

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Nov. 14, 2011

The Solo Events Board met by conference call November 14th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Richard Holden, and Dave Hardy; Doug Gill and Brian Harmer of the National Staff; BOD member John Walsh. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

SAFETY

- The SEB has recommended to the BoD the approval of David Steger to the Solo Safety Committee.

GENERAL

- Regions are reminded that they may run class structures which suit the needs of their competitors, since the class and category sections of the Solo rules are not among the Mandatory Provisions of 1.1. However, the SEB recommends that Regions offer competition for all vehicles which are Nationally classed.
- The SEB has recommended to the BOD the approval of Steve Garnjobst as the Divisional Solo Events Steward for the Central Division. (#5958)
- The following items have been reviewed by the EOCC and SEB, and the committee and board thank these members for their input:
 - Stalled car at start, re-start procedure (#6017) The EOC and SEB believe the Chief Steward has the authority to resolve this issue appropriately, with full knowledge of the circumstances.

STOCK

- Based on a lack of sufficient information, the SEB is not classing the Fiat 500 at this time due to concerns about its not meeting rollover resistance requirements. (#4576)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - Camber allowances (#5502)
 - SS classifications (#5516)
 - 997 move (#6443)
 - Mini JCW to DS move (#6459)
 - Sway bar rule (#6515)
 - Genesis V6 move (#6527)
 - Street tires (#6569)

STREET TOURING

- The SEB thanks Nick Jackson for his service as a member of the STAC.
- The SEB approved the addition of Jim Reyenga to the STAC.
- The STAC and SEB have noted that the following member input items were addressed by the ST restructure as recently approved by the BOD:
 - WRX classing (#4026, 4035, 4211,6418)
 - 2.5L turbo engines (#4717)
 - BMW listings (#5252)
 - Protégé MP3 (#5255)
 - Forester XT (#5299, 5438, 5698)
 - Infiniti G35 (#5316)
 - Saturn S series (#5321, 5322)
 - ECU and catalytic converter rules (#5748)

STREET PREPARED

- The SPAC has recommended the following class listing change proposal, presented here for member review and comment (#6214)
 - Replace the DSP Subaru Impreza 2.5 listing with:
 - Subaru Impreza (1993-2001) (all)
 - Subaru Impreza 2.5, NOC
 - Also remove from FSP:
 - Subaru Impreza NOC

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - 15.2.1.2, spoilers (#5080)
 - Update/backdate (#5494) The SPAC feels that the update/backdate allowance is clear as it is written. Of the examples presented, items A and B would not be considered compliant. For item C, two cars from different generations that are classified on the same line in Appendix A are allowed to interchange parts between them pursuant to the restrictions detailed in the Update/Backdate allowance.
 - Impreza move to FSP (#6177, 6179)

PREPARED

- The previously-published proposed change (February 2011 Fastrack) to the Lotus Elise/Exige listing in FP has been withdrawn. (#4434)
- The PAC has recommended that the following rules change proposal be published for member comment (#4620):
 - Add wording to Appendix A for C Prepared as follows (proposed wording shown in italics):

“Similar configuration is defined as having the same number and arrangement (e.g., V, straight, flat, etc.) of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. *Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch.*”
- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:
 - Civic/CRX listing comments (#5193, 5194)
 - AWD weight formula comments (#5518)
 - GT & Production allowances (#5583)

MODIFIED

- The following proposed reorganization of the Solo Vee rules in FM is provided by the MAC for member review and comment (#5427). The intent of this rewrite is to eliminate redundancies and to organize the rules so the reader can easily find things. Changes have been introduced to bring the original rule set, written over 15 years ago, and the updated rule set, introduced 5 years ago, into harmony.

Changes include the following:

- The engine rules are now contained in two categories: “Engine Choices” and “Engine Component Allowances”. Valve sizes and carburetor choices, which are in two places in the current rules, are now found in a single location.
- Weight minimum is now in its own category. In the current rule set it is included in the definition of the category.
- All sub-categories have their own section.
- There was minor rewording of rules (particularly of the disc brake rule) to improve clarity. (The current rule--D.3.f.-- refers to rear brakes. The proposed rule set clarifies the disc brake rule to include front and rear brake systems.)
- The current Solo Vee rules included an allowance for radiator fans for F500s (as well as Solo Vees). If this reorganized rule set is adopted, a radiator fan item will be added to the F500 section.

