



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 defined 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 coolers 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 $1350 + [(1.796 \times 1.6) \times (200 + 20)] = 1982$ lbs.

Forced Induction Engine Displacement (lbs.)

FWD.....1350 + 150 per liter

RWD.....1350 + 200 per liter

AWD.....1350 + 250 per liter

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

FWD.....1250 + 150 per liter

RWD.....1250 + 200 per liter

AWD.....1250 + 250 per liter

Engine displacement of 4.0L or greater (lbs.)

FWD.....1650 + 50 per liter

RWD.....1650 + 100 per liter

AWD.....1650 + 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 $\pm 1.0^\circ$ (± 25.4 mm) fore to aft. ~~Splitters may not be wider than, nor extend more than, 6.0" (15.2 cm) forward of the top-view 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 (**1.6x**) 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 aspirated 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 x 1.6 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.

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**



Fastrack **news**

official SCCA member notification

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 utilize 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) (2013-2016, 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)
<i>Forced induction:</i>	<i>1.40 x displacement (cc)</i>

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 $\pm 3^\circ$ fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. 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 than 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 your 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."

Fastrack® **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

**April
2020**

SOLO® EDITION

SOLO® EVENTS BOARD | February 26th

The Solo® Events Board met by conference call February 26th. Attending were SEB members Mark Labbanz, 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

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 as 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**

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. "scallop" rotors), the diameter at the smallest point (minimum diameter) should be used to compare with the standard parts. Therefore the minimum diameter of a "scallop" 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 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 manufacturer 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**

Solo

SOLO EVENTS BOARD | May 27th

The Solo Events Board met by conference call May 27th. 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; Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soleventsboard.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.soleventsboard.com.

Prepared Category

#27531 Engine relocation definition

In order to clarify and commonize the engine relocation wording, the PAC is recommending the following changes:

In 17.10:

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).~~

In 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 $\pm \frac{1}{2}$ " (± 12.7 mm).~~

#27822 Allow seat drop pans in floorboard of Prepared cars

In 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.

Member Advisories

Street Category

#28866 Miata Trim Conversion

Thank you for your input. The complete package conversion is legal and commonly done, but any reinforcement to the differential mount is not allowed in Street category. Not completing the power to manual window conversion is acceptable under the comfort and convenience allowance.

Change Proposals

Street Touring Category

#28321 Make STU Great Again!

The STAC is seeking member feedback on a more refined proposal to renew interest in STU and modernize the Street Touring ruleset overall. An initial proposal was published in the April 2020 Fastrack and the STAC has further refined that proposal based on input received. There was generally positive feedback and the STAC hopes that the following revisions will address some of the concerns that were received. The STAC highly encourages individuals to write letters with feedback on the revised proposal.

Changes from the previously published proposal are as follows:

- Restricting AWD and mid/rear-engine cars to 295 tires
- An additional allowance for charge pipe replacement as many cars struggle with charge pipe failure with elevated boost levels
- Clutch allowance is available to all vehicles but requires stock flywheel to keep from being a must-do modification
- Toyota Supra is now on the "maybe one day" list of cars as the STAC felt the performance was too much for the current class

The changes are outlined below:

Wheel and Tire Size Changes

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

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

STR (AWD), STS	225
STX (AWD), STH (AWD).....	245
STR (2WD).....	255
STU (AWD & 2WD mid or rear engine), STX (2WD), STH (2WD).....	265
STU (AWD & RWD forced induction).....	295
STU (RWD N/A & FWD).....	285 315

Intercooler and Charge Pipe Allowance Expansion

14.10.C

1. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first.

The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

2. ~~STH only~~—As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. **~~Factory boost piping may not be modified or replaced.~~**

3. Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds (“noisemakers”). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.

Boost Controls Allowance

14.10.C

3. Compressor Bypass Valves (CBVs), blow-off valves, and pop-off valves may be replaced or modified.

4. Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be modified, replaced, or removed. This allowance does not allow for changes to the turbocharger or wastegate.

Clutch Allowance

14.10.O

The clutch disk and pressure plate may be modified or replaced.

Transmission Tuning

14.10.P

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

Electronic Differential Tuning

14.10.Q

Electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

Replacement of Differential in AWD vehicles

14.10.K.2

STU, STR, STX, and STH classes: **~~Only standard (as defined in Section 12) limited-slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited-slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added.~~** 2WD vehicles may use any mechanical LSD unit. AWD vehicles may substitute one differential (front, rear, or center) with an aftermarket mechanical LSD.

Appendix A Changes to STU Listings

Audi

**RS3
RS4
RS4**

BMW

~~228 (2015-2015)~~ 2 Series (non-M) (2014-2020)

~~M235i (2014-2016)~~
~~4 series (non-M) (2014-2020)~~
~~3 Series (E9x chassis, NOC inc. M3) (2006-2013)~~
~~3 series (non-M) (2014-2020)~~
~~M2 (except Performance Edition ZL9) (2016-2018)~~
~~M3 (2000-2020)~~
~~M4 (2014-2020)~~
~~M Coupe (2006-2008)~~

Ford

Focus RS (2016-~~2017-2018~~)

Porsche

~~Cayman S (981) (2013-2016)~~

Street Prepared Category

#28634 LPSP Instead of SST

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

BSP

Porsche

~~911 Turbo (1976-89) *Limited Prep*~~
~~911 Turbo (964 chassis) (1990-94) *Limited Prep*~~
~~911 (996 & 997 chassis) (1999-2012) *Limited Prep*~~
~~Boxster & Cayman (981 chassis, all) *Limited Prep*~~
~~Boxster & Cayman (987 chassis, all) *Limited Prep*~~

DSP

Porsche

~~911 (non-turbo) (1965-89) *Limited Prep*~~
~~911 (964 & 993) *Limited Prep*~~
~~911 (non-turbo, NOC) *Limited Prep*~~
~~914/6 (all) *Limited Prep*~~
~~924 (incl. Turbo) *Limited Prep*~~
~~944 (16v & Turbo engines) *Limited Prep*~~
~~928 *Limited Prep*~~
~~968 *Limited Prep*~~
~~Boxster & Cayman (986 chassis, all) *Limited Prep*~~

Please note that GT3/Turbo/other performance variants are classed in other classes and are considered different models and not included on these lines.

#28695 Open Up Control Arm Allowances (Bearing Material and Quantity)

The SPAC is requesting member feedback on the following change proposal to allow bushing type changes:

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

#28830 Update 15.10.C.1

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

15.10.C.1: ~~Carburetors, fuel injection, and intake manifolds are unrestricted subject to Section 45.10.E.~~ *Fuel injection systems and carburetors are unrestricted, including throttle bodies, manifolds, and plumbing / piping between the inlet port at the cylinder head and the atmosphere, subject to 15.10.C.4.* Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well.

Prepared Category

#26635 Electric Cars in XP

The PAC is not opposed to the inclusion of electric cars in autocross. However, in order to protect the integrity of current classing structure, we are making the following recommended change to the XP category rules, until a proper home can be created for electric vehicles. Suggested language to add:

Appendix A:

PREPARED CATEGORY

X Prepared (XP)

6. Engine and Drivetrain

- a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted. *Electric motors are not allowed as a method of propulsion (i.e., no EV or Hybrid electric drivetrain swaps).*

Modified Category

#28954 Proposal for changes to DM and EM

The MAC is seeking member feedback on a set of possible changes for DM and EM. Conceptually those changes would be as follows:

1. one weight for each class
2. no weight penalty for tube frame cars
3. allowing wings with penalty
4. lowering the penalty for traction control/abs systems

The goal is to not force cars to run wings/make changes to their cars, but to allow cars that are over minimum weight to be able to bolt on speed and go faster. Also to allow XP/SM cars to bump into Mod.

Aero changes:

1. Front splitter end plates go from 35 sq inch to 100 sq inch (XP allows 100 sq inch)
2. Canards/Dive Plates can be added to front and may not exceed 1.2 sq feet (XP allows 1.2 sq feet)

Weight method is still under consideration; the alternatives would be:

Weight without driver:

DM - 1200 (2.0 liter and under)

EM - 1500 (unlimited displacement) no electric power plants

Or Weight with driver:

DM - 1400 (2.0 liter and under)

EM - 1700 (unlimited displacement) no electric power plants

Allowed performance modifications with weight penalty would be as follows:

1. Rear Wing Allowance with a 200 pound penalty. Wings may be added, attached to the chassis or body behind the center line of the rear axle. The total combined area of all wings shall not exceed 8 sq feet. Wings must be locked into a single position, not adjusted while in motion.

2. ABS / Traction Control / Stability Control Allowance with a 100 pound penalty. Any ABS / traction control or stability control system(s) are permitted, including standard parts.

A large section of the rule book would go away (the whole section about frame/stock tub/mod tub). The rest of the rules would remain intact.

Note: Because other classes within Modified have less favorable power to weight ratios along with driver being a much higher percentage of total weight; the MAC is not entertaining weighing AM/BM/CM/FM without driver and will continue to recommend weighing those classes with driver.

