

Solo

SOLO EVENTS BOARD | October 25, 27-28

The Solo Events Board met by conference call October 25th and in person October 27-28th. Attending were SEB members Mark Labbanicz, Nick Dunlap, John Vitamvas, Zack Barnes, Keith Brown, Marshall Grice, and Mark Scroggs; KJ Christopher and Clay Turner of the BOD; Rick Myers, Brian Mason, and Andrew Benagh of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Unless indicated otherwise, the implementation date for all new proposals published herein under the Change Proposals section is **1/1/2025**.

Recommended Items

The following subjects will be referred to the Board of Directors, with an implementation date of 1/1/2024 if approved. 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.

Event Operations

#33601 Adjust National Tour Event Entry

Per the Staff, in 2023 we have adjusted membership requirements for ProSolo events and you must be a full member to compete. Beginning in 2024 we will bring National Tour events in alignment with program goals and you must be a full member to compete. We also no longer offer a spouse membership.

Amend 4.2.B as follows:

"National Solo® Events – Drivers in National Solo® events must be individual, ~~spouse~~, family, or First Gear SCCA® members. ~~Except for the Solo® National Championships, a Weekend Membership meets these requirements.~~"

#34661 Remove duplicated language in Section 6.5

The SEB recommends removal of duplicated language across two sections of the rulebook. Specifically, the language in 6.5 is duplicated from 2.2.J which is referenced in 6.5. See changes below.

"6.5 TIMING POINTS

- A. A car will commence its run at least 15 feet before the point at which timing begins.
- B. Time at the end of the run will be taken in a manner which complies with Section 2.2.J.

~~It is recommended that an official be assigned to control the finish area. A complete stop is not required at the finish if sufficient area is available to safely halt any competing car without locking brakes or wild maneuvering (from the highest possible speed attainable at the finish). Particular care must be exercised in the finish area to keep it free from hazard to participants and non-participants.~~"

#35146 Update section 4.9 of the rules

The SEB recommends the following change to improve the language regarding Conflict of Interest:

"4.9 CONFLICT OF INTEREST No person may compete who has pre-run through ~~all or any part of~~ the course, *as set for the event*, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid traveling at normal walking speed to accomplish the requirements of Section 6.3. All event officials, whether competing in the event or not, must use caution to avoid individual conflict of interest situations during the event."

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Safety

#35246 Update Solo Safety Committee Parameters

Per the SEB, the following change to the first sentence of Section I.5.1 is recommended:

"I.5.1 Membership

The Solo Safety Committee (SSC) will consist of *no less than* six SCCA members plus a Chair, appointed annually by the Solo Events Board (SEB), subject to the approval of the SCCA Board of Directors."

Street Category

#33162 Any wheel diameter

The SAC recommends the following change to section 13.4.B. to the SEB:

"Wheel (rim) diameter may be increased or decreased 1" from the standard part. This change may be applied to the front, rear, or both axles. *Cars equipped with 21-inch wheels or larger may decrease to 19-inch wheels.*"

#33372 4.0L 718 Porsche Emission Control Devices

The SAC is recommending to the SEB the following changes to rule 13.10.C that was originally published in the April 2023 Fastrack:

"Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, *particulate filters* or any other ~~pollution emissions~~ control devices *prior to the muffler in the exhaust system* are not allowed and the system must be operable."

#33487 Super, A, B and C Street Class Change

The SAC recommends the following changes to the SEB for Appendix A.

Super Street class (SS)

Alfa Romeo

~~4C (incl. Spider) (2015-20)~~

Audi

~~TT RS (2012-13, 2018-20)~~

Chevrolet

~~Corvette Grand Sport (2017-19)~~

Dodge

~~Viper (2013-17)~~

Ford

~~Mustang GT500 (excluding GT500KR) (2020-22)~~

~~Mustang Mach-E (2021-22)~~

Jaguar

~~F-Type R & SVR (2018-22)~~

Nissan

~~Nissan GT-R (excluding NISMO & Track Edition, Special Edition & GTR50) (2009-22)~~

Polestar

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~~Polestar 2 (2021-22)~~

Porsche

718 Boxster ~~S, GTS &~~ GTS 4.0 & Spyder (2017-22)

718 Cayman ~~S, GTS &~~ GTS 4.0 (2017-22)

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

~~911 (991.2 chassis, incl. GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2017-19)~~

~~911 Turbo & 911 Turbo S (996 chassis) (2001-05)~~

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

~~Cayman R (2012)~~

Tesla

~~Model 3 (all) (2018-21)~~

~~Model Y (all) (2020-22)~~

A Street class (AS)