The proposal is as follows:

Replace subsection C under Modified Class F in Appendix A with the following:

“C. Solo Vee as per the following definition: Solo Vee is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices

- a) Any stock 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.
- b) Solo Vee engines may have increased compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding, is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a

maximum of two 44mm carburetors with 28mm venturies. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

c) Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

d) There shall be no "mixing" of allowances, e.g. carburetors from "c" and displacement from "b" above.

2. Engine Components

a) Mixing of parts between different air cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.

b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.

c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.

d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.

e) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.

f) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground undersize a maximum of 0.030" less than stock dimensions. Crankshaft pulley is unrestricted.

g) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (e.g. Accusump) may be fitted.

h) Camshaft and valve train components are unrestricted with the following exceptions:

1. Pushrods shall be made of metal.

2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.

3. Roller camshafts are prohibited.

4. Rocker arms shall be standard ratio VW.

5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.

i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.

j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.

k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.

l) Voltage regulator, generator, and/or generator stand may be removed.

m) One or more batteries may be used.

n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.

o) Valve covers are unrestricted and may be bolted on.

3. Transaxle

a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.

b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.

c) A device for locking-out reverse gear may be used.

d) A limited-slip differential (LSD) is permitted.

4. Bodywork

a) Bodywork to the rear of the main roll hoop may be removed.

5. Front Suspension

The front suspension shall be standard VW Type I sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s) is allowed.

h) Removal of the drum brake backing plates is allowed.

i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

6. Wheels

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.

b) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. Braking System

a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.

b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

c) Any type lining or pad material may be used.

d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.

e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.

f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

The allowances above apply to front and rear brakes.

g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

i) Brake lines may be of any suitable material, including steel braided lines.

9. Weight

a) Minimum weight is 1000 lbs with driver."

- Per member input, the MAC is seeking comment on the possibility of additions to Solo Vee allowances in FM. Such additions might include induction, engine, and/or suspension modifications. Members are encouraged to write with suggestions and feedback regarding these possible changes (#6151).
- The following items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input:
 - Rotax 593 (#5256, 5998) This subject was addressed in the items recommended to the BOD, as published in the November Fastrack.
 - Legends cars (#6044) This subject was addressed in the items recommended to the BOD, as published in the November Fastrack.
 - MAC position (#6399)
 - DM/EM forced induction (#6205, 6212, 6222, 6302, 6423, 6424) The MAC continues to work on possible proposals in this area.

F125 / FORMULA JUNIOR

- The following items have been reviewed by the KAC and SEB, and the committee and board thank these members for their input:
 - 4-stroke engine comments (#3852, 3976, 4043)
 - Raptor fuel (#3845)
 - Dry clutch (#4104)

NOT RECOMMENDED

- Stock, reducing allowances (#4846)
- Stock, move ZX2 to HS (#5933)
- Street Touring, Toyo R1R, exclusion list (#3806). The STAC has considered this and does not feel it is necessary.
- Street Touring, ST class addition (#4513, 4528, 4541, 4548, 4562, 4564, 5148) The STAC may be open to concepts like these in the future but prefers to observe the effects of recent changes to the classing structure before pursuing additional new classes.
- Street Touring, Torsen limited-slip (#5059) The STAC does not believe it would be appropriate to disrupt the competitive balance of the affected class.
- Street Touring, Mazdaspeed 3 classing (#5252)
- Street Touring, right-hand drive cars (#6216, 6223) Per the STAC, non-domestic-market cars do not meet the category eligibility requirements.
- Street Touring, Protégé to STF (#6304) Per the STAC, this car has been shown to be comparable to various other STC cars, and the committee believes it would disrupt the competitive balance of STF.
- Street Prepared, AWD classing (#6099) The SPAC feels that many of these concerns were addressed by the 2012 reorganization.
- Street Prepared, timing cover rule (#6186) Per the SPAC, the proposed rule change does not change the VVT or cam gear allowance. It only changes the existing timing cover allowance to permit more competitors to utilize this allowance.
- Prepared, rotary engine weights (4886) After further review, the PAC doesn't feel any adjustments are required to the rotary engine weight formula in EP at this time.
- Prepared, GP wheel widths (#6125) Wheel width restrictions are a key component used to balance the competitive potential of various vehicles in GP. The PAC is concerned that increasing wheel width allowances in GP would upset the competitive balance of the class.