Also, if this concept is approved and becomes formalized as a proposed set of changes to the appropriate rule book sections, those changes would (where applicable) supersede other previously-proposed changes that are presently under consideration.

Current and prospective DM and EM competitors are invited to let the MAC know their thoughts on these changes from a conceptual standpoint. A package of specific rule book wording change proposals would be published for review at a later time.

Not Recommended

Street Category

#28801 Rule clarification

Thank you for your input. The SAC believes lug pattern conversions are beyond the scope of the Street category. The centerlock wheel rule is only applicable on cars that came with centerlock wheels from the factory.

#28835 Revised wheel allowances

Thank you for your input. The SAC believes the wheels allowances are adequate as written and it would be extremely disruptive to every class if altered.

#28837 NC MX-5 to E Street

Thank you for your input. The SAC is not currently considering any changes to vehicle eligibility in ES. The SAC is aware of the desire to add additional cars to ES, however with the current participation levels in ES, we do not believe that the time for significant changes to ES is upon us.

#28902 DS cars to SS feedback

Thank you for your input. The Model 3, with its constant over the air updates, greatly outpaces the SCCA's ability to make classing adjustments in a timely manner. Putting the entire range in SS eliminates the potential for any sudden class disrupting advantage. The SAC would also like to remind membership that the Teslas are specifically included in the forthcoming electric vehicle class.

#28915 1993 Mazda RX7 Class Change proposal

Thank you for your input. The SAC believes the FD RX-7 is appropriately classed.

Street Touring Category

#27392 Allow Wider Wheel Widths for Honda S2000

Per the SEB, this change is not recommended. Thank you for your input.

#27393 Let the s2k have a place to be competitive

Per the SEB, this change is not recommended. Thank you for your input.

#27455 Increase Wheel & Tire Size in STR

Per the SEB, this change is not recommended. Thank you for your input.

#27689 S2000 to STU

Per the SEB, this change is not recommended. Thank you for your input.

#27691 S2000 Finding a Home in ST

Per the SEB, this change is not recommended. Thank you for your input.

Street Prepared Category

#28517 No scalloped rotors in SP

Thank you for your input. The SPAC does not believe that this is in the best interests of the category. Please see the clarification on scalloped rotors in the response to letter #28515 in the June 2020 Fastrack.

#28829 Intake Splash Shield Modification/Removal

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

Prepared Category

#28908 LONG STANDING RULE ISSUE

Please see the response to #28611 in the June Fastrack.

Modified Category

#26999 Weighing without driver

The MAC is not recommending proposal #26999 as published.

Handled Elsewhere

Street Category

#28409 M2 Competition movement to BS

See response to #28448 in the April Fastrack.

#28410 M2 Comp is an A-Street Car

See response to #28448 in the April Fastrack.

#28838 NC MX-5 to E Street

See response to #28837

#28843 RWD Tesla Model 3 should remain in DS

See response to #28902

#28845 Model 3 Classing

See response to #28902

#28887 May FasTrack Placing All Model 3s in SS

See response to #28902

Street Touring Category

#27724, 27778, 27918, 28811, 28746, 28750, 28751, 28752, 28762, 29764, 29766, 28771, 28781, 28790, 28793
Responses to #28321 Make STU Great Again! (Various)

Thank you for your input. Please see the updated proposal #28321 published in this Fastrack.

Other Items Reviewed

Event Operations

#28350 Nationals Run days

Thank you for your input.

#28352 Nationals Run Days

Thank you for your input.

#28418 Solo Nationals

Thank you for your input.

Street Category

#28804 #28491 Consider moving the 2019+ Subaru WRX STI to DS

Thank you for your input.

#28846 Support for #28412 since I can do a coursewalk faster than a Vic

Thank you for your input.

Street Prepared Category

#28844 ND Miata LP BSP

Thank you for your input. The SPAC is continuing to collect member feedback before making a decision on this topic.

#28853 Member Feedback - #27889 ND Miata LPSP Classing

Thank you for your input. The SPAC is continuing to collect member feedback before making a decision on this topic.

#28862 Input on ND to csp

Thank you for your input. The SPAC is continuing to collect member feedback before making a decision on this topic.

Modified Category

#27894 Electric Motors

Electric power plants are not allowed in D or E Modified, either as only source of power or in a hybrid setup. (including OEM options).

In the future as safety regulations are defined and approved by the SEB - the MAC will look at adding/modifying existing classes to allow for electric power options

#28109 Proposal 25252 wing footplate

Thank you for your input regarding the aero proposal.

#28667 Aerodynamic aids proposal

Thank you for your input on aerodynamic aids in DM and EM.

#28674, 28852, 28854, 28855, 28856, 28857, 28858, 28859, 28861, 28863, 28865, 28867, 28869, 28872, 28876, 28877, 28900, 28916, 28917, 28919, 28921, 28925, 28929, 28949 Proposal #26999, Weighing feedback (various)

Thank you for your feedback on weighing without driver in DM and EM.

#28792 Revised rules proposal for DM/EM

Thank you for your feedback.

Tech Bulletins

Street Category

#28882 2007 Porsche 997 C2

Per the SAC, please fix the following omission in Appendix A:

911 Carrera **C2**, 4, 4S, & S (997 chassis) (2005-12)

Street Prepared Category

#27618 Please class the 2015-current MK7 GTI in SP

Per the SEB based on SPAC recommendation, add the following new listing in Appendix A:

FSP

Volkswagen

GTI (Mk7) *Limited Prep*

#28805 Update/Correction of Chevrolet Cavalier

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

FSP

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki

Cavalier (4-cyl OHV) (~~1992~~**1982**-2002)

Solo

SOLO EVENTS BOARD | June 30th

The Solo Events Board met by conference call June 30th. Attending were SEB members Mark Labbancz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items

The following subject will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments to the SEB via the form at <http://www.soloeventsboard.com>.

Modified Category

#27553 Fender Requirement Tweak for DM/EM

Per the MAC, change 18.1.I.1 to read as follows:

"At least **50%** the width of each tire must be covered by fenders, **for no less than 75% of the length of the tire**, when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted."

Member Advisories

Street Category

#28957 Coolant tank question

Per 13.10.E, the rule allows an additional part to be added but does not allow the replacement of factory components with alternate aftermarket parts.

#28969 Classing for Acura TL Type S, A Spec, SH AWD

Per Appendix A, all model years of the Acura TL are classified in H Street, but the SAC would like to remind the membership that the A-spec package was a dealer installed option package and is not eligible for the street category.

#29026 Thermal wrap on exhaust in street

Per 13.10.C. Exhaust modifications downstream of the catalytic converter are open, provided it meets 3.3.3.b.16 and 3.5, and any heat wrap would be considered part of that system and therefore compliant for the Street category.

#29035 The SAC is accepting applications

The SAC is anticipating a vacancy, and interested members are invited to submit their qualifications in writing to the SEB and SAC via www.soloeventsboard.com

Street Touring Category

#28993 Flex Fuel requirements

There are very limited allowances for changes to the fuel system in Street Touring. As such, a flex fuel kit is likely not legal. In addition, only vehicles denoted by the manufacturer as a flex-fuel vehicle may utilize E85 (see 3.6.A in the 2020 Solo Rulebook) in Street or Street Touring. As the WRX is not a flex-fuel vehicle it would not be legal to run E85 and run the car in Street Touring.

Change Proposals

Street Modified Category

#28407 Aftermarket gauge clusters

The SMAC is considering recommending a rule change to the SEB to specifically allow the OE gauge cluster to be replaced or modified in SM. We would like feedback from the membership on the following proposal:

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

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:

In 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

In Prepared (EP) - Appendix A:

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.

In EP listings:

Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents

Sonic (Turbo) (2012-20)

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi

Neon SRT-4 (2003-05)

Fiat

500 (Turbo) (2013-19)

500 *(non-Turbo)* (2011-15)

Ford

Fiesta ST (2014-19)

MINI

Cooper S (2002-12)

Volkswagen

Corrado (1.8L Supercharged) (1990-95)

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis) (1975-92)

Alternate Allowance: Turbo Diesel vehicles are allowed to run without the restrictor specified in 17.10.C.2 and at the non-forced induction weight calculation factor.

Golf & Jetta (A2 chassis) (1985-93)

Alternate Allowance: Turbo Diesel vehicles are allowed to run without the restrictor specified in 17.10.C.2 and at the non-forced induction weight calculation factor.

Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)

Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)

Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (2006-10)

New Beetle (1.8T or TDI) (1998-2010)

In Prepared (FP) - Appendix A:

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi

~~SRT-4 (Neon chassis) (2003-05)~~

Fiat

~~500 (Turbo) (2013-19)~~

MINI

~~Cooper S (2002-13)~~

Volkswagen

~~Corrado (1.8L Supercharged w/54 mm inlet restrictor) (1990-95)~~

~~Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)~~

~~Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)~~

~~Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (2006-10)~~

~~New Beetle (1.8T or TDI) (1998-2010)~~

#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 XP, DP, EP and FP. This change would allow wings and an increase in front splitter allowances.