Alfa Romeo

~~4C (incl. Spider) (2015-20)~~

Audi

~~TT RS (2012-13, 2018-20)~~

BMW

~~Z4 6-cyl (2020-22)~~

Chevrolet

Camaro ZL1 (non-1LE) (~~2012-15,~~ 2017-20)

~~Corvette Stingray (C7) (2014-19)~~

~~Corvette Grand Sport (2017-19)~~

Dodge

~~Viper (2013-17)~~

Ford

~~Mustang Shelby GT500 (2007-15)~~

~~Mustang GT500 (excluding GT500KR) (2020-22)~~

Jaguar

~~F-Type R & SVR (2018-22)~~

Nissan

~~Nissan GT-R (excluding NISMO & Track Edition, Special Edition & GTR50) (2009-22)~~

Pontiac

~~Solstice GXP (Turbo) (2007-09)~~

Porsche

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~~718 Boxster S & GTS (2017-22)~~

~~718 Cayman S & GTS (2017-22)~~

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

~~911 Carrera, Carrera S, and GTS (991.1 chassis, excl. GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2012-2016)~~

~~911 Turbo & 911 Turbo S (996 chassis) (2001-05)~~

~~Boxster Spyder (2011-13)~~

~~Cayman R (2012)~~

Saturn

~~Sky Redline (Turbo) (2007-10)~~

Tesla

~~Model 3 (all) (2018-23)~~

~~Model Y (all) (2020-23)~~

B Street class (BS)

BMW

~~M-Coupe & Roadster (2001-02)~~

~~Z4 35i & 35is (2009-16)~~

~~Z4 M-Coupe/Roadster (2006-08)~~

~~Z4 6 cyl (2020-22)~~

Chevrolet

~~Camaro ZL1 (non-1LE) (2012-15)~~

~~Corvette Stingray (C7) (2014-19)~~

~~Corvette (C4, all) (1984-96)~~

Ford

~~Mustang Shelby GT500 (2007-15)~~

~~Mustang Mach-E (2021-22)~~

Mercedes Benz

~~SLK32 AMG (2002-04)~~

~~SLK350 (2005-16)~~

~~SLK55 AMG (2012-16)~~

~~SLK55 AMG (2005-10)~~

Nissan

~~350Z NISMO (2004-2008)~~

~~370Z NISMO (2009-20)~~

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Polestar

Polestar 2 (2021-22)

Pontiac

Solstice GXP (Turbo) (2007-09)

Porsche

~~*Boxster (987, non-S) (2005-08)*~~

~~*Cayman (non-S) (2005-08)*~~

Toyota

Supra (6 cyl) (2020-23)

Saturn

Sky Redline (Turbo) (2007-10)

C Street class (CS)

BMW

M Coupe & Roadster (2001-02)

Z4 35i & 35is (2009-16)

Z4 M Coupe/Roadster (2006-08)

Chevrolet

Corvette (C4, all) (1984-96)

Mercedes Benz

SLK32 AMG (2002-04)

SLK350 (2005-16)

SLK55 AMG (2012-16)

SLK55 AMG (2005-10)

Nissan

350Z NISMO (2004-2008)

370Z NISMO (2009-20)

Porsche

Boxster (987.1 chassis, non-S) (2005-08)

Cayman (987.1 chassis, non-S) (2007-08)

Toyota

Supra (4 cyl) (2020-22)

#34019 Remove Language that suggests cars need to be >1000 to be classed

The SAC recommends the following changes to Section 13.

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“A member may request classing for any car models not specifically listed in Street Category. ~~provided that vehicle was produced in quantities of at least 1,000 in that model year. Any requests for models produced in low quantities (considered 1,000 or less in a model year) will be closely scrutinized by the SEB and may not result in a Street category classification for eligibility at National Solo events.~~”

#34361 It's time to pull the plug on SSR

The SAC recommends the following changes to Section 13 as well as Appendix A, effective 1/1/2024:

Section 13:

“13. STREET CATEGORY

Classes Sports cars and other high-performance vehicles classed by performance potential.

