BS of ST*

Thank you for your input. Please see the change proposal published as a response to letter #28321.

#28114 Why no response to 26275

Thank you for your input. The STAC has been working on a proposal to revitalize STU and include some newer popular cars, and your original letter has been included in that discussion. Please see the WDYT letter #28321 being published in this Fastrack, which includes the BMW 335i/340i models.

Other Items Reviewed

Junior Kart

#28230 Removal of MG HZ tire from list

Thank you for your feedback. Please see item #28237.

#28236 Kart tire list.

Thank you for your feedback. Please see item #28237.

Tech Bulletins

Street Category

#28232 Classification needed for Porsche Macan 2.0L

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

BS

Porsche

Macan *(all)*~~S & Turbo~~ (2015-*20*)

#28234 Kia Stinger GTS

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

FS

Kia

Stinger ~~GT, GT1, & GT2~~ (V6 Turbo) (2018-*20*)

#28239 Please class 2020 Evora GT

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

SS

Lotus

Evora GT (2020)

#28244 Genesis G70 Classing

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

FS

Genesis

G70 (2018-20)

#28467 Request AMG GT, GTS, GTR classing.

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

SS

Mercedes

AMG GT, GTC, GTR, GTS (2015-20)

#28497 2018+ Audi RS5 classification

Please update the following listing in Appendix A:

BS

Audi

RS 5 (2013-*20*)

Super Street R

#28474 BMW M3/M4 to SSR

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

SSR

BMW

M3 & M4 (F80/F82 chassis) (2015-*20*)

Junior Kart

#28237 MG Tire rules

Per the KAC, the MG tire labeled SH is added to the approved tire list. The specific rule change is as follows:

In 19.3.C. Tires:

1. Dry tire brand and compound is restricted to the MG® HZ, HZi, *or SH*.

This is to allow drivers to prepare for the 2020 season as the HZi tires are no longer in production.

Solo® Spec Coupe (SSC)

Decision: SSC Tire Selection for 2020

Based on positive durability and performance test results, the Solo® Events Board and the Board of Directors have approved the Falken Azenis RT660 as the spec tire for 2020. The Falken Azenis RT660 will be eligible for competition in SSC starting April 3, 2020. Additionally, as was communicated recently, the Falken Azenis RT615K+ will continue to be eligible in SSC for all National and Regional Solo® events in 2020 as well. – SEB

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Solo

SOLO EVENTS BOARD | March 25th

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

Member Advisories

Street Touring Category

#27802 Please class the 2018/19/20 BRZ/86

Thank you for your input. Please see the updated model years in Appendix A of the 2020 rulebook.

#28464 Please Define Low, Medium and High Horsepower

Thank you for your input. Vehicles in Street Touring are explicitly classed. When a vehicle is not explicitly classed in ST it may still run an ST class in Regional competition provided it conforms to one of the ST catch-alls listed in Appendix A. If a vehicle does not conform to a catch-all and is not listed in Appendix A in one of the ST classes, then the vehicle is not eligible for participation in ST. There is not always a direct relationship between the Street class a vehicle is classed in and an apparently corresponding ST class. Also, the usage of the terms *high*, *medium*, and *low* horsepower in the category preamble is meant to provide the membership with a general vision for the category, not as a concrete rule for classing purposes.

Change Proposals

Street Touring Category

#27027 Allowance of Oil-Metering-Pump adapter and tank for Rotary Cars

The STAC is seeking member feedback on an allowance for rotaries to utilize oil metering pumps to provide additional lubrication. This is seen as a reliability allowance and is not intended to be a performance benefit. The allowance to remove the windshield washer reservoir is there to facilitate the use of common off-the-shelf kits that replace the windshield washer reservoir with an oil storage tank.

Modify 14.10.M as follows:

14.10.M. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication with additional oil supplied through the standard fuel delivery system *and/or an oil-metering-pump (OMP) adapter plate. An oil storage tank may be added to provide oil to the OMP. Holes may be drilled for mounting.*

#27489 Relocation of catalyst permitted - extend Oxygen Sensor Wiring?