Specific changes.

In 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 $\pm 3^\circ$ fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. 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 12-40. 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 than 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.~~

For Classes XP, DP, EP and FP, 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.~~

Modified Category

#27590 Electric Modified class ruleset

The MAC is looking to gauge interest in electric power for Modified cars. While we understand the electric market is growing we recognize the technologies are still new and under development. If demand for electric power options warrants it, the MAC will pursue classing for those vehicles after a safety rule set is developed.

If you have interest in building an electric power based competition vehicle, or think that electric power doesn't belong in Mod classes, please let us know by sending a letter with a simple 'Yes for electric power options' or 'Against electric power options'

Not Recommended

Street Category

#28947 2018 Ford Focus RS

Thank you for your input. Please see the response to letter #28769 in the June Fastrack.

#28948 S2000CR Classing

Thank you for your input. The SAC does not believe it benefits the membership to competitively class an increasingly rare and appreciating model such as the S2000 CR.

#28968 Oil coolers in street class

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

Street Touring Category

#28492 Please limit the battery allowance

Thank you for your input. The STAC does not feel that a take-back on the current Street Touring battery rules is appropriate at this time.

#28777 Audi TT RS all model years to be allowed in STU

Thank you for your input. The STAC feels the TT-RS exceeds the performance envelope of STU.

#28836 Don't restrict both tire size AND wheel size

Thank you for your input. Specifying both tire and wheel size allows the STAC to use both items in an attempt to balance the performance of vehicles in a particular class. This is a core component of the ST* category as called out in the preamble. Only specifying wheel size likely results in people stuffing large tires on wheels too small to adequately support them while specifying tire size results in competitors trying to gain an advantage through tires which run big for a particular size.

#28977 Civic Type-R to STH

Thank you for your input. The STAC feels the Civic Type R is currently competitive in STU and exceeds the performance envelope of STH.

#29006 Cayman 718 Base classing to Street Touring?

Thank you for your input. Due to its fairly light weight and an engine that responds very well to ST modifications, the STAC does not recommending classing the 718 Cayman in Street Touring at this time.

Modified Category

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

Thank you for your input on removing the weight penalties for ABS/SCS/TCS in DM and EM.

Handled Elsewhere

Street Category

#28961, 28963, 28966, 28972, 28973, 28982, 28984, 28985, 28986, 28994, 28996, 29003, 29022 Feedback regarding FS, item 28005 (various)

Please see the response to #28959

Street Touring Category

#28476 Please update years and add Bullitt Mustangs back into STU

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

#28749, 28753, 28758, 28776, 28779, 28780, 28818, 28822 Feedback regarding STU, item 28321 (various)

Thank you for your input. Please see the updated proposal in the July Fastrack.

#28778 Audi TT RS all model years to be allowed in STU

Please see the response to item #28777.

#28847, 28848 O2 sensor wiring

Thank you for your input. The proposal was published as a recommended change in the July Fastrack.

Street Modified Category

#28417 Response to letter #27791 - Removing OE gauge cluster

Please see the response to letter #28407.

Prepared Category

#28976 ND2 Miata Prepared Classing

Please see the response to letter 28975.

Other Items Reviewed

Street Category

#28959 f street concepts

Thank you for your input. The SAC is continuing to evaluate member feedback to these proposals.

#28960 In response to #28043 regarding Tesla Model 3 classing

Thank you for your input. The SAC remains concerned with future over the air updates to the model 3 and other electric cars and believes the Model 3 variants are appropriately class.

Street Touring Category

#27804, 27878, 27887 Re: Yokohama A052 (various)

Thank you for your input.

Street Prepared Category

#29000 MX-5 Miata ND to CSP

Thank you for your input. The SPAC is continuing to collect feedback before making a decision on this topic.

Street Modified Category

#28980 Cross Make Weight Penalty Comment

Thank you for your input.

Modified Category

#25310 Electric motor clarification

The 2020 rule book has been updated and electric powerplants both OEM or aftermarket are not allowed in EM, thank you for your letter.

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

#28965 Don't let driver weight decide championships

Thank you for your feedback on weighing without driver in DM and EM.

Kart Category

#29014, 29017, 29018, 29020, 29030 Feedback regarding DD2 engine, item 28880 (various)

Thank you for your feedback, it is always appreciated.

#29027 IAME 175 SSE

Thank you for your member feedback. We appreciate all feedback from members.

The KAC has this engine on the radar and action may be possible in the future.

Tech Bulletins

Street Touring Category

#28907 Add 1st gen CTS (Non V) into STX

Per the STAC, class the first generation Cadillac CTS into STX. Update Appendix A as follows:

Street Touring Xtreme (STX)

Cadillac

CTS (non-V) (2003-07)

Street Prepared Category

#28895 NC Chassis MX-5 Limited Prep classing

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

BSP

Mazda

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

#28928 2006-2012 Honda Civic Si model years update

Per the SPAC, correct the following listing in Appendix A as shown:

DSP

Honda

Civic Si (2006-~~12~~ 11)

Civic Si (2012-15)

Prepared Category

#28975 ND2 Miata Prepared Classing

The PAC and SEB recommend the following update to Appendix A, D-Prepared:

DP

Mazda

MX-5 Miata (2016-~~17~~ 20)

Solo

SOLO EVENTS BOARD | July 22nd

The Solo Events Board met by conference call July 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 Touring Category

#26768 Clarification on ND Miata front strut bar assembly

The STAC is recommending the following change to the definition of strut bar in Section 12. Many vehicles today come from the factory with strut tower braces that attach to the firewall at multiple points. This revision is an attempt to bring the rules up to date with the way manufacturers are building vehicles. The STAC would like to note that since this is a change to Appendix 12 that it will affect more than Street Touring.

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

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

#26786 FRS/BRZ Dual Radiator/Oil Cooler Clarification

The STAC is recommending an explicit allowance to utilize combination radiator/oil coolers which are available for multiple popular cars within the Street Touring category.

Modify 14.10.L as follows:

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

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

#26867 Coolant Hardlines

The STAC is recommending the previously published change to explicitly allow modifications necessary to fully utilize the heat exchanger allowance.

Modify 14.10.A as follows:

14.10.A Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, differential fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose. *Modifications necessary to route fluids to an appropriate heat exchanger (modification of oil and coolant lines, addition of oil cooler sandwich adapters, addition of fluid pumps, etc.) is allowed provided they serve no other purpose.*

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

The STAC is recommending the following allowance which 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.

Member Advisories

Awards

#29410 Awards Nominations Requested

The SEB is requesting nominations from the membership for the following awards:

Driver of Eminence

To the Solo driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Previous winners may not be nominated again.

Solo Cup

To the SCCA member who has made an outstanding contribution to the Solo Events Program. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

Note: each award's description information, and lists of past winners, are found in Appendix V of the Solo Rules

Change Proposals

Street Category

#29055 Audi A3 2.0t Fwd reclass

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

D Street class (DS)

Audi

~~A3 (2.0T, all) (2015-20)~~

~~A3 quattro (3.2L V6, AWD) (2006-09)~~

~~A3 (AWD) (2006-20)~~

G Street class (GS)

Audi

~~A3 (1.8T; FWD) (2015-16)~~

A3 (FWD) (2015-20)

#29117 Clarification on Vehicle classification

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

GS

Ford

~~Fusion (6-cyl)~~

HS

Ford

Fusion (2006-2012)

Not Recommended

Street Category

#29044 Toyota Celica in HS

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

#29083 Please ATS V class should be FS instead of BS

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

#29085 Move 5 Cars from AS to BS

Thank you for your input. The SAC is continuing to monitor the competitive balance between AS and BS.

#29168 Veloster N to GS

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

Super Street R

#29048 What is the point of SSR anymore? It's AS but

Thank you for your input.

Street Touring Category

#28514 Classing Honda Odyssey

Thank you for your input. The SEB feels that the Honda Odyssey is not appropriate to be classed in the Street Touring category.

Street Modified Category

#28992 Bumper Beam Allowance

Thank you for your letter. The SMAC does not feel that removal or alteration beyond the scope of 16.1.O of bumper beams is within the spirit of the category.

Other Items Reviewed

Street Category

#29043 Keeping the Ponies in the Stable

Thank you for your input on the proposed FS moves.

#29061 Water expansion tank allowance clarification for street class

Please see the response to letter #28957 in the August Fastrack.

#29113 Clarify 997 Porsche (non S) in Street

Please see the response to letter #28882 in the July Fastrack.

Street Touring Category

#28745 Thank you for resisting changes to STS

Thank you for your input.

Handled Elsewhere

Street Category

#29105 Please class Cayman 718 GT4

Please see the response to letter number #29070.

#29059, 29066, 29078, 29149 Feedback on FS re: 28005 (various)

Please see the response to letter number #29043 elsewhere herein.

Street Touring Category

#26275 Class the BMW 335i and 340i for national competition

Thank you for your input. Please see the revised STU proposal published in the July Fastrack.