TECH BULLETINS

1. Stock, Errors and Omissions: with the BOD approval of the SAC's proposal regarding camber bolts, the Appendix F item which is titled "Hyundai Genesis R-Spec Alignment Bolts" is no longer applicable and is to be removed.
2. Stock: The Suzuki Kizashi (2010-2011) was initially listed in HS in the June 2011 Fastrack (#6584)
3. Stock: Per the SAC, regarding the front spoiler and rear wing on the S2000 CR: As stated in the 3rd paragraph of Section 13, vehicles must be run as specified by the factory. The S2000 CR is delivered from the factory with the front spoiler and rear wing and such this is an authorized configuration. (#6502)
4. Stock: Per the SAC, ride height changes due to variances in damper gas pressure are permitted by the provisions of 13.4 (#6442)
5. Stock: The following clarification has been recommended by the SAC and approved by the SEB: Add to the end of 13.9.A (after capacitor and before the parenthetical phrase): "*Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the factory location and serve no other purpose.*" (#6297, 6311)
6. Stock: The following listing update, recommended by the SAC, is effective immediately upon publication (#6086):
 - Amend the FS listing for the BMW 5 series to read as follows:
 - 5 series (NOC)
 - NOTE: The intent of this listing update is to include the V8 non-M 5-series BMW's in FS
7. Stock: Per the SAC, their revised version of the published change to 13.7 should have included relocation of items from subsection D to subsection A, such that the changed version should read as follows:

"13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, end links, bushings,

- etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
- B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.
- C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.”
8. ST: The prohibition on cutting of holes for sway bar installation applies only to the routing of the bar or links, as stated in 14.7 (#3395)
9. ST: The removal of OE roll hoops for installation of an allowed roll bar has been addressed in the Stock rules, via changes to 13.2.H as published in the March and November Fastrack. These rules carry over to ST. (#3803)
10. ST, Errors and Omissions (#4522): Per the STAC, the 2004-2005 MINI COOPER S with dealer-installed JCW package has been classed in STX since 2006. This was published in Fastrack, but was missed in the rulebook. The complete STX model listing should read:
- MINI Cooper S & Cooper S JCW (includes 04-05 dealer-installed)
11. ST: Per the STAC, add the following after the first sentence of 14.10.D: **“Mounting bracketry which serves no other purpose is considered part of the exhaust component.”** (#5077)
12. ST: Per the STAC, add the following to 14.2.F.2: *“This does not allow for parts sold through the manufacturer’s performance division catalog (e.g. Ford Performance, Mopar Performance, Nismo, TRD, Mazdaspeed, HPD, Mugen, SPT, etc.)”* (#5200)
13. ST: There is no requirement to fill or cover the holes left by the removal of a fog light as allowed by 14.2.C (#6185)
14. ST: Per the STAC, 14.2.A should be clarified to read as follows: “Pedal cover kits and other interior...” (#5350)
15. ST, Errors and Omissions: Per the STAC, the listing in STR for the Miata should read as follows (#6448, 6453):
- Mazda MX-5 Miata (2006-2012)
16. ST: Per the STAC, the Corolla listing in STF should only include the latest two generations (‘03-‘11), not the earlier generation (‘98-‘02) and thus should read as follows (#6616):
- Toyota Corolla (2003-2011)
17. SP: The following new listing, recommended by the SPAC, is effective immediately upon publication (#5918):
- VW Golf/Jetta 2.0T (2006-2011) DSP
18. SP: Per the SPAC, the following listing clarifications are effective immediately upon publication:
- The BMW Z3 models in BSP should be on one line, which reads as follows
- Z3 all 6-cyl including M Coupe/Roadster
- The BMW Z4 models in BSP should be on one line, which reads as follows:
- Z4 all non-turbo including M
19. Modified: Per the MAC, the floor pan of a car whose original width is smaller than the dimensions required by 18.1.C (37 in. width for front-engine cars, 42 in. width for mid and rear-engine cars) may be widened to meet the requirement. Recognizability, material, and safety requirements of 18.1 must all be met, and the car will be subject to Modified Tub (18.1.C.2) weight requirements. (#5692)
20. Modified: Per the MAC, Section 18.5.E is intended to provide for FSAE cars to run within AM as a Supplemental class, but to be scored separately for awards purposes. It is therefore being clarified to read as follows:
- “These vehicles are assigned to *Supplemental Class FSAE, which may be run as a subgroup of AM but shall be scored separately. An FSAE car may only compete directly in AM if it meets all AM requirements and specifications. FSAE cars* must also meet the following minimum criteria: “ (#6168)
21. Modified: Per the MAC and SEB, the following clarification is provided for 18.3: When used in eligible cars in class CM, the Honda Fit engine is required to have an air inlet restrictor which meets the requirements of the current GCR, correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. NOTE: the SEB will be following the actions of the CRB in order to evaluate changes they may make to the restrictor requirement for this engine.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Dec. 28, 2011