The STAC is seeking member feedback on a minor change to the allowance for relocating the oxygen sensor. This new allowance would explicitly allow lengthening or shortening the oxygen sensor wiring to support the relocation of oxygen sensors.

Modify 14.10.D as below:

14.10.D. Exhaust manifolds, headers, downpipes, and associated EGR tubes may be replaced with alternate units. Exhaust exit may be relocated provided it meets Section 3.3.3.B.16. Relocation of the oxygen sensor on the header is permitted, *including lengthening or shortening oxygen sensor wiring*. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets/hardware which serve no other purpose are considered part of the exhaust components.

Street Prepared Category

#27889 ND Miata LPSP Classing

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

BSP

Mazda

MX-5 Miata (ND chassis~~, all~~) (2016-~~19~~ *18*) **Limited Prep**

*MX-5 Miata (ND chassis) (2019-2020) *Limited Prep**

CSP

Mazda

MX-5 Miata (ND chassis, all) (2016-2020)

Note: the net effect of these changes is to class the full-prep Miata ND's in CSP, and the limited-prep ND's in BSP.

Modified Category

#26999 Weighing without driver

The MAC is recommending changing the Modified weighing requirements such that classes DM and EM would weigh without driver. This affects the minimum weight specification values in Appendix A, which are proposed to be amended as follows:

Modified class D (DM)

B. *Weight of car only (no driver)* vs. computed displacement (lbs.):

• Piston engines, normally-aspirated up to & including 1800 cc *1080*

• 12A rotary engines, normally-aspirated w/ porting restriction *1080*

• Piston engines, normally-aspirated 1801-2000 cc *1180*

• 13B rotary engines, normally-aspirated w/ porting restriction *1180*

• Forced induction w/ displacements per 18.0.B, up to 2000 cc w/ inlet restrictor *1180*

Modified class E (EM)

A. *Weight of car only (no driver)* vs. Displacement (lbs.):

• Piston engines up to & including 3200 cc OHC *1500*

• Piston engines up to & including 4500 cc pushrod/OHV *1500*

• 2-rotor rotary engines with unrestricted porting *1500*

• Piston engines unlimited displacement..... *1600*

• 3-rotor rotary engines with unrestricted porting *1600*

The MAC's reasoning is summarized as follows:

- Operational improvements
  - One less trip to scales per DM/EM car, reducing scales traffic and ingress/egress complexity
  - Removes need to monitor each driver to ensure their particular ballast is in place every run
  - Reduces likelihood of mechanical delays for 2-driver DM/EM cars
- Safety improvements

- Removes need to reconfigure ballast between drivers with attendant potential attachment/installation issues
- Reduces 1st driver feeling they have to rush back to their grid location from the scales

- Competitor experience improvements
  - Gives more time for driver switchover, seat reconfiguration, debrief, run prep, tire management, etc.
  - Reduces likelihood of overheating and other mechanical issues going to/from scales

Not Recommended

Street Category

#28529 Under powered CaymanS

Thank you for your input. The SAC believes the Cayman S exceeds the performance envelope for CS. However, the SAC will continue to monitor the performance balance between CS and BS.

#28570 Moving older Corvettes to classes that make some sense

Thank you for your input. The SAC believes the C5 and C4 Corvettes are appropriately classed.

#28703 Increase Wheel Offset Allowance to +/- 10mm

Thank you for your input. The SAC believes the current wheel offset allowance is sufficient.

Street Touring Category

#28486 Response to Letter #27642 and #17653

Thank you for your input. The STAC is not considering limiting STH to only FWD and AWD cars at this point in time.

Other Items Reviewed

Street Category

#28574 Support for #27405 VW Jetta 1.8L Turbo re-class

Thank you for your input and your most excellent spreadsheet.

Street Prepared Category

#26988 Classing of MK7 GTI 2015-2019

Please see the response to letter 27618 in this Fastrack.

#27589 2018+ ND Miata classing

Thank you for your input. Please see the response to letter 27525 in the December 2019 Fastrack.

#28201 2019 MX-5 (ND2) to BSP

Thank you for your input. The SPAC is continuing to monitor the balance of performance and cost across the category.

Prepared Category

#28299 Jan Fastrack feedback to #25235

Please see the responses to letter 27963 in the February Fastrack, and letter 28118 in the March Fastrack.

