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Fastrack news
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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-*20*~~-16, 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), 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 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 pro prohibited in AM and BM. ~~Additionally, in DM and EM, a Stock Tub car (18.1.C.1) may use any ABS, TCS, and/or SCS with no weight adjustment as long as it was a standard option on the car and the original unmodified control unit and programming are used.~~ Engine RPM limiting devices (rev limiters) and cooling fans are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable section(s).

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

18.0.A. Sound Control Modifications

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

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

18.0.B. Engine Classifications

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

18.0.C. Aerodynamics

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

18.0.D. Tires

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

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

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

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

   - ⅛ in. (0.125”; 3.18 mm) SAE 4130 alloy steel
   - ¼ in. (0.250”; 6.35 mm) mild steel plate
   - ¼ in. (0.250”; 6.35 mm) aluminum alloy
   - SFI or NHRA approved flexible shields

2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mount-ed in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

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

   b. Closed Sports Racing Cars, Production Cars, and GT Cars: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket

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

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

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

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

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

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

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

6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.

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

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

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

   a. Fuel cells.

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

   c. Headlight covers, lenses, and bulbs.

   d. Log books.

   e. Fire retardant driver's suits.

   f. Homologation.

   g. Fuel test ports.

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

   i. Running lights.

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

   k. On-board fire systems.

   l. Reverse gear in BM and FM vehicles.

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

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

The 180° vision rule is recommended.

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

See Sections 3.8 and 8.3.1 for documentation requirements.

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

Refer to Appendix F for past clarifications of these rules.

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

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

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

1. Kit Cars

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

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

b. Has no unusually advantageous aerodynamic features.

c. Has no exceptionally low center of gravity.

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

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

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

Constructed examples of approved kits are subject to the following:

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

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

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

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

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

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

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

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

The list of currently approved models is as follows:

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

2. Clones

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

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

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

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

3. Other Models

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

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.

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

3. The driver must be provided with clear and unobstructed access to the driver's compartment.

4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.

5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.

6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.

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

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

C. Body and Frame

1. ~~Stock Tub~~ *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 OHC vs. 4.5L OHV) calculations as follows:~~

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

5. Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3”). The restrictor 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 ±1.0” (±25.4 mm) fore to aft. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/ spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0” (15.2 cm) directly forward of the top-view outline of the car. The splitter must be a single plane with the top and bot-tom surfaces parallel, with an overall height of

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

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

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

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

g. Canards are allowed and may extend a maximum of 6” (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/ fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12, Definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 cm^2). The canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm_2) for each side.

4. Rear spoilers

a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0” (25.4 cm) from the attachment point out to the outer or free edge. This sets the 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 ±½" (±12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

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

Appendix A changes:

MODIFIED CLASS D (DM)

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

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