#27441 Addendum to letter 27422

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

#27443 Classification of BMW 3-Series (F30)

Thank you for your input. Please see the revised STU proposal published in the July Fastrack.

#28768 Reclass 350z out of STU due to #28321

Thank you for your input. The STAC and SEB are monitoring the current cars and competitive balance in this class, and continue to receive input on the proposed changes. We will consider this information as part of evaluating the feedback. Please see the updated proposal published in the July Fastrack.

Prepared Category

#29602, 28606, 28615, 28620, 28621, 28625, 28628, 28635, 28637, 28645, 28657, 28767, 28903, 28904, 28905, 28906 Feedback on aero rules change proposal re: #27619 (various)

Thank you for your input. Please review, and respond to, the updated aero proposal (letter 27619) in the July Fastrack.

Tech Bulletins

Street Category

#29070 Classing for 2020 Cayman 718 GT4

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

SS

Porsche

Cayman GT4 (2020)

#29075 SOLO Car Classification Request for 2017 Lexus GSF

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

FS

Lexus

GS-F (2016-2020)

#29081 Clarify Evora GT classing

This was added to the rulebook in AS in error. The car should be classed in SS.

#29164 Car Classing Questions

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

BS

Audi

RS7 (2014-2018)

Street Modified Category

#28860 SMF Weight Clarification

Clarify in Appendix A, Street Modified Category, by removing redundant text in the category-level section as follows:

~~"Weight Adjustments~~

~~—Cars running tires with a rated width of 275mm or less on all four wheels may compete at a minimum weight 200 lbs less than their calculated weight."~~

Note: The -200 lbs. weight adjustment for 275 tires or smaller is now specifically listed in each class weight calculation section, except in SMF where it does not apply.

#28945 Subaru Anti-Lift-Kit Housing Clarification

Add the following to Appendix F under Street Modified Category Clarifications:

Control arm brackets that do not move with vertical wheel displacement are considered suspension attachment points and are not permitted to be modified per 16.1.E.

Note: this clarification was originally published in the July 2011 Fastrack, in response to letter #4473.

Solo

SOLO EVENTS BOARD | August 26th

The Solo Events Board met by conference call August 26th. Attending were SEB members Mark Labbancz, Mike Brausen, Bob Davis, Keith Brown, Mark Scroggs, Zack Barnes, 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

#27566 Move B6/B7/B8 (2004-2016) Audi S4 to D Street?

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

Move **from BS to DS**:

Audi

S4 (2010-19)

#27738 Reclass Saab 9-2x Aero to GS

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

Move **from DS to GS**:

Saab

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

#27911 2015 Dodge Charger V6

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

Move **from DS to GS**:

Dodge

Challenger (V6) (2011-2019)

Charger (V6) (2011-2019)

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

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

HS

Ford

Crown Victoria (all)

Street Touring Category

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

The STAC would like to recommend an allowance for rotaries to utilize oil metering pumps to provide additional lubrication to the engine.

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.*

Member Advisories

General

#29023 Engine Cooling Techniques

A fan or leaf blower may be used for cooling purposes in Grid so long as it does not pose safety issues or impede event operations.

Street Category

#29343 Rule clarification for Street class suspension

Any package conversions must be complete (with all OE part numbers) that would change with a selected option, including springs, sway bars, and any electronics / wiring harnesses outside of the shock allowances.

Aftermarket springs are not allowed within the Street category.

#29397 Wheel size dependent upon make/model only

Please see the definition of Standard Part in Section 12. The wheel dimensions (width, diameter, offset) must have been offered as a factory options for the specific year and trim of the vehicle in question

Super Street R

#29378 Tesla Model 3

Thank you for your letter. The Tesla is not currently classed.

Street Touring Category

#28431 Brake duct opening clarification

There is no allowance for removing clip on covers for the purpose of routing air to brake ducts. Only existing openings in the bumper or openings that are created by utilizing other allowances (such as fog light removal) can be routed to brake ducting. In the case of the S2000 the fake vents on either side of the radiator opening require cutting for removal and are not clip on pieces.

#29007 NO wording that wheels CAN-SHALL-WILL extend beyond body lines

Thank you for your input. Section 14.4 allows for any wheels that meet the width restrictions of the class. There are no restrictions placed on diameter or offset and as such the wheels may extend beyond the bodywork.

#29056 Cayman Classing

Thank you for your input. A 2009 Cayman S would be classed in STU under the listing for "Cayman S (987) (2006-12)".

#29079 Clarification on 14.5.B

14.5.B permits replacement of the shock and upper shock mount. This replacement upper shock mount is not required to locate the top of the shock in the same position as the OEM shock and upper shock mount assembly but it must use the original attachment points on the chassis.

Street Prepared Category

#29102 Hardtop request

The SPAC points out that rule 15.11 allows parts to be substituted under certain situations. The SPAC does not believe that an additional allowance for this is required at this time.

Prepared Category

#29172 Corvair Classification Question- Modified

The removal of material above the belt line and the rain rails is beyond the allowances in Prepared. Swapping a convertible would not necessitate adding a convertible windshield frame as those may be removed. The change to a convertible would be legal if all applicable differences between the coupe and convertible are swapped.

Change Proposals

Prepared Category

#28910 Appendix C for Prepared Cars with no Windshields

The PAC would like member feedback on changes to the rollover protection requirements for open cars.

17.12 SAFETY

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

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

Not Recommended

Street Category

#28220 Allow pedal covers in Street Class

Thank you for your letter. The SAC believes that pedal covers and spacers can provide a performance advantage and therefore do not fall under the comfort and convenience allowances in Section 13.

#29181 FStreet proposal and changes to wheel allowances

Thank you for your letter.

Regarding letter #28005 referring to FS changes, this is currently an open proposal out for member comment, and has not been approved in any way at this time.

Additionally, the SAC does not believe changes to the current wheel allowances are appropriate for the Street category.

#29202 Move 370Z NISMO to F Street

Thank you for your letter. The SAC believes the 370Z NISMO is appropriately classed at this time.

#29265 Throttle controllers

Throttle controllers are not currently allowed in the Street category and the SAC does not believe this allowance is within the spirit of the category.

Super Street R

#29207 Car addition

The SAC does not believe the Ariel Atom is appropriate for the Street category.

Street Touring Category

#28775 Put the Sports Cars in Street Touring: It's time for SST

Thank you for your input.

#29144 Infinity Q50 Sport/Redsport

Thank you for your input. The STAC does not recommend classing the Q50 for national competition. The Q50 (all versions) can be run in STU at regional events using the catch-all present in Appendix A.

#29201 Legality of assist pumps in stu

Thank you for your input. The STAC does not support modifications to fuel system hardware in the Street Touring category. The referenced modification would not be allowable under the current Street Touring rules.

#29345 Clearance hole rule

Thank you for your input. The STAC does not believe that permanent modifications to the vehicle's strut towers are within the spirit of the Street Touring category.

#29327 Classing Solstice GXP and Sky Redline

Thank you for your input. The STAC does not recommend classing the Solstice GXP or Sky Redline for national competition. These vehicles can be run in STU at the regional level using the catch-all present in Appendix A.

Street Prepared Category

#28128 Roll bars on convertible Street Prepared cars

The SPAC does not believe a new allowance is in the best interests of the category. However the SPAC does remind members that components may be modified to fit a roll bar even if the entire soft top may not be removed.

#29068 Keep SP alive.

Thank you for your input. The SPAC does not believe that further aero allowances are in the best interests of the category.

Modified Category

#29060 Non-Aero Specials

Thank you for your letter. The vehicles described are currently compliant in AM. At this time the MAC does not see the demand to add another class.

Other Items Reviewed

General

#28716, 28717, 29185, 29186, 29198, 29209, 29227, 29228, 29229, 29230, 29231, 29233, 29234, 29235, 29236, 29237, 29238, 29239, 29240, 29241, 29243, 29245, 29246, 29247, 29248, 29249, 29250, 29251, 29252, 29264, 29269, 29274, 29276, 29277, 29278, 29279, 29280, 29282, 29283, 29286, 29287, 29288, 29289, 29290, 29296, 29297, 29298, 29304, 29306, 29312, 29316, 29320, 29337, 29349, 29350, 29351, 29353, 29362, 29364, 29375, 29399 COVID-19 Response, Solo Nationals, Feedback (various)

Thank you for your thoughts on COVID-19 and the 2020 Nationals. The decision to cancel the event was difficult, and the SEB, BOD, and Staff greatly appreciate all of the members who took the time to provide their inputs.

Street Category

#29180 28005 Comments

Thank you for your input. The SAC is continuing to evaluate all of the options for FS. At this time, we do not anticipate any changes before 1/1/22.

Street Touring Category

#28747 Fastrack Changes

Thank you for your input. The SEB is still evaluating the implementation timeline of the STU proposal.

#28879 RE to 27072 and 27489 in April Fastrack

Thank you for your input on the published rule changes.

#28891 Writing in support of Proposal #27027

Thank you for your input. Please see the response to letter #27027.