The PAC would like to apologize for the unclear wording in the January Fastrack, that led some members to think this was still an open proposal, rather than an approved change.

#28512 25235-ABS/Traction Control Stability Control

Please see the responses to letter 27963 in the February Fastrack, and letter 28118 in the March Fastrack.

The PAC would like to apologize for the unclear wording in the January Fastrack, that led some members to think this was still an open proposal, rather than an approved change.

#28638 Objection to February Fastrack clarification - engine clearance

The PAC thanks the member for their concerns. The PAC feels the current louver and venting allowance already allows for large unsealed openings. Use of alternate material is also allowed for the hoods with no restrictions regarding flame resistance. There is currently no wording for external body panels to be sealed or act like firewalls.

#28640 Seat pan drop

The PAC thanks the member for their input

Junior Kart

#28196 MG Red tire option, Kill switch and Predator exhaust option

The KAC has recommended the SH tires; see letter 28237 in the April Fastrack.

Thank you for your input on the location of the ignition switch. The KAC believes that the current wording of 19.3 A would not allow a kill switch to be mounted in a location that the driver cannot see nor reach.

The updated rules on the clone and predator engines were missed in the Draft A and should be updated for the final ruleset.

Thank you for your feedback on the oil safety switch.

Handled Elsewhere

Super Street R

#28618 SSR ZL1 1LE feedback

These cars are already classed in SSR.

Street Touring Category

#27535 Classing for 15-18 BMW M2 (non comp)

Thank you for your input. Please see the proposal published as a response to letter #28321 in the April Fastrack.

Tech Bulletins

Street Category

#28043 Tesla Acceleration Boost

Update the following listings in Appendix A:

SS

Tesla

Model 3~~ Performance~~*(all)(2018-20)*

DS

~~Tesla~~

~~Model 3 (excluding Performance)(2018-20)~~

Due to the continual updates to the car from Tesla, such Dyno mode, Track mode version 2, etc, rather than re-classing the car for each update, the SAC is choosing to re-class all of the Model 3 variants to SS utilizing

rule 3.2. The SAC would like to remind the membership of the pending new EV classes that will provide an additional outlet for these cars.

#28705 Please class 2020MY Ford Mustang GT500

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

SS

Ford

Mustang GT500 (2020)

Street Touring Category

#27933 E60/E63--E6x

The STAC would like to update Appendix A to include a classing for the V10 M5 and M6 in STU. Update Appendix A as follows:

STU

BMW

M5 (2005-2010)

M6 (2005-2010)

Street Prepared Category

#27891 non comp M2 to ESP for LPSP

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

ESP

BMW

*M2 (non-ZL9) *Limited Prep**

#28241 Class McLaren 600LT and 620R

Per the SPAC, add the following to Appendix A:

SSP

McLaren

*600LT *Limited Prep**

*620R *Limited Prep**

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Solo

SOLO EVENTS BOARD | April 22nd

The Solo Events Board met by conference call April 22nd. Attending were SEB members Mark Labbancz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Steve Strickland of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

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

Street Category

#27874 Gen 4 Legacy GT to GS

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

Move from DS to GS:

Subaru

Legacy 2.5GT (2005-12)

Member Advisories

Street Prepared Category

#28515 Scalloped Rotors

Per the SPAC, 15.6.D.1 allows for rotors which have a greater diameter than that of the standard parts but not less than that. For rotors where the diameter varies (i.e. "scalloped" rotors), the diameter at the smallest point (minimum diameter) should be used to compare with the standard parts. Therefore the minimum diameter of a "scalloped" rotor must be at least as large as the standard rotor is it replacing.

Change Proposals

Street Category

#27540 996 & 997 Porsche 911 GTS

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

AS

Porsche

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

#28005 Proposed Courses of Action regarding FS

Street category remains the SCCA largest participation category by virtue of being the lowest preparation level and associated cost of entry. The SAC/SEB monitor the classes in the category for parity, participation, and competitive options for the members.