The Solo Events Board met by conference call December 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill and Brian Harmer of the National Staff; BOD members Brian McCarthy John Walsh. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

GENERAL

- The SEB thanks Art Trier for his service to the National Appeals Committee (NAC)
- Marcus Meredith has been appointed by the SEB to the NAC.
- The Site Committee is being reactivated, and will be available as a resource to Regions and Divisions for assistance with site acquisition issues.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #5009, Fiat 500
 - #6499, camber allowances
 - #6626, 6627, Excluded cars in SS comments.

STREET TOURING

- The STAC is submitting the following rule change proposals for member comment:
 - Replace 14.10.J with the following (#4128, 4837, 6431):

"Any engine or transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the engine/transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. All components between the engine/transmission and the mounting structure are considered to be part of the mount assembly."

Also remove 14.8.E and re-letter subsequent sections accordingly.

Comment: The existing allowance attempts to retain bushing compliance through an ineffective restriction on metal content. Mounts of a solid nature can still be legally fashioned from hard plastic (e.g. Delrin). The proposed allowance replaces that ineffective restriction with one that instead limits weight reduction benefits.

- Add a new second sentence to 14.10.A as follows (#6776):

"Oil pump pickups may be relocated within the OE pan."

Comment: This provides additional flexibility in maximizing use of allowed baffling to increase reliability under hard cornering.

STREET PREPARED

- The SPAC is submitting for member comment the following rule change proposal:
 - Change 15.10.J to read as follows (#6403):

"Engine and transmission mounts may be replaced, but must attach in the factory location(s) without any additional modifications. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced by manufacturer's performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.) If one or more non-OE engine or transmission mounts are used, 15.10.K does not apply and a torque suppression device may not be used."

Additionally, delete 15.10.N.

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #6347, timing covers
 - #6485, SSP comments

STREET MODIFIED

- The SMAC has a vacancy at this time, and members interested in serving on this committee are invited to submit their qualifications in writing to the SEB.
- The SMAC and SEB have reviewed the following items, and thank these members for their input:
 - #6521, SM weights. The SMAC is not currently proposing raising weights across the board.

PREPARED

- Per the PAC, the following rule change proposals are submitted for member review and comment:
 - Change the maximum wheel diameter/width specification for all full preparation car listings in Appendix A for G Prepared to **16x10**. Comment: The intent of this proposal is to provide a moderate competitive adjustment for full-prep GP cars, by allowing wheels up to 10 inches in width with no weight penalty. (#4144, 6166, 6670)
 - Add the following to 17.10 (#4597):

"T. Traction control/stability control may not be added to a car which was not equipped with an OEM traction/stability control system. OEM systems may be retained, but may not be replaced or modified in any way other than deletion."