~~• Super Street R-tire (SSR) “~~

Appendix A:

~~Super Street-R class (SSR)~~

~~This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:~~

~~Tires~~

~~— Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership:~~

~~— • Kumho Ecsta W710~~

~~Alfa Romeo~~

~~— 4C (2015-19)~~

~~Audi~~

~~— TT RS (2012-13)~~

~~BMW~~

~~— M2 Competition (2019-22)~~

~~— M3 CS & M4 CS (2018-20)~~

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

~~Cadillac~~

~~— XLR~~

~~Chevrolet~~

~~— Camaro SS 1LE (V8) (2017-23)~~

~~— Camaro Z28 (2014-15)~~

~~— Camaro ZL1 (2012-15, 2017-23)~~

~~— Camaro ZL1 1LE (2018-23)~~

~~— Corvette (C6, non-ZR1) (2005-13)~~

~~— Corvette Grand Sport (C7) (2017-19)~~

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~~—Corvette Stingray (C8)(2020-23)~~

~~—Corvette Stingray (C7) (2014-19)~~

~~—Corvette Z06 (C5) (2001-04)~~

~~Dodge & SRT~~

~~—Viper & Viper GTS (non-ACR, non-TA) (2013-17)~~

~~—Viper (non-ACR) (2008-10)~~

~~—Viper SRT-10 (2003-07)~~

~~—Viper GTS (1996-2005)~~

~~—Viper RT (1992-2003)~~

~~Ford~~

~~—Mustang Boss 302 Laguna Seca (2012-13)~~

~~—Mustang Shelby GT350 & GT350R (2015-20)~~

~~—Mustang Shelby GT500 (2020-23)~~

~~—Mustang Shelby GT500 (2007-15)~~

~~Jaguar~~

~~—F-Type (non-Project 7) (2014-23)~~

~~Lotus~~

~~—Elise (non-SC) (2005-11) (see Appendix F)~~

~~—Evora S (2011-14)~~

~~—Exige (non-S) (2006)~~

~~Mercedes-Benz~~

~~—AMG (NOC)~~

~~Porsche~~

~~—718 (all) (2017-19)~~

~~—718 Spyder (2020-2023)~~

~~—911 (991 chassis; non-R, nonTurbo, non-Turbo S, non-GT2,~~

~~non-GT3) (2012-19)~~

~~—911 (997 chassis)~~

~~—911 GT3 (997 chassis, non-RS)~~

~~—911 GT3 (996 chassis)~~

~~—911 Turbo (930 chassis) (1974-89)~~

~~—Boxster (all, incl. Spyder) (1998-2016)~~

~~—Cayman & Boxster 718 GTS &~~

~~—GTS 4.0 (2020-23)~~

~~—Cayman GT4 (non-RS)(2020-23)~~

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~~—Cayman (all, incl. R; excl. Clubsport) (2006-16)~~

~~Tesla Motors~~

~~—Roadster (all) (2008-13)~~

~~Toyota~~

~~—Supra 6cyl (2020-23)~~

Prepared Category

#34249 Brake rotors

The PAC recommends this for the 2024 rules. This change will allow many newer cars that have factory carbon components to use the factory parts and have a place in the Prepared category. The PAC still recognizes that carbon brakes are cost prohibitive.

17.6.B Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited, *unless the entire brake system, excluding pads or shoes, is original equipment to the vehicle.*

#34253 Coolant rule simplification

The PAC recommends the following rules simplification. The PAC believes coolant flow direction provides negligible performance benefit in a well designed cooling system.

In 17.10.O:

~~5. The direction of water flow through the engine shall not be changed from that which was original for the engine unless authorized in Appendix A.~~

6- 5. Electrically driven water pumps are allowed. Alternate mechanical water pumps are not required to be of the same configuration as the original. Electric water pumps may be relocated.

#34254 Line Item the Porsche 911, Boxster, and Cayman

The PAC recommends this change for the 2024 rules, which adds several Porsche models on a line item basis to F Prepared, and clarifies the current 911 designation in the rules.

Appendix A:

FP:

Porsche:

911 (~~3.6L & under, non-turbo~~) Alternate cylinder heads: twin spark plug (1964-1989)

964 (non-turbo) (1989-1994)

993 (non-turbo, non GT variants)(1995-1998)

996 (non-turbo, non GT variants)(1999-2004)

997 (non-turbo, non GT variants)(2005-2012)

991.1 (base, and S models only)(2012-2015)

914-6 (2.0L)

924 Turbo

924S (1986-88) & 944 (non-turbo, all) (1982-91) Alt. cyl. head (2.5L only): #933.104.302.50 w/36 mm ex. valves

944 Turbo (1985-91)

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968 (1992-95)

Boxster & Cayman (986 & 987) (1996-2012 2004)

Boxster & Cayman (987) (2005-2012)

Boxster & Cayman (981) (2013-2016)

718 Boxster & Cayman (982) (base and S models only) (2017-2023)

Modified Category

#33569 Rotary engine porting restrictions

The MAC is recommending the following proposal.