In the Preamble of Section 13 and Appendix A, F-Street is identified and described as a class for “Heavy, high-horsepower RWD vehicles in the spirit of “V8 Pony Cars.” Traditionally class participation has been domestic pony-car enthusiast competitors. Recently, due to class changes and member input, the favored

vehicle for class population has shifted towards V8 powered German coupes/sedans. However, class participation has continued a steady trended downwards.

The SAC/SEB would like member feedback on two concepts to rejuvenate F Street participation.

Concept 1: Move the "Track Ponies" from BS to FS.

Moving the Camaro SS 1LE, Mustang GT350, Mustang PP2, and similar US manufacturer cars would maintain the current definition of FS while introducing additional chassis which appear capable of competitive parity with the German cars. While moving the track focused muscle cars may benefit FS participation, the SAC is concerned that it may have a detrimental effect on BS participation levels, because these "Track Ponies" have demonstrated competitive parity in BS.

Also, the SAC believes that the types of cars and relative speed of BS and FS would overlap until one class's performance envelope evolves. This provides an opportunity to move additional cars into BS to effectively differentiate BS and FS and mitigate a participation decline.

The SAC would like feedback from current BS and FS participants on the perceived benefits or pitfalls of this move. For example: are there other BS cars that should be included such as the F80/82 M3 and M4? Are there any candidates which could be moved from AS to BS as a part of this move?

Concept 2: Consolidate FS cars into BS. Redefine FS as a class for "affordable older enthusiast coupes / sedans" with an emphasis on lower cost of entry and acceptable availability.

Under this proposal most cars currently classed in FS would be moved to BS to consolidate the two classes. FS would be redefined in the Section 13 preamble and Appendix A. The goal for this new class would be to expand on the formula which has made ES successful by creating a class for affordable enthusiast coupes / sedans. Whereas ES is focused as a sports car class, FS would be focused on chassis with back seats that had already undergone a significant portion of their depreciation.

Potential cars, representing one contemplated performance envelope, for this new class would be:

BMW M3 (E36) (1995-1999)

Mazda RX-8 (all)

Mitsubishi Lancer Evolution (2003-06)

Nissan 350Z (non-NISMO) (2003-09)

Subaru WRX (2009-14)

Subaru WRX STi (2002-06)

Are there additional, alternate cars or other performance envelopes that should be under consideration if FS was redefined for affordable enthusiasts coupes and sedans?

Street Modified Category

#28658 Delete the cross-make engine weight penalty

The SMAC and SEB are seeking feedback on a rule change such that the 150lb weight penalty for cross-make swaps would be be deleted from the SM rules.

"16.1.D.1. Engine block (or housings of rotary engines) must be a production unit that can be sourced from a production automobile. ~~Any block that is not sourced from a car of the same brand will be assessed a 150 lb. weight adjustment in addition to all weight calculations in Appendix A. Brands that exist as marketing aliases for the manu- facturer will be recognized as equivalents. Swaps involving brands related only at a corporate level are not recognized as equivalents and will be subject to the weight adjustment referenced above. This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.~~"

Kart Category

#28800 Removal of DD2 from Kart Modified

The KAC is looking for feedback on removing the Rotax DD2 from the KM ruleset.

This is due to the lack of participation at the national level from this engine, and the availability and separate chassis type required for this engine which results in a higher cost. The KAC believes this engine should be removed from the 2021 rule book.

Not Recommended

Street Category

#28469 Vehicle eligibility CAM and Street

Since the PPV does not meet the requirements of Section 13, it cannot be classed in the Street Category. It is however, eligible for CAM.

#28736 Please class Ferrari 458 in Street

The SAC believes the Ferrari 458 exceeds the performance and price envelope of SS, and it therefore must remain on the exclusion list for the Street Category.

#28769 Proposed move of 2018 Ford Focus RS from 'B Street to 'D Street

Thank you for your input. The SAC does not believe it's in the best interests of the class to favorably class a single model year vehicle with limited production numbers, especially when that car is superior to the earlier, more numerous, and already class-competitive model years.

Street Touring Category

#27900 Convertible rear interior and roll bar allowances

Thank you for your input. The STAC does not feel an allowance for removal of components on vehicles with aftermarket roll bars installed is appropriate for the category.