Comment: The intent of this proposal is to explicitly ban non-OEM traction/stability control systems in Prepared classes, unless specifically authorized in Appendix A.
 - Revise the 6th paragraph of Appendix A for CP to read as follows (#5249):

*"Similar configuration is defined as having the same number and arrangement (e.g., V, Straight, Flat, etc.) of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. **Alternate material (aluminum) engine blocks may be used on U.S. produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.**"*

Comment: The intent of this proposal is to allow aluminum engine blocks in CP, even if the original engine wasn't available with an aluminum block from the factory.
 - Revise the 4th paragraph of Appendix A.1.c. for XP to read as follows (#5551, 5582, 5612):

*"Wing endplate surface area is limited to 200 square inches each and the number of endplates is limited to a maximum of two. Convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle. **In the event that a convertible/roadster with no roof or a targa with no rear window retains the original equipment windshield frame with a windshield of any material that meets 17.2.K.1, the top of the windshield frame shall be considered top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.**"*

Comment: The intent of this proposal is to increase the allowable wing height for open cars with full windshields.
 - Change the Appendix A listing for the Toyota Starlet in EP to read as follows. (#5858):

Starlet (non-turbo, 2WD) (1981-1984)

Alt Engine: 4A-G (1.6L) with cyl. head P/N 11101-16010, or 11101-16030

Comment: The proposed change eliminates a potential engine/cylinder head configuration that was not available in RWD Toyotas
 - Add the following subsection to Appendix A, Section 9 for X Prepared. (#6764):

"c. Regardless of the Minimum Weight Calculations above, no car shall weigh less than the following Minimum Weights:

RWD: 1,600 lbs

FWD: 1,500 lbs

AWD: 1,700 lbs"

Comment: The intent of this proposal is to establish minimum weights that limit the potential for a vehicle significantly lighter than cars currently competing in XP to upset the competitive balance of the class
- The PAC and SEB have reviewed the following items, and thank these members for their input:
 - #6167, power steering. This subject was addressed by the Limited Prep rules reorganization, which has been implemented for 2012.
 - #6191, XP weight formula proposal

- #6200, XP rules comments
- #6246, Limited Prep rules comments
- #6247, Jetta Diesel classing

MODIFIED

- The SEB thanks Chuck Voboril and Gary Milligan for their service as members of the MAC.
- Clemens Burger has been appointed by the SEB to the MAC.
- The MAC and SEB have reviewed the following item, and thank this member for his input:
 - #6622, FSAE and AM. This issue has been covered by a recent Tech Bulletin (re: #6168) and is the subject of an additional future proposal which is being finalized by the MAC.

KART

- The SEB thanks Brian Garfield, Vernon Head, and Alan Sheidler for their service to the club as members of the KAC.
- The following rule change proposals have been submitted by the KAC and is provided here for member review:
 - Change 19.1.D.1.d to read as follows (#6377):

“d. Case, Cylinder, and Cylinder head: The engine case may be modified internally to alter the path of induction (porting) or match to induction ports in the cylinder. The cylinder and/or head, including ports, power valves, and castings, may be modified or machined subject to the requirements of section 10.1.D.1.e. Water inlets and/or outlets may be modified for aftermarket fittings and/or hoses. Adding or deleting cylinder ports or re-sleeving of the cylinder is not allowed.”
 - Add to 19.1.d.1.i, immediately after “...or aftermarket parts” as follows (#6378):

“The transmission parts may be polished to facilitate shifting”

NOT RECOMMENDED

General

- #6075, prohibit course recording. There is no practical means by which such a ban could be effectively enforced.