#29094 STU Comments

Thank you for your input. The STAC is still researching and evaluating the cars to include as part of the STU proposal.

#29100 "Make STU Great Again" update feedback

Thank you for your input.

#29107 Response to #28321 Make STU Great Again! in June Fastrack

Thank you for your input. The STAC is still evaluating the differential allowance updates as part of the STU proposal published in the July Fastrack and whether this allowance would apply to all of Street Touring or a subset of classes.

#29109 Trans programming support

Thank you for your input.

#29115 July Fastrack for STU

Thank you for your input. The STAC is still evaluating the list of cars that is part of the STU proposal published in the July Fastrack and is still seeking membership input.

#29173, 29218, 29259 STU Proposal Comments (various)

Thank you for your input. The STAC is continuing to gather feedback on the STU proposal and welcomes any additional input from the membership.

Street Prepared Category

#29029 ND to CSP support

Thank you for your input. The SPAC is continuing to collect feedback on this proposal.

#29089, 29092, 29098, 29099, 29103, 29108, 29110 SP Spherical Bearings Comments (various)

Thank you for your input. The SPAC is continuing to collect feedback on this proposal.

#29091 Porches in LPSP Comment

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

#29093 #28634- DSP additions

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

#29104 Feedback supporting 28830

Thank you for your input. The SPAC is continuing to collect feedback on this proposal.

Kart Category

#29034 ROK Exhaust silencer

No further action is needed. Please check and repack your silencers.

Handled Elsewhere

Street Category

#29182, 29188, 29194, 29197, 29257, 29390 FS Proposal Feedback (various)

Please see the response to letter 29180.

#29271 Exhaust Wrap?

Please see the response to letter number 29026 in the August 2020 Fastrack.

Street Touring Category

#26545 Transmission tuning in Street Touring

Thank you for your input. Please see the allowances published as part of the STU proposal in the July Fastrack.

#26703 Can hoses between intercooler and stock boost piping be changed?

Thank you for your input. Please see the proposed changes in the July Fastrack.

#28487 input on letter #26206

Thank you for your input. Please see the Tech Bulletin published in response to letter #28012 in the June 2020 Fastrack.

#28756 Item #28321

Thank you for your input. Please see the updated proposal published in the July Fastrack.

#28757 C5 Z06 to ST

Thank you for your input. The STAC does not feel that the C5 Z06 would be appropriate for STU in its current form. See the updated STU proposal published in the July Fastrack.

#28761 C5Z to the Updated STU Class

Thank you for your input. The STAC does not feel that the C5 Z06 would be appropriate for STU in its current form. See the updated STU proposal published in the July Fastrack.

#28773 Feedback #28321 and #28411 from April Fastrack

Thank you for your input. Please see the updated proposal published in the July Fastrack.

#28899 C5Z06 to ST

Thank you for your input. The STAC does not feel that the C5 Z06 would be appropriate for STU in its current form. See the updated STU proposal published in the July Fastrack.

#28952 #28321 Make STU Great Again! feedback

Thank you for your input. The STAC feels that basing tire allowances based on OEM tire width would be difficult to administer in certain cases. Please see the updated STU proposal published in the July Fastrack with a revised tire allowance.

#28995 Response to Letter #28231 - More allowances, no new cars yet

Thank you for your detailed letter. Please see the updated proposal published in the July Fastrack.

Street Prepared Category

#28014 Roll bars on convertible SP cars

Thank you for your input. Please look for the response to letter 28128 elsewhere herein.

#29024 Engine Cooling Techniques

Please see the response to item #29023.

Prepared Category

#28647 Don't change CP Aero

Thank you for your input. Please review, and respond to, the updated aero proposal (letter 27619) in the July Fastrack.

#28656 Hairdryers in EP

The PAC thanks the member for their input. The PAC has revised the proposal to include cars to be classed. Please review the updated proposal #27536 in the July Fastrack.

Tech Bulletins

Street Category

#29217 Class the 2020-2021 MINI Cooper SE

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

GS

MINI

Cooper SE (2020)

Super Street R

#28139 ZL1 1LE in SSR

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

SSR

Chevrolet

Camaro ZL1 1LE (2018-20)

#29291 Please update years for the 718

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

Super Street

Porsche

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

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

A Street

Porsche

718 Boxster (base & T) (2017-*21*)

718 Cayman (base & T) (2017-*21*)

Street Touring Category

#28932 Alfa Romeo Giulia Typo in Appendix A of Rules

Thank you for your input. Update Appendix A as follows to bring the STU class listing into alignment with the DS class listing.

STU

Alfa Romeo

Giulia (~~2.0T~~)(*incl. Ti*) (201~~6~~7-20)

#29019 Please class '18-'20 VW Golf R in Street Touring

Class the 2018 and 2019 VW Golf R in STU. Update the Appendix A listing for the Golf R in STU as follows:

STU

VW

Golf R (Mk7) (2015-~~17~~*19*)

Solo

SOLO EVENTS BOARD | September 23rd

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

Recommended Items

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

Street Touring Category

#28411 Transverse Leaf Spring Conversion in ST*

The STAC recommends the following change to allow vehicles with transverse mounted leaf springs to convert to coilover type springs.

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.*"

Prepared Category

#27536 Forced Induction Engines in EP

With increasing OEM installations of forced induction engines on entry-level vehicles, the PAC has solicited and reviewed 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 recommended 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:

- XP – No restrictor required
- CP – 52 mm (2.047") restrictor
- FP – 46 mm (1.811") restrictor
- EP - 33 mm (1.299") restrictor*

In Appendix A, Class E Prepared (EP)

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.

In EP Listings:

Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents

Sonic (Turbo) (2012-20)

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi

Neon SRT-4 (2003-05)

Fiat

~~500 (Turbo) (2013-19)~~

500 (*non-Turbo*) (2011-15)

Ford

~~Fiesta ST (2014-19)~~

MINI

~~Cooper S (2002-12)~~

Volkswagen

~~Corrado (1.8L Supercharged) (1990-95)~~

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis) (1975-92)

Alternate Allowance: Turbo Diesel vehicles are allowed to run without the restrictor specified in 17.10.C.2 and at the non-forced induction weight calculation factor.

Golf & Jetta (A2 chassis) (1985-93)

Alternate Allowance: Turbo Diesel vehicles are allowed to run without the restrictor specified in 17.10.C.2 and at the non-forced induction weight calculation factor.

Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)

Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)

Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (2006-10)

New Beetle (1.8T or TDI) (1998-2010)

In Appendix A Class F Prepared (FP) listings:

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi

~~SRT 4 (Neon chassis) (2003-05)~~

Fiat

~~500 (Turbo) (2013-19)~~

MINI

~~Cooper S (2002-13)~~

Volkswagen

~~Corrado (1.8L Supercharged w/54 mm inlet restrictor) (1990-95)~~

~~Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)~~

~~Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)~~

~~Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (2006-10)~~

~~New Beetle (1.8T or TDI) (1998-2010)~~

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

The PAC recommends the following wording to be included in the 2021 rules:

Specific changes.

In 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 $\pm 3^\circ$ fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. 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 12-49. 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 than 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.~~

For Classes XP, DP, EP and FP, 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 2. 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:

~~4.c Aerodynamic Aids—Wings may [...] and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.~~

#26635 Electric Cars in XP

The PAC recommends the following wording to be included in the 2021 rules.

In Appendix A:

PREPARED CATEGORY

X Prepared (XP)

6. Engine and Drivetrain

a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted. *Electric motors are not allowed as a method of propulsion (i.e., no EV or Hybrid electric drivetrain swaps).*

Member Advisories

SEB

#29664 Request for SEB Applications

A vacancy is anticipated on the SEB. Members interested in this position are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street Prepared Category

#25002 Clarification of intake allowances in Street Prepared

Per the SPAC and SEB, the inclusion of "fuel injection" in 15.10.C.1 is intended to allow for changes to throttle bodies, and non-boost plumbing between the head/manifold and air filter. This is based on the old language and will be updated in Section 15 following the normal rule cycle.

Change Proposals

General

#29506 Tire blankets, 6.11, etc.

Change 6.11 as follows:

6.11 TIRE TEMPERATURE MANAGEMENT

Supplemental heating of tires less than **60** minutes prior to the first car of the heat starting a run is prohibited.

Tire heat may only be retained by individual *passive* tire covers, or via a wrap around the car with the ignition off, *only after the car's first competition run of the heat has been completed.*

Water may be used to cool tires.

Other Items Reviewed

Street Category

#29405 Move Super Ponies to FS

Thank you for your input.

#29444 Support for Letter 28412

Thank you for your input.

Street Touring Category

#28999 Make STU Great Again

Thank you for your input. The STAC is still evaluating the potential new additions to STU as part of the proposal published in response to letter #28321 and welcomes feedback from the membership.

#29449 MK7 Golf R and #28321

Thank you for your input. The STAC is not considering moving the MK7 Golf R to STH and is still working through the details of the STU proposal, as it pertains to the differential allowances and exactly which cars and classes the allowance will affect.