Engine preparation level change allowing the 13B rotary engine the following allowances:

Remove 3rd and 4th sentences of Appendix A, Modified Class D, subsection A.4, and add new wording as follows:

"4. On 12A *and 13B 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.~~"

Per the MAC, this rule change will extend the allowance for bridge-porting which is currently legal for 12A engines to 13B engines.

Kart Category

#32778 Kart Tire Access

The KAC recommends the following addition to 19.2.B.2 based on member feedback.

"19.2 KART MODIFIED (KM)

B. WHEELS AND TIRES:

1. Wheels: Maximum diameter: 6.0" (as indicated on tire).

2. Tires:

a. Dimensions (as indicated on tire):

- Diameter, minimum:9.0"
- Diameter, maximum:12.5"
- Width, front maximum:..... 5.5"
- Width, rear maximum:7.1"

b. Brand and compound: Tire brand and compound are open.

c. Tires must be generally available through a US reseller in the year which they compete. Rain/wet tires are exempt.

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."

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#33441 ROK shifter additional technical regulations

Based on member feedback the KAC recommends adding the proposed restriction to the ROK shifter.

"19.2.D.4

a. Vortex ROK Shifter engine package only. Must meet all specifications of the most current Shifter ROK Identification Sheet document, as provided by Vortex. All engine parts and accessories must be as originally supplied by Vortex and must not be modified.

- Weight adjustment:+5 lbs.

b. Shift mechanism:

1. Gearbox must be entirely manually operated.
2. Ignition interrupt systems are not allowed.

c. Clutch: Must be cable actuated with manual operation.

d. Cooling: An electric water pump may be added.

e. Ignition:

1. Base Timing: (1.5mm BTDC) +/-1 mm.

2. Spark Plug:

- a. Must be NGK B/BR EG, heat range is unrestricted.*
- b. Changing of the plug gap is the only allowed modification.*
- c. Spark plug washer or head temperature gauge sender must be used.*
- d. Spark Plug Cap must be unmodified. "*

Member Advisories

Safety

#34527 Solo Safety Committee Personnel

The SEB has approved the appointment of Bob Forsberg to the Solo Safety Committee.

#34378 Board Position

The SEB has approved the appointment of Susan Miller to the Solo Safety Committee.

#35052 Divisional Safety Steward Appointment

The SEB has approved the appointment of Robbie Robertson as the Divisional Solo Safety Steward for the Southern Pacific Division.

Street Category

#32595 13.3 Tire Availability Changes

As a reminder to the membership, the SEB recommended, and the BOD approved for 1/1/2024 implementation, the following rule change proposal to alter the tire specification and eligibility requirements outlined in Section 13.3. This change includes a modification to the eligibility cutoff date, the addition of a National Event Exclusion List in place of the current 13.3.C.4 Exclusion List, and some general cleanup of 13.3.

Please also see related Tech Bulletin item #35148.

"13.3 TIRES

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

A. Specifications

1. Minimum UTQG Treadwear Grade of 200
2. Minimum molded tread depth of $\frac{7}{32}$ " as specified by the manufacturer.
3. Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).
4. US Department of Transportation (DOT) approval.
5. Tires must be designed for highway use on passenger cars.

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

1. Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.
2. Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the *National Event* exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.
3. Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.
4. Material Change – Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in Section 13.3.B
5. A tire model which was previously allowed by these rules continues to be eligible for *National* competition ~~until~~ *unless* specifically ~~disallowed~~ *placed on the National Event Exclusion List.*
6. Re-introduction – Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of Section 13.3.
7. *Tires will not be added to the National Exclusion List after June 30th.*

C. Other

1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Solo® events. OE tires must meet all requirements of Section 13.3 to be eligible for National Solo® events.
2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.
3. No recap and/or retread tires may be used.
4. *National Event Exclusion List – Tires appearing on the following list are not eligible for SCCA National Solo® events however may be used in Regional Solo® competition.*
 - *No tire models are currently listed.*

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~~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."~~

#34840 Camaro ediff tune legal?

Thank you for your letter. Per Section 13.9.H: "Manufacturer authorized, vehicle-specific OEM ESC/TC software upgrades / updates are allowed." Per the definition of traction/stability control in Section 12 this allows manufacturer authorized tunes on active differentials.