Stock

- #6523, camber allowances. Allowing camber plates would not be consistent with Stock category philosophy.
- #6585, Chevrolet Sonic classing. This model does not meet the provisions of Section 3.1 relating to rollover risk, as it does not have a published SSF rating and its average track width is smaller than its overall height.
- #6599, Genesis item in Appendix F. This model-specific item is no longer necessary, now that the general rule covering the subject modification has been changed to address the issue.
- #6785, 6786, S2000 CR classing. The SAC believes this car is consistent with the current competitive landscape in BS.
- #6842, Mini Countryman classing. This model does not meet the provisions of Section 3.1 relating to rollover risk, as it does not have a published SSF rating and its average track width is smaller than its overall height.

Street Touring

- #3890, transmission coolers. The STAC believes that current fluid allowances are sufficient for Solo event usage.
- #4103, M3 in STR. This model does not currently fit within the classing philosophy of STR.
- #4285, NSX classing. The STAC believes this car’s potential exceeds the limits of current ST classes.
- #4654, 6867, Toyo exclusion. This change is not considered necessary at this time. The issue will be examined further in the future.
- #6588, steering wheel replacement. Airbag replacements for the subject model continue to be available from the OEM.
- #6722, ECU programming. The ECU allowances in ST were recently revised, and the STAC does not feel additional changes are appropriate at this time.
- #6870, BMW E30 move to STC. Per the STAC, there are existing E30 325’s running in STX that already have aftermarket differentials. This change would be a significant takeback (requiring limited-slip removal) in order to move the car to STC, negatively affecting some competitors. It is not believed that this would provide significant competitive relief.
- #6902, Audi TTRS classing. The STAC believes this car’s performance potential is beyond the limits of current ST classes.

Street Prepared

- #6124, '84-'87 CRX/Civic move to FSP. The SPAC does not believe this car is a good fit for FSP.

- #6581, move 370Z. The SPAC wishes to assess the impacts of the recent SP class reorganization before making further adjustments to the classes.

Street Modified

- #6520, SM weights. Per the SMAC, at this time the available data does not suggest that AWD cars cannot be competitive within the current rules.

Prepared

- #5728, 6137, 6282, 6727, XP wheelbase and width. The PAC is concerned that wheelbase and/or width restrictions would jeopardize XP's status as the catch-all class for Prepared. However, the PAC will be submitting one or more alternative proposals to address the issues raised by this member, while still allowing Prepared-legal vehicles to compete in XP.
- #5843, Civic/CRX listing. The proposed mix of model generations is not consistent with the general classing philosophy.

Kart

- #6397, KM gear ratio change proposal. The Rotax-powered kart has the ability to run 10-inch or 11-inch diameter drive tires, giving options for gearing. The KAC and SEB do not view the requested change as being consistent with class philosophy.

TECH BULLETINS

Stock

1. Per the SAC, the following new listings are effective immediately upon publication (#6904):

HS	2012 Mini Cooper Coupe
DS	2012 Mini Cooper S Coupe
DS	2012 Mini Cooper S JCW Coupe

Street Touring

2. Per the STAC, the following clarification items are provided (#3634, 4679):

Add a new last sentence to 14.2.F.1 as follows: "Model' is defined in 12.3."

Add to Appendix F under STREET TOURING CATEGORY CLARIFICATIONS:

BMW 3-SERIES LISTINGS

For the purposes of 14.2.F.1, all BMW 3-series within a generation (E30, E36, E46, etc.) are considered the same model, including "M" versions.

3. Per the STAC, the following new listings are effective immediately upon publication:

STX	1990-1996 Nissan 300ZX, non-turbo (#3733)
STC	2003-2008 Hyundai Tiburon V6 (#6784)
STX	2008-2012 BMW 128i (#6879, 6887, 6896)

Comment: This model is currently allowed in this class via the catch-all listing. Adding the specific classification merely makes it eligible for National competition.

4. Per the STAC, clarify 14.9.A by adding the following new last sentence (#6723):

Battery allowances do not apply to electric and hybrid-electric vehicles.