#29450 M2 Competition (2019-2020) and #28321

Thank you for your input. The M2 Competition was removed for consideration as part of the revised STU proposal published in the July Fastrack.

Street Prepared Category

#29049 Re: 27889 ND to CSP

Thank you for your input. The SPAC is continuing to collect feedback on this proposal.

Prepared Category

#29301 #27619 Align XP (P all) Aero Rules with SM

Thank you for your input on the aero proposal. Please see the response to letter 27619 within this Fastrack. Please note there are no open proposals for weighing with the driver.

#29322 In support of Proposal #27619

Thank you for your input on the aero proposal. Please see the response to letter 27619 within this Fastrack.

Not Recommended

Street Category

#29419 Move the Yokohama tire to the exclusion list

Thank you for your input. The SAC is closely monitoring the performance of the available 200TW tires.

#29430 Michelin Pilot Sport Cup 2 (240) Track Connect

Per Section 13.3.3; tire models must have tires available in at least 4 rim diameters to meet the requirements for the Street Category. At the time this letter was reviewed, the Michelin Pilot Sport Cup 2 Connect (240) is only available in 3 rim diameters and therefore is not eligible for Street Category. The SAC and SEB will continue to monitor the performance of this tire.

#29432 Rules need to reflect current state of electronics/software

Thank you for your letter. The SAC does not believe that changes to electronics or software would be in the spirit of the Street category rules.

#29440 wheel sizes

Thank you for your input. The SAC believes the wheel rule is adequate as written. Allowing wider wheels and/or update/ backdate is not within the philosophy of the Street category.

#29476 Additional brake line allowance for older cars

Thank you for your letter. Please refer to the "alternate components" subsection of Section 13. Non-OE brake lines can be utilized provided they are essentially identical and provide no performance benefit.

#29477 Allowances from TT

The SAC is aware of the inconsistencies between Solo and TT rules, and that this creates conflict for those attempting to make to-the-limit dual duty builds. At this point we do not believe modifications to factory safety equipment would be in the spirit of the Street category rules. The SAC believes that TT Sport prepared cars would be disruptive to Solo Street classing. Also, additional cooling capacity is a potential performance advantage; see response to #28968 from the August 2020 Fastrack.

Street Touring Category

#29387 Remove allowance for disabling ABS in ST

Thank you for your input. The STAC does not support a takeback of the allowance to disable ABS systems.

#29404 Miata coolant reroute

Thank you for your input. The STAC is not in support of additional cooling allowances in Street Touring.

Prepared Category

#29309 Forced Induction

The PAC does not recommend classing the Ford Mustang GT500 in CP at this time. The PAC does not recommend removing restrictors for other vehicles. Thank you for your input.

#29340 Rotary Engine displacement calculation for XP -- repeat

Thank you for your input. The PAC does not currently see a competitive imbalance between rotary and piston engines in XP. The PAC will continue to monitor your concern.

#29411 Air Ducting allowance proposal

Thank you for your input. The PAC does not recommend expanding air ducting allowances through non-bolt-on body panels.

#29438 turbo re-classing

Thank you for your input. The PAC believes that the best long term classing of the Neon SRT-4 is in EP. Additionally, the PAC does not wish to formulate unique restrictor sizes for each vehicle.

Handled Elsewhere

Street Category

#29423 Cooling: For ease of transition to SCCA Time Trials or dual duty

Please see the response to letter 28968 in the August 2020 Fastrack.

Tech Bulletins

Street Category

#29224 Classing for Maserati Ghibli

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

BS

Maserati

Ghibli (2013-2020)

#29439 Question about classing of 2016 Porsche Boxster Spyder

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

SS

Porsche

Boxster Spyder (2011-13, **2016**)

#29455 2006 Pontiac Solstice B Street or C Street?

Per the SAC make the following corrections to Appendix A:

BS

Pontiac

Solstice (non-turbo; w/ ZOK Club Sport package) (~~2007~~ **2006**-10)

CS

Pontiac

Solstice (non-turbo; non-ZOK)(~~2007~~ **2006**-10)

#29487 Initial classing for Kia K5

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

GS

Kia

K5 (2021)

Prepared Category

#29347 Appendix A errors and omissions

Errors and Omissions: Correct/clarify XP Appendix A as follows (see July 2019 item #25235):

In 6:

~~d. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.~~

~~d-e.~~ Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

In 7.b:

Weight for a RWD car with a 1796 cc Turbo engine and **greater than** 51% of the weight on the rear axle is $1350 + [(1.796 \times 1.6) \times (200 + 20)] = 1982$ lbs.

Solo

SOLO EVENTS BOARD | October 28th

The Solo Events Board met by conference call October 28th. 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

#27405 VW Jetta 1.8L Turbo Reclass

The SAC is recommending 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)

The SAC is also recommending the following clean-up language to the Appendix A H-Street VW listings:

H Street

Air-cooled engine *models*
Beetle ~~(2.0L)~~ *(all, exc. 2.0 turbo)*
Corrado (all)
Dasher
diesel engine (non-turbo)

e-Golf (2015-18)
Eos (2.0T) (2007-16)
Fox
Golf (all, exc. R)
Golf (2.5L) (2010-14)
Golf, GTI, & Jetta (16v non-turbo)
Golf, GTI, & Jetta (8v)
Golf TDI
Golf GTI (all, exc. 337 Model) (1985-2004)
Jetta (all, exc. 2.0T & GLI)

~~Jetta (1.4T) (2016-20)~~
~~Jetta (2.5L) (2005-14)~~
~~Jetta TDI (2005-06, 2009-15)~~
~~New Beetle (NOC)~~
~~Passat (all, exc. 2.0 turbo & 3.6 VR6)~~
~~Passat (W8)~~
~~Passat (4 cyl non turbo & V6)~~
Rabbit & Rabbit GTI (all, NOC)
~~Rabbit (2007-09)~~
Quantum
Scirocco
~~VR6 (FWD, NOC)~~

#27540 996 & 997 Porsche 911 GTS

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

AS

Porsche

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

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

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

CS

~~Subaru~~

~~BRZ (with Performance Package) (2017-19)~~

DS

Subaru

Subaru BRZ ~~(non-Performance Package) (2013-2016, 2017-19)~~

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

The SAC recommends the following change to Appendix A:

Move **from BS to DS**:

Subaru

STi (exc S209) (2019-20)

#29055 Audi A3 2.0t Fwd reclass

Per the SAC make the following changes to Appendix A:

D Street class (DS)

Audi

~~A3 (2.0T, all) (2015-20)~~

~~A3 quattro (3.2L V6, AWD) (2006-09)~~

~~A3 (AWD) (2006-20)~~

G Street class (GS)

Audi

A3 (1.8T; FWD) (2015-16)

A3 (FWD) (2015-20)

Street Touring Category

#28321 Make STU Great Again!

The STAC is recommending the following changes for implementation in 2021. The hope is that these changes will serve to modernize the Street Touring Ruleset while still providing a competitive place for as many of the existing cars as possible. There are very few changes from latest version of the proposal published in the July Fastrack. The STAC has decided to not include changes to Appendix A. Once the new performance potential of STU is better known the STAC will evaluate new cars to be added that will fit in with the performance of the existing vehicles in the class.

Changes to Section 14 are as follows:

Wheel and Tire Size Changes

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

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

STR (AWD), STS225

STX (AWD), STH (AWD).....245

STR (2WD).....255

~~STU (AWD & 2WD mid- or rear-engine),~~ STX (2WD), STH (2WD).....265

STU (AWD, RWD mid-engine, & RWD forced induction).....295

STU (RWD N/A & FWD).....~~285~~ 315

Intercooler and Charge Pipe Allowance Expansion

14.10.C

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

2. STU and STH only: As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as "intercoolers" or "charge air coolers" [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. ~~Factory boost piping may not be modified or replaced.~~

3. STU and STH only: Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds ("noisemakers"). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.

Boost Controls Allowance

14.10.C

3. Compressor Bypass Valves (CBVs), blow-off valves, and pop-off valves may be replaced or modified.

4. Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be modified, replaced, or removed. This does not allow for changes to the turbocharger or wastegate (including wastegate spring).

Clutch Allowance

14.10.O

The clutch disk and pressure plate may be modified or replaced.

Transmission Tuning

14.10.P

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

Electronic Differential Tuning

14.10.Q

Except for AWD cars in STH, electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

Replacement of Differential in AWD vehicles

14.10.K.2

STU, STR, and STX, ~~and STH~~ classes: ~~Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added.~~ 2WD vehicles may use any mechanical LSD unit. AWD vehicles may substitute one differential (front, rear, or center) with an aftermarket mechanical LSD.

STH: 2WD vehicles may use any mechanical LSD unit.