#34927 Additional camber gained by aftermarket shocks/struts

Thank you for your letter.

Per section 13.5.2 "Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers."

Camber gained from the substitution of alternate shock absorbers which alter suspension geometry is not permitted. Differences in static camber measurements may result from ride height changes due to damper nitrogen pressure.

#34964 Titanium Hardware/nuts/bolts

Thank you for your letter. The replacement of hardware (nuts, bolts, etc) with lighter weight components would justify a performance advantage and therefore not permitted under the allowances of section 13.

#34969 Clarification of Street Class Shock Rules

Thank you for your letter.

Aftermarket shock absorbers may be modified provided they still adhere to the restrictions in Section 13.5, particularly Section 13.5.2 "Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers."

Alignment capability must not be altered from the factory shock/strut. This means the full range of possible alignment settings must be maintained.

#35093 Committee Personnel Needed

The SAC is anticipating one or more openings, and the SEB invites interested members to submit their qualifications in writing via www.soloeventsboard.com

Street Touring Category

#34731 Oil Pan Clarification

Thank you for your letter. Oil pan baffles are installed into the oil pan to prevent the pickup from coming uncovered during hard acceleration or cornering. Windage trays or scrapers are used to scavenge oil off the crank and reduce windage losses. They serve different purposes. Per 14.10.A, oil pans MAY be modified or substituted but explicitly does not allow addition of a separate windage tray. The STAC interprets this to ALLOW installation of a bolt-in baffle within the oil pan.

#34817 FL5 Type R to STU

Thank you for your letter. The 2022+ Civic Type R is currently classed in STU, per Appendix A.

#34948 Rear Sub Frame Brace Questions

Thank you for your letter. Per 14.2.G, 2 point braces can be added as long as they meet certain criteria including being mounted between upper or lower suspension, only being bolted-in (welded-in is NOT allowed), and lower suspension braces must be mounted within 2" of the suspension pickup point. In the example

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provided, the CUSCO Type 1 rear lower arm brace bolts from one lower control arm bolt to the other side matching control arm bolt. The STAC interprets that this is a LEGAL brace for Street Touring.

Street Modified Category

#35128 SMAC Applicants Requested

The SMAC will be having openings, and members interested in serving on this Advisory Committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

Change Proposals

Street Category

#34826 Substitute bolt in tow hooks

The SAC is seeking member feedback on the following addition to Section 13.

“13.2.L. Addition of aftermarket tow hooks and tie downs are permitted, and location is unrestricted. Non-standard tow hooks shall serve no other function. Non-OE Tow hooks must be of appropriate strength to support the vehicle while being flat towed.”

#34933 Bolt pattern adapter plates.

The SAC is seeking member feedback on the following change to section 13.4

“Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. ~~On vehicles supplied with an OE wheel spacer, the A~~ wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed. Tire pressure monitoring sensors may be removed.”

Street Touring Category

#35005 Reclass 2008-2013 Accord to STX from STS

The STAC is requesting feedback on the following change to Appendix A:

STS

Honda

~~Accord (6-cyl) (1998-2013)~~

STX

Honda

~~Accord (6-cyl) (1998-2013)~~

Street Modified Category

#34867 Weight change for N/A engines

Justification for Proposal:

The weight rules for the Street Modified classes have remained unchanged for a long period of time. In recent years, forced induction (FI) technology has advanced and outpaced the relative performance per displacement growth of naturally aspirated (NA) motors. As a result, the performance potential in terms of pounds per horsepower of a competition vehicle at minimum weight favors FI builds. This is supported by the high number of FI builds currently in the SM classes.

In order to better balance the performance potential and promote the use of NA motors in class, FI minimum weight must go up or NA minimum weight must go down. Looking at specific case studies for NA builds, it is already difficult for these cars to reach minimum weight within the SM rules. As a result, lowering the NA

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minimum weight would have minimal impact on class participation with NA engines. Raising FI minimum weight will require some existing competitors to add weight or otherwise modify their builds, however, the necessary modifications are within the SM rules and reasonably attainable.

The proposed modifications to Appendix A weight calculations for Street Modified effectively add 150lbs to a FI car compared to the current rules. While this seems like a large change, a survey of competition weights at multiple National Solo and ProSolo events was used to gauge impact on current competitors. Many competitors are not within 50 or even 100 lbs of the current minimum weight. A smaller change would have minimal impact on the current competitive field, and therefore would likely not result in the desired increase in NA competitors.