Street Prepared

5. Per the SPAC, the following new listing is effective immediately upon publication (#6300):

DSP	Peugeot 505 (all) (1979-1991)
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Street Modified

6. Per the SMAC, interior panels are any surface on the inside of the car, whether they be plastic or metal. Care should be taken to minimize modification to perform the fuel cell install. The driver's compartment definition is covered in Section 12.8. (#6313)

Prepared

7. Per the PAC, the Appendix A listing in GP Limited Prep for the VW Golf is corrected to read as follows (#5377):

Golf (<i>non-turbo</i>) (GTI,GT,GL)	15x7	1.57/1.30	58.8/58.2
1780cc	1780		
Fuel Inj			

Comp ratio to 11.5:1, valve lift to 0.420 in."

Comment: The only change to this listing is the addition of the phrase (*non-turbo*), to clarify that later Golf turbo models with similar displacement are not eligible for GP.

8. Per the PAC, the following new listing in GP (full prep) is effective immediately upon publication (#5422, 6716):

Datsun

SPL 310-U 1488cc 1550 14x7 1.65/1.26 51.5/50.7

(2) Hitachi HJB-38W

SPL 311 / 311-U 1595cc 1700 14x7 1.66-1.69/1.26-1.38 53.7/50.7

(2) Hitachi HJB-38W-3 or (2) SU HS-4 1.5"

9. Per the PAC, the A1 chassis VW listing in EP is corrected to read as follows (#5529):

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8V A1 Chassis) (1975-92)

Comment: This revision corrects the range of model year dates to include all years the A1 chassis VW's were produced.

10. Per the PAC, non-OE replacement bodies are allowable in XP for the Factory Five Roadster, Factory Five Challenge Car and Superformance MKIII. Replacement bodies must be dimensionally similar to the OE part, and must be of similar construction, including material, thickness and weight. (#6120, 6791)

Karts

11. Junior: Per the KAC, the intent of the Junior B rules for the Briggs and Stratton Raptor motor is to follow section 701 in the WKA Rulebook for the Briggs and Stratton Stock Raptor 5hp Engine. Members can contact the Tech Services Department for additional information (#6077).

12. KM: Per the KAC, 19.1.D.1.i is being clarified to read as follows:

"i Transmission: OE cases must be used. Transmission gear sets are exchangeable within a manufacturer's engine series as an update/backdate allowance. This does not allow substitution of gears with those from another manufacturer or aftermarket parts. Shifter mechanisms must be manually operated, no air or electric assisted shifters are allowed."

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Jan. 25, 2012

The Solo Events Board met by conference call January 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff; BOD members Brian McCarthy and John Walsh. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - # 6629, SS excluded cars

STREET TOURING

- The following rule change proposal has been recommended by the STAC and is published here for member review and comment (#6776):
 - In 14.10.A, add a new second sentence as follows:
“Oil pump pickups may be relocated within the OE pan.”
Note: This provides additional flexibility in maximizing use of allowed baffling to increase reliability under hard cornering.
- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #4837 and 6431, motor mounts

STREET PREPARED

- The SPAC has submitted the following proposed set of class listing changes, intended to increase the performance level of the FSP class. The resultant effects of this package are to move a selection of cars which are presently not competitive in DSP into FSP, to consolidate certain model variants, and to clarify and correct particular listings. (#6070, 6272, 6965, 7183, 7228):
 - Move the following listings **from DSP to FSP**:
Fiat & Bertone **X1/9 (all)**
Toyota **Corolla FX16**
Volkswagen **Corrado (all)**
 - Modify specific FSP listings as follows:

Current items:

- BMW
 - 318i (NOC)
- Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki
 - Storm (12v, base model) (1989-93)
- Ford
 - Focus SVT
 - Focus (NOC)
- Honda
 - Civic (non-Si) (1996-2000)
- Mazda
 - 323 (non-turbo)
 - Protégé (1989-98)
 - Protégé (1999-2003)
- Toyota
 - Corolla GTS (AE86) (1984-87)
 - Corolla GTS (AE92, FWD) (1990-91)
- Volkswagen
 - Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8v, A1 chassis) (1975-92)
 - Scirocco (16v)
 - Golf & Jetta (8v, A2 chassis) (1985-93)

Golf & Jetta (16v, A2 chassis)

Proposed items:

BMW

318i & 318is (E30 chassis)

318i, 318is (E36 chassis)

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

Storm (*all*)

Ford

Focus (*all*) (1999-2007)

Mazda

323 non-turbo (1986-1989)

323, *Protege, MX-3 4 cyl.* (1990-1994)

Protege (1995-1998)

Protégé (1999-2003)

Toyota

Corolla *GTS* (*all*) (1984-1991)

Volkswagen

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (*all*, A1 chassis) (1975-1992)

Golf & Jetta (*all*, A2 chassis)

Golf, Jetta (*VR6, A3 chassis*)

Golf, Jetta (*VR6 NOC, A4 chassis*).