Street Prepared Category

#27165 Make ESP Great for the First time

The SPAC is recommending the following classing change in Appendix A:

ASP

~~BMW~~

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

BSP

~~BMW~~

~~335 (2006-13)~~

DSP

~~BMW~~

~~328 (2006-13)~~

#28634 LPSP Instead of SST

The SPAC is recommending the following addition to Appendix A:

BSP

Porsche

*911 Turbo (1976-89) *Limited Prep**

911 Turbo (964 chassis) (1990-94) *Limited Prep*
911 (996 & 997 chassis) (1999-2012) *Limited Prep*
Boxster & Cayman (981 chassis, all) *Limited Prep*
Boxster & Cayman (987 chassis, all) *Limited Prep*

DSP

Porsche

911 (non-turbo) (1965-89) *Limited Prep*
911 (964 & 993) *Limited Prep*
911 (non-turbo, NOC) *Limited Prep*
914/6 (all) *Limited Prep*
924 (incl. Turbo) *Limited Prep*
944 (16v & Turbo engines) *Limited Prep*
928 *Limited Prep*
968 *Limited Prep*

Please note that GT3/Turbo/other performance variants are classed in other classes and are considered different models and not included on these lines.

#28695 Open Up Control Arm Allowances (Bearing Material and Quantity)

The SPAC is recommending the following rule change:

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

#28830 Update 15.10.C.1

The SPAC is recommending the following rule change:

"15.10.C.1: ~~Carburetors, fuel injection, and intake manifolds are unrestricted subject to Section 15.10.E. Fuel injection systems and carburetors are unrestricted, including throttle bodies, manifolds, and plumbing / piping between the inlet port at the cylinder head and the atmosphere, subject to 15.10.C.4.~~ Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well."

Street Modified Category

#28407 Aftermarket gauge clusters

After receiving member feedback, the SMAC recommends the following proposed rule change:

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

etc. *Gauge clusters may be modified or replaced, provided any visible holes that result from the change must be covered with a cover of unrestricted material.* “

#28658 Delete the cross-make engine weight penalty

After receiving member feedback, the SMAC recommends the following rule change proposal:

"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 manufacturer 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.~~"

Member Advisories

Street Category

#29810 SAC Positions Open

The SAC is anticipating openings, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street Prepared Category

#29179 SPAC Opening

The SEB has approved the addition of Clint Griest as a member of the SPAC.

#29367 DSP Rule Clarification Request

The SPAC would like to remind members that the "update/backdate rule" (15.1.C) allows many components to be replaced between vehicles on the same line. This allows for some components to be changed between variants on the same line.

The SPAC would also like to remind members that Section 13 allows "Hardware items (nuts, bolts, etc.)" to be replaced with similar items and Section 13.1 allows for repairs.

Street Modified Category

#29880 SMAC Positions Open

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

Kart Category

#29599 Open positions on the KAC

The Kart Advisory Committee will have open positions and would like to request member applications. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

Change Proposals

Street Prepared Category

#26949 Wastegate Modification

The SPAC is requesting member feedback on the following rule change to 15.10.C.4.b:

b. No changes are allowed to wastegate(s)-~~size~~, number, or location. *Wastegate openings may be modified by removing material to increase flow through the wastegate. No material may be added and no other modifications to the wastegate are authorized. This does not allow removal of any material to*

increase airflow into, through or out of the turbocharger's turbine or compressor housings. No changes are allowed to variable-geometry turbine (VGT) hardware.

#27362 Hybrid and Boost

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

15.10

~~Except for those with electric and hybrid powertrains,~~ Vehicle may only exceed the allowances of Section 13.10 as specified herein.

Note: the intention of this would be to allow the modification of the combustion engine part of the drivetrain with the same allowances as non-hybrid vehicles. No additional allowances would be permitted to the electric portion of the drivetrain.

#29368 Shelby GT350R to ESP

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

ESP

Ford

*Mustang Shelby GT350/GT350R (S550) (2015-2020) *Limited Prep**

#29382 class the 88-91 Honda Civic sedan

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

FSP

Honda

Civic (1988-1991) (Sedan only)

Street Modified Category

#27338 Please define splitter specifics

The SMAC is proposing that the following definition be added to:

Chapter 12. AUTOMOBILE DEFINITIONS

"*splitter*" *A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding from the front bodywork. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations or 3d contours."*

Modified Category

#28954 Proposal for changes to DM and EM

The MAC is seeking feedback regarding the following wording changes to the rule book to update the DM/EM rules to help class participation by allowing some modern updates to the rules.

Section 18, 18.0, 18.1 changes:

18. MODIFIED CATEGORY

Category Objectives

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

Category Values

- Maximum speed and handling for given car parameters.

- Rules stability to protect member investment and encourage commitment.
- Highest levels of drivetrain and suspension development (varies among the individual classes).
- Custom design and fabrication.
- Maximum tire adhesion with minimum constraint (varies among the individual classes).

Core Modifications

- Chassis and suspension customization.
- Unconstrained automotive-based powertrain (varies among the individual classes).
- Minimum weights generally based on displacement.

Classes

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

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

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

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

18.0.A. Sound Control Modifications

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

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

18.0.B. Engine Classifications

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

18.0.C. Aerodynamics

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

18.0.D. Tires

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

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

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

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

- ⅛ in. (0.125"; 3.18 mm) SAE 4130 alloy steel
 - ¼ in. (0.250"; 6.35 mm) mild steel plate
 - ¼ in. (0.250"; 6.35 mm) aluminum alloy
 - SFI or NHRA approved flexible shields
2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSR II. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:
 - a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.
 - b. Closed Sports Racing Cars, Production Cars, and GT Cars: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket

welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

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

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

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

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

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

5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.
7. FSAE cars using electronic throttle control must be able to demonstrate throttle closure to zero when power is cut via kill switch.
8. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.
9. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:
 - a. Fuel cells.
 - b. Windscreens, side mirrors and tail/stop lights.
 - c. Headlight covers, lenses, and bulbs.
 - d. Log books.
 - e. Fire retardant driver's suits.
 - f. Homologation.
 - g. Fuel test ports.
 - h. Production-based dune buggies need not meet door requirements.
 - i. Running lights.
 - j. Deformable structures as defined by the GCR Formula Atlantic rules.
 - k. On-board fire systems.
 - l. Reverse gear in BM and FM vehicles.
 - m. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.

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

The 180° vision rule is recommended.

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

See Sections 3.8 and 8.3.1 for documentation requirements.

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

Refer to Appendix F for past clarifications of these rules.

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

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

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

1. Kit Cars

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

- a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see Section 18.1.C.1).
- b. Has no unusually advantageous aerodynamic features.
- c. Has no exceptionally low center of gravity.
- d. Has no exceptionally high strength-to-weight ratio.
- e. Has no other unique features that would upset the competitive balance in DM and EM.
- f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

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

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

- i. They will be allowed all, but no more than, the modifications that production-based cars are permitted, with the exception that minimum width for all kit cars shall be no less than 65" (165.1 cm) as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.
- j. They are subject to the same engine and transmission restrictions as production-based cars.
- k. They must meet the same safety requirements as production-based cars.
- l. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

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

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

The list of currently approved models is as follows:

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

2. Clones

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

- a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.
- b. Their specifications do not violate any rule stated herein.
- c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

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

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

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

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

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

C. Body and Frame

1. ~~Stock Tub Configuration~~

- ~~a. No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.~~
- ~~b. A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.~~
- ~~c. In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.~~
- ~~d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.~~
- ~~e. No removal of the interior sides of the pillars or tub to leave just an outer shell.~~
- ~~f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.~~
- ~~g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.~~
- ~~h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12, Floor Pan. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full standard floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain / exhaust / tire / suspension clearance.~~
- ~~i. Tunnels and other vertical floor pan features, as defined in Section 12, Floor Pan, are included as part of the floor pan of a Stock Tub and shall be at least the original size. They can be longer, wider, and taller.~~
- ~~j. No car of any sort with a floor pan less than 37" (94.0 cm) wide for front engine cars or less than 42" (106.7 cm) wide for mid- and rear engine cars shall be allowed in DM or EM.~~
- ~~k. A Stock Tub car over 93" (236.2 cm) in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.~~

~~No weight adjustment.~~

2. ~~Modified Tub~~

- ~~a. All attributes of a Stock Tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.~~
- ~~b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.~~
- ~~c. Lightweight replacement body panels, a thinned down standard fiberglass body, or a lift off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.~~
- a. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than standard ~~with a Modified Tub weight adjustment.~~ A flat floor pan is legal.

- b. Floor pan material, thickness, and method of attachment are open ~~under Modified Tub allowances.~~
- c. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.
- d. All other cars, ~~Stock or Modified Tub,~~ whose factory wheelbase are less than 93" (236.2 cm) may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.
- ~~h. All series of Lotus 7, 7A, Super 7 and their clone or kit forms (such as Birkin, Westfield, Locost) are automatically classified as Modified Tubs. This also applies to the Shelby Cobra and its clones.~~
- ~~i. Tube frame cars are included in this modified tub category.~~

2. Materials ~~(all tubs)~~

- a. Except as specifically authorized, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.
- b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. ~~Lighter replacement sections may not be used between bulkheads in a Stock Tub without it becoming a Modified Tub.~~
- c. Except as specifically authorized, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.
- ~~d. Cars that have been approved for DM and EM as clones do not have the freedom to use better strength per weight structural materials than those originally used in the corresponding places in the originals. The only exception is the use of high carbon or chromoly steel in place of mild steel.~~

D. Drivetrain

- 1. Engines must be derived from production automobiles available in the US or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac® Super Duty 4 and the Cosworth® 16-valve series are allowed. Motorcycle, ~~UTV, ATV, side-by-side~~, snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile. Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke.
- 2. Engine and/or drivetrain changes are permitted within the following limitations:
 - a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rear-ward of the midpoint of the wheelbase).
 - b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.
- 3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.
- 4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.