The proposed changes to Appendix A are as follows:

“STREET MODIFIED CATEGORY

ENGINE CLASSIFICATIONS

1. 4-stroke cycle and 2-stroke cycle naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. Supercharged/Turbocharged SM and SSM engines will be classified on a basis of adding 1.4L to the actual displacement. Forced induction SMF engines will add 1.0L to the actual displacement.
3. Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to 0.9 liters times the number of rotors, plus the volume determined by the difference between the maximum and minimum capacity of the working chamber times the number of rotors.
4. Electric Motors – Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight (2900 lbs. for SSM, 3100 lbs for SM/SMF). Category weight adjustments (e.g., tire size) are allowed.

SUPER STREET MODIFIED CLASS (SSM)

ELIGIBLE VEHICLES:

- All 2-seat cars not excluded below.
- All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.
- All SM eligible vehicles.
- McLaren MP4-12C
- Porsche (all)
- Lotus Elise, Exige, Evora, & Esprit

EXCLUDED VEHICLES:

- Lotus (all except Elise, Exige, Evora, & Esprit)
- All 2-seat cars not eligible for Street Prepared Category.
- Vehicles not meeting specifications to have been delivered in the US

MINIMUM WEIGHT CALCULATIONS WITHOUT DRIVER (LBS.):

- FWD..... 1350 + 125 per liter
- RWD..... 1600 + 200 per liter
- AWD..... 1600 + 300 per liter
- Supercharged/Turbocharged SSM engines:.....
 -+1.4L to the actual displacement
 - *FWD*..... +2.6L to the actual displacement

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- *RWD*..... +2.2L to the actual displacement
- *AWD*..... +1.9L to the actual displacement
- Rear wheel weight greater than 51% +25 per liter
- Tire width 275 mm or less-200
- Regardless of the weight formulas above, no car will be required to weigh more than 2900.

STREET MODIFIED CLASS (SM)

ELIGIBLE VEHICLES:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts), all FWD (front-wheel drive) cars, and pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).

SAMPLE VEHICLES:

- Chrysler: Neon, Stratus/Breeze
- Ford: Contour, Escort, Probe, Mustang
- General Motors: Cavalier, Sunfire, Camaro
- Honda: Civic, Accord, Integra
- Hyundai: Elantra, Tiburon
- Mazda: Protege, MX-6, 626
- Nissan: Altima, Sentra
- Toyota: Celica, Corolla, Camry
- Volkswagen: Golf, Jetta

EXCLUDED VEHICLES:

- Porsche (all except 924, 928, 944, 968)
- JDM-spec cars
- Lotus (all)
- MGB GT
- Triumph (all)

MINIMUM WEIGHT CALCULATIONS WITHOUT DRIVER (LBS.):

- FWD..... 1550 + 125 per liter
- RWD.....1800 + 200 per liter
- AWD.....1800 + 300 per liter
- Supercharged/Turbocharged SM engines:.....
-+1.4L to the actual displacement
-FWD +2.6L to the actual displacement
-RWD +2.2L to the actual displacement
-AWD +1.9L to the actual displacement
- Rear wheel weight greater than 51% +25 per liter
- Solid axle RWD..... -25 per liter
- Tire width 275 mm or less-200
- Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

STREET MODIFIED FRONT-WHEEL-DRIVE CLASS (SMF)

ELIGIBLE VEHICLES:

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- All FWD vehicles

MINIMUM WEIGHT CALCULATIONS WITHOUT DRIVER (LBS.):

- All..... 1750 + 125 per liter
- Supercharged/Turbocharged SMF engines:.....
..... ~~+1.0L~~ +2.2L to the actual displacement
- Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.
- Cars running in SMF using tires with a nominal width of 275 mm or less will NOT receive the weight adjustment as stated in the SM class."

Not Recommended

Street Category

#33099 Aftermarket shock controllers

The SAC does not recommend this change per letter #35361 on the removal of the SSR class.

#34830 Ambiguous allowances for classes

Thank you for your letter. The SAC believes that the option package conversion rules as defined in Section 13 are adequate as written.

#34843 1M Coupe underdog info

Thank you for your letter. The SAC believes that the BMW 1M is appropriately classed at this time.

#34844 1M v M2 v Supra

Thank you for your letter. The SAC believes that the BMW 1M is appropriately classed at this time.

#34860 Please move the C8 Stingray to AS.

Thank you for your letter. The SAC believes the C8 Stingray is appropriately classed at this time.