#28434 Allow 265 Width Tires in STR

Thank you for your input. The 2004 Boxster S is explicitly classed in STR and is not compliant to run in STU. The STAC is not interested in allowing vehicles to run stock size tires when they are larger than what is allowed in the class, as this may upset the competitive balance of the class. The STAC is also not interested in developing or maintaining line-item allowances for each vehicle in the category.

#28577 SC Pulley reduction allowance for 02-06 MINI Cooper S

Thank you for your input. The STAC is not interested in implementing vehicle-specific allowances and does not feel that an allowance to changes the supercharger pulley size would benefit the category.

Street Prepared Category

#28523 Street Prepared

Thank you for your input. The SPAC is working on an update to the preamble to add information on the Limited Prep updates.

#28599 Please class Ferrari La Ferrari

Thank you for your input. The SPAC does not believe that classing a vehicle with such low production numbers and high cost is in the best interests of the membership.

Prepared Category

#25113 Weight with Driver

Thank you for your input. The PAC would like to apologize for the time it has taken to respond to this letter. This proposal has created a great deal of discussion at the SEB level, and across multiple Advisory Committees. However, so as not to add complexity to national events, we are not going to recommend this proposal.

#28611 After-market K-Frame Member 10% penalty

The PAC has been directed to try to align the Prepared rules across the category where it makes sense. Alternate K-members would open up front subframe replacements for other cars not only in CP, but across Prepared. The D, E, and F Prepared classes no longer have the In-Excess option that CP has currently. Most of these cars do not have off-the-shelf options for front subframes. Opening up this rule would affect the category as a whole.

Handled Elsewhere

Street Category

#28419 Street BS and the Second Coming of Best of Breed

Please see the response to letter #28005 elsewhere herein.

#28420 Street BS and the Second Coming of Best of Breed (pt 2)

Please see the response to letter #28005 elsewhere herein.

#28427 Ponies to FS past results analysis

Please see the response to letter #28005 elsewhere herein.

#28447 Class instability and best of breed classing

Please see the response to letter #28005 elsewhere herein.

#28774 Please class Porsche Macan (base) and Macan GTS

Please see the response to letter #28232 in the April Fastrack.

Street Touring Category

#27958 Input on 26206

Thank you for your input. Please see the response to letter #28012 in this Fastrack.

#27975 Proposed Mustang vs Camaro Classing for STU

Thank you for your input. Please see the response to letter #28012 in this Fastrack.

Other Items Reviewed

Street Prepared Category

#28424 27846 - Feedback against current proposal

Thank you for your input. The SPAC is continuing to discuss this topic.

#28479 ND2 to SSP

Thank you for your input. The SPAC is currently collecting feedback and discussing the competitive balance in BSP.

#28488 ND2 BSP Classing

Thank you for your input. The SPAC is currently collecting feedback and discussing the competitive balance in BSP.

#28626 Thanks for the ND2 classing!

Thank you for your input. The SPAC is currently collecting feedback and discussing the competitive balance in BSP.

Tech Bulletins:

Street Category

#28799 Clean up Veloster Turbo classing

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

Hyundai

Veloster Turbo (non Rally Edition)(2012-~~20~~ *17*)

Street Touring Category

#28012 Comment on #26206 Clarification request for Mustang listing in ST

Thank you for your input. The STAC would like to correct the Mustang listing in Appendix A after an earlier clarification resulted in some unintended exclusions from STU.

Replace the Mustang listing in Appendix A with the listing below:

STU

Ford

Mustang (N/A)

Mustang *EcoBoost (2015-2020)*

Street Prepared Category

#28538 2020 Camaro Classing

Per the SPAC, update the Camaro model years in the rulebook as noted below:

ESP

Chevrolet, Pontiac, Buick, & Oldsmobile

Camaro (2.0L Turbo) (2016-~~19~~ *20*)

Camaro (3.6L V6) (2016-~~19~~ *20*)

Camaro (6.2L V8, NA) (2016-~~19~~ *20*)

#28704 Class Cadillac ATS-V

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

ESP

Cadillac

*ATS-V (2016-2019) *Limited Prep**

#28706 Please class 2020MY Ford Mustanag GT500

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

ASP

Ford

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