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

- ~~• 13B 2-rotor normally aspirated engine (1308 cc \times 1.6 = 2093 cc)~~
- ~~• 13B 2-rotor forced induction engine (1308 cc \times 1.6 \times 1.4 = 2930 cc)~~
- ~~• 20B 3-rotor normally aspirated engine (1962 cc \times 1.6 = 3139 cc)~~
- ~~• 20B 3-rotor forced induction engine (1962 cc \times 1.6 \times 1.4 = 4395 cc)~~

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

E. Minimum Weights

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

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model.
2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in Section 18.1.E.3.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.
3. Front Aero
 - a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs.
 - b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.
 - c. The front spoiler may not be wider than either the front or rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler must be connected to bodywork above the spoiler across its full width. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its ex-tent. The change in top view outline caused by these bodywork changes is allowed.
 - d. Front splitters are allowed but must be installed parallel to the ground within $\pm 1.0"$ (± 25.4 mm) fore to aft. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/ spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car. The splitter must be a single plane with the top and bot-tom surfaces parallel, with an overall height of

1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

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

- e. A front splitter and its associated features shall not function as a diffuser.
- f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.
- g. *Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/ fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12, Definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 cm²). The canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.*

4. Rear spoilers

- a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0" (25.4 cm) from the attachment point out to the outer or free edge. This sets the maximum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5" (19.1 cm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.
 - b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (25.4 cm) as viewed from above.
 - c. Aerodynamic aids permitted in Section 18.1.F shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.
5. Diffusers are allowed at the rear of the car only; no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle. The diffuser may protrude rearward beyond the top view outline of the car. The diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; this 25.0" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed inside the diffuser; sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules.
6. If a factory production car or kit car was supplied with tunnels ~~or wings~~, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For

example, foam or sheet metal may be firmly attached in tunnels ~~or on wings~~ to ruin their shape or to stop airflow.

7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6.0" (152.4 mm) must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:

- 56 sq. in. (362.9 cm²) for a roof spoiler;
- 100 sq. in. (645.16 cm²) for a trunk spoiler;
- ~~100~~ sq. in. (~~645.16~~ cm²) for a front splitter.

8. Wings may be added, removed, or modified. Non-OE wings may only be attached to the chassis or body behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12, Definitions. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm²) each and the number of endplates is limited to a maximum of 2. No part of the wing may extend past the widest part of the car.

G. Brakes

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

H. Tolerances

A tolerance of $\pm\frac{1}{2}$ " (± 12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

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

Appendix A changes:

MODIFIED CLASS D (DM)

Modified Production and GT cars with internal combustion engine displacement 2000 cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM with the following restrictions:

1. No replacement of cast iron engine case segments with aluminum.
2. On the 12A engine, only side and rotor housings from 1974-86 engines shall be used.
3. No replacement of 12A or 13B sections, such as side plates, with those from other series engines (i.e., Renesis-type parts).
4. On 12A engines: no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water O-ring is permitted. On 13B engines, 4- and 6-port: maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

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

~~— Piston engines, normally aspirated up to & including 1800 cc —~~ 1280

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

C. Performance Adjustments (lbs.):

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

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

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

MODIFIED CLASS E (EM)

Modified Production and GT cars as follows:

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

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

B. Performance Adjustments (lb.):

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

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

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

Not Recommended

Street Category

#29502 95-99 Neon (All) to HS

Thank you for your letter. The SAC believes the 95-99 Neon is appropriately classed.

#29522 AS may look healthy, but it has started dying

Thank you for your letter. The SAC is continuing to monitor class participation and will take appropriate action when needed. Currently AS participation is strong and the SAC does not feel that any changes are needed at this time.

#29557 Oil Coolers

Thank you for your letter. The SAC does not believe oil cooler modifications are appropriate for the Street category.

#29580 Big wheels & tires

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

#29586 CTR is too fast, put it in BS

Thank you for your input. The SAC believes this car is appropriately is classed at this time. The SAC will continue to monitor the competitive balance in DS.

Street Touring Category

#29422 Move 1.8 Torsen NA Miata and all NB Miata to STS

Thank you for your input. The STAC is not interested in moving the later Miatas into STS, but is exploring other ideas where they may be competitive within the Street Touring ruleset.

Street Prepared Category

#27846 Request for Aftermarket electronic shocks

The SPAC does not believe that allowing aftermarket electronic adjustable shocks is in the best interest of the category at this time. The SPAC is monitoring this technology and will be working with the other ACs to determine when is the right time to allow these modifications.

#27889 ND Miata LPSP Classing

The SPAC is not recommending a change to the classing of the ND Miata for the 2021 season. Given the lack of data from the 2020 season, and after discussions with the SEB, the SPAC is delaying this decision until additional data is available and will revisit this decision next year for the 2022 season.

Kart Category

#28800 Removal of DD2 from Kart Modified

The KAC thanks the members for their input.

Based on member feedback the KAC decided to keep the DD2 in the rule book for 2021.

Handled Elsewhere

Street Category

#29416 Please class the non-performance AWD Tesla S

Please see the response to letter #29415.

#29471 Please class 2021 Toyota Supra

Please see the response to letter #29178.

#29499 Move 1st Gen Neons to HS

Please see the response to letter 29502.

#29500 Re-classify 1995-1999 Neon to HS

Please see the response to letter 29502.

#29528 Please class the 2021 Civic Type R (Updated)

Please see the response to letter #29527

#29548 Reclass Honda Civic Type r. From DS. To BS

Please see the response to letter #29586

#29552 Please class the 2021 Toyota Supra

Please see the response to letter #29178.

Other Items Reviewed

Street Touring Category

#29101, 29358, 29376, 29424, 29431, 29496, 29509, 29534, 29595, 29596, 29601, 29603, 29608, 29612, 29615, 29616, 29625, 29628, 29630, 29631, 29632, 29634, 29635, 29639, 29641, 29643, 29655, 29668, 29676, 29690
Comments on proposed ST, STU changes (various)

Thank you for your input. Please see the updated response to letter #28321 in the current Fastrack.

Street Prepared Category

#29129, 29133, 29147, 29189, 29262 Comments on 15.8.C, bushing allowance proposal (various)

Thank you for your input. The SPAC is continuing to collect member feedback on these proposals.

#29254 RE to 28634

Thank you for your input. The SPAC is continuing to collect member feedback on this proposal.

#29261 In support of #28830 induction rules update

Thank you for your input.

Modified Category

#29097, 29152, 29220, 29244, 29095, 29096, 29116, 29131, 29132, 29141, 29142, 29187, 29213, 29216, 29225, 29295, 29302, 29437 Comments on proposal #28954 (various)

Thank you for your feedback regarding the DM/EM rule change proposal

Tech Bulletins

Street Category

#29178 Please class the 2021 Toyota Supra, kthanksbai

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

AS

Toyota

Supra, 6cyl (2021)

BS

Toyota

Supra, 4cyl (2021)

#29415 Please class the non-performance AWD Tesla S

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

SS

Tesla Motors

Model S, all-wheel drive (2014-2020)

#29527 Please class the 2021 Civic Type R

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

DS

Honda

Civic Type R (2017-~~21~~ *excl. Limited Edition*)

Super Street R

#29579 Lotus Evora Classifications SS; AS; SSR & SSP

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

SS

Lotus

Evora 400 (~~2016-2018~~)

Evora 410 Sport (~~2017-2018~~)

Evora GT (2020-~~2021~~)

AS

Lotus

Evora S (2011-~~2014~~)

SSR

Lotus

Evora S (2011-~~2014~~)

Street Touring Category

#29443 ST Classification For Kia Stinger (V6 Turbo)

Per the STAC, add the Kia Stinger to STU as follows in Appendix A:

STU

Kia

Stinger (V6 Turbo) (2018-20)

#29451 Add BMW 135is

Per the STAC, add the BMW 135is to STU as follows in Appendix A:

STU

BMW

135i & *135is*

Street Prepared Category

#29303 limited prep Civic

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

FSP

Honda

*Civic Si (2005-2011) *Limited Prep**

#29336 Move later gen Civic Si to FSP-LP

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

FSP

Honda

*Civic SI (2012-2015) *Limited Prep**

#29385 Please move the E46 M3 to limited-prep ESP

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

ESP

BMW

*M3 (E46) *Limited Prep**