#34861 GT4RS to SS

Thank you for your input. The SAC believes that the GT4 RS is not appropriate to be classed in the Street category at this time. The SAC will continue to monitor the availability of this vehicle.

#34932 Tall skinny wheels

Thank you for your letter. The SAC believes the current wheel allowances are appropriate at this time.

#34936 MUSTANG EcoBoost non-performance pack

Thank you for your letter. The SAC believes that the EcoBoost Mustang is appropriately classed.

#34943 Same line, share wheels

Thank you for your letter. The SAC believes the current wheel allowances are appropriate at this time.

#34949 Move Merkur XR4Ti and Ford Mustang SVO from GS to HS

Thank you for your letter. The Merkur XR4Ti and Ford Mustang SVO are not eligible for National class competition. Per Section 13; "A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car."

Regions may use their own classing structure to best serve their local members.

#34960 Vic Family Reunion - Move all the Panthers!

Thank you for your input. The SAC believes that the Mercury Marauder, Grand Marquis and Town Car are appropriately classed.

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#35003 2011 Mini Cooper

Thank you for your input. The SAC believes that the 2002-2013 MINI Cooper Hardtop S and 2008-2014 MINI Cooper Clubman S are appropriately classed in D-Street.

Street Touring Category

#34740 22+ Subaru WRX to STU

Thank you for your input. The STAC believes, given the allowances in STH, the 2022+ WRX is appropriately classed in STH at this time.

#34787 Allow FD rx7 into Street Touring or SST

Thank you for your input. The STAC believes the FD RX-7 is not appropriate for Street Touring at this time. The STAC recommends exploring options to compete in Xtreme Street.

#34950 Classify Merkur XR4Ti into STH

Thank you for your input. The STAC believes it is not appropriate to classify the XR4Ti in Street Touring. The STAC recommends exploring options to compete in Xtreme Street, or the catch-all for STH at the regional level.

Kart Category

#34806 Request for New Engine Classification

Thank you for your feedback, The KAC is still evaluating the IAME 175 shifter against the current engine allowed in the class.

#35021 Electric Vehicles...but this time in Karts

The KAC appreciates the member feedback. We would also suggest sending a letter to the EVAC.

While the KAC has no immediate plans for electric karts at a National level, we are keeping tabs on motor and battery development and deployment in the future of kart racing.

Other Items Reviewed

Nominations

#30829, 34121, 34123, 34135, 34136, 34141, 34352 Kelly Cup Nominations (various)

Thank you for your nomination. Your input is being kept on file for consideration in the future.

#34721, 34722, 34725, 34726, 34728, 34737, 34744, 34745, 34753, 34756, 34769, 34777, 34802, 34814 Driver of Eminence nominations

Thank you for your nomination. Your input is being kept on file for consideration in the future.

#31006, 34720, 34744, 34746, 34747, 34756, 34769, 34796 Solo Cup Nominations (various)

Thank you for your nomination. Your input is being kept on file for consideration in the future

#35027, 35082, 35083, 35085, 35088, Driver of the Year Nominations (various)

Thank you for your nomination.

#35080, 35081, 35086, 35087, 35091, 35111 Rookie of the Year Nominations (various)

Thank you for your nomination.

General

#34877, 34915, 35025, 35065 SEB applications (various)

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Thank you for your application.

#33781 SCCA.com link deprecated?

Thank you for your letter. There is now a page on the SCCA website, accessible via the Solo Rules section as "Current active Change Proposals", which displays a spreadsheet report of status information regarding pending proposals. The report is located here:

<https://docs.google.com/spreadsheets/d/1vLwL-iiHKofXCBlxgbOx0qSqkqceb4r6E7TbfGyKNI0/edit?usp=sharing>

Street Category

#34813 Mini from DS to GS #34397

Thank you for your input.

#34864 Please don't put the base C7 in BS

Thank you for your input.

#34882 Please consider moving the Tesla Model 3 to AS

Thank you for your input.

#34894 Feedback to 34004

Thank you for your input.

#34922 2023 Solo Nats- D Street Protest

Thank you for your letter. The SAC has no involvement with protests filed at any National Solo Event. The protest can be found attached to the final event results, which can be found at:

<https://www.scca.com/downloads/69295-combined-official-class-results-w-protests/download>

#34928 Magnetic Ride Tune compliance on C7 GrandSport to A Street Change

Thank you for your input.

#34939 Please Readdress the future of SSR

Thank you for your input.

#34990 C7 Should Not be Moved Down to BS

Thank you for your input.

#34995 #33487 feedback on A street changes

Thank you for your input.

#35006 Tesla Model 3 Performance to BS

Thank you for your feedback.

#35008 Move Tesla Model 3 to BS

Thank you for your feedback.

#35023 Reconsider 997.1 remaining in AS

Thank you for your feedback.

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Street Touring Category

#34101 STAC Openings

The STAC thanks recent applicants for their submissions. In addition to those already received, the STAC continues to seek applications for new members. Please submit qualifications in writing to the SEB via www.soloeventsboard.com.

#34621 STH R32 MK4 and Audi TT

Thank you for your question. The R32 was intentionally left in STX, and not moved to STH, primarily because it is not a turbocharged model.

Kart Category

#34991 Application for KAC

Thank you for your application, at this time the KAC is not looking for an additional member on the committee.

Handled Elsewhere

Street Category

#34938 C7 base to BS

Thanks for your letter. Please see the proposal in letter #33487 posted in the July 2023 Fastrack.

#34974 2023 VW GTI 40th Anniv Ed

Please see the response to letter #34250 published in the July 2023 Fastrack.

#34996 CClassify?

Please see the response to letter #34822 published in the current Fastrack.

Street Touring Category

#34988 No bigger overbore

Thank you for your letter. See response to letter #34014 in the November Fastrack.

#34973 Add FD RX7 to STU

Thank you for your input. Please see response to letter #34787 in the November Fastrack.

Kart Category

#34754, 34757, 34758, 34759, 34788 Kart Tire Proposal Feedback (various)

The KAC thanks members for their input.

Please see item 32788 elsewhere in this Fastrack.

#34761 Feedback on Proposal from letter #33441 ROK shifter

The KAC would like to thank you for your feedback.

Please see letter 33441 elsewhere in this Fastrack.

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Tech Bulletins

Event Operations

#35148 Vitour Tempesta P1 tires

Under Solo Rules section 13.3, the Vitour Tempesta P1 and XComp H/P are added to the National event tire exclusion list in 13.3.C.4 and under "Wheel and Tire Allowances" in the CAM/XS section of Appendix B, to the CAM/XS tire exclusion list.

Due to these being low volume tires from a niche manufacturer, the SEB does not have sufficient information about their performance, actual size(s) availability, and schedule of importation. We do not anticipate having sufficient information to adequately evaluate these tires before January 1st eligibility date.

These tires may be removed from the exclusion list when that information becomes available, if all other conditions of 13.3 are met.

Street Category

#34822 BMW i4 eDrive40

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

A-Street

BMW

i4 (all) (2022-2024)

#34836 C6 Corvette listings

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

A Street class

Chevrolet

Corvette (C6 *Z06 & Grand Sport, non-ZR1*) (2005-13)

#34914 2021 Audi S5 Sportback

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

B Street

Audi

S5 (2008-~~19~~ *2023*)

#34967 Please class 2016+ Avalon

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

H Street

Toyota

Avalon (all) (2016-2022)

#35194 GR Corolla Port Installed Lowering Springs

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

Move **from BS to AS**:

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A Street

Toyota

GR Corolla (MORIZO Edition) (2023)

Add to AS:

A Street

Toyota

GR Corolla (with Performance Shocks and Springs Package) (2024+)

Amend listing in BS:

B Street

Toyota

GR Corolla (excl. MORIZO Edition, *excl. Performance Shocks and Springs Package*) (~~2022~~ 2023-2024)

Street Touring Category

#34341 Revisiting Volvo S40/V50 letter #33658

Per the STAC, add the following to Appendix A:

STH

Volvo

S40

V50

Kart Category

#34057 Procedural questions re: karts, with no JA/JB

Errors and Omissions: certain rules which were specific to the Junior Kart program have been found to remain in the Solo Rules, which should be corrected as follows:

In Appendix G:

Change G.II.C as follows:

"C. A grid area ~~must~~ *may* be established that is either separated from the regular car grid or karts should grid with similar sized vehicles such as formula cars. Traffic flow to and from the grid area must be controlled."

Change G.II.E as follows:

"E. All karts ~~will~~ *should* be run as a group or grouped with formula cars, and not intermixed on course with full-bodied cars. However, at the discretion of the Solo Safety Steward, the Event Chairman, and the Chief Stewards, karts may be allowed on course with full-bodied cars if the course design allows for safe separation, such as the start and finish areas being remote from each other."

Remove G.II.F.

Remove G.III.

Remove G.IV.