STREET MODIFIED

- The SEB thanks Vic Sias for his work as a member of the SMAC.
- The SEB has appointed Brian Karwan to the SMAC.

PREPARED

- The PAC and SEB have reviewed the following items, and thank these members for their input:
 - #6288, 6728: XP wheelbase proposal

NOT RECOMMENDED

Stock

- #7026, Nissan Juke classing. Per the SAC, this car does not meet the provisions in Section 3.1 relating to rollover risk, as it does not have a published SSF rating and it's average track width is less than its overall height.

TECH BULLETINS

General

1. The European ECE 22-05 helmet standard is not considered to meet the requirements of 4.3.1, due to differences in testing program specifications (#6221).
2. With regard to 3.6.A, fuels marketed as "racing" are allowed if they are federally approved for highway use. A manufacturer's advertised claim of federal approval is considered sufficient (#7175).

Stock

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

Audi TT RS (2012)	SS (#6899)
Subaru Impreza 2.0i	HS (#7029)
Volkswagen Golf R (2012)	DS (#7095)

Street Touring

4. Per the STAC, with respect to 14.2.C, underbody and rocker panel trim pieces are not rub strips. (#4117)
5. The following new listings, effective immediately upon publication, have been recommended by the STAC and approved by the SEB:

Volkswagen Golf/Jetta TDI ('99-'06)	STF (#5386)
Nissan 200SX SE-R ('95-'98)	STC (#6444)
Nissan Sentra SE ('98-'99)	STC (#6444)
Nissan Sentra SE ('00-'01)	STC (#6444)

Street Prepared

6. The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:
BMW M3 (2007-2012) ASP (#6999, 7113)
BMW 128, 135, & 1 Series M (2008-2012) ASP (#7114)
7. The Pontiac Solstice GXP and Saturn Sky Redline are listed in both ASP and BSP. They should only be listed in ASP.
8. Errors and Omissions: The Appendix F clarification under Street Prepared, titled "REAR VIEW MIRROR" should be deleted. This has been superseded by 15.2.Q.

Street Modified

9. Per the SMAC, a bolt-on subframe can be replaced as long as the replacement weighs at least as much as the original and does not alter suspension geometry. (#6740)

Prepared

10. Section 17.10. references 3.3.3.B.13 regarding restrictions on exhaust routing. The correct current reference is 3.3.3.B.15.

Formula Junior

11. Per the KAC, section 19.2 Formula Junior, A. Classes, 2. Junior B (JB), b. Engines, 4. Briggs & Stratton World Formula, items B. Restrictor and C. Weight should read:
"B. Restrictor: A specific *throttle slide* restrictor must be installed in the *carburetor along with cap lock to limit throttle slide opening (0.420")*. *A Briggs and Stratton Junior B class check tool will be used during the installation to ensure the slide opening is consistent.* Contact SCCA Technical Services to obtain a restrictor *kit*.
C. Weight: *265 lbs.*"

Comment: For the World Formula motor, the Throttle Slide Restrictor is now allowed to replace the air intake restrictor for Junior B class at the National Tour/ProSolo/Nationals starting April 1st, 2012. The restrictor kit, which includes throttle restrictor pill, throttle opening check tool, and carb locking cap will be provided by Briggs and Stratton and are available immediately. Contact Brian Harmer at National office. There is an additional weight penalty of 10 lbs added to the current World Formula minimum weight for JB. The new minimum JB weight limit for World Formula engine powered kart is now 265 lbs. (#6189)

12. Per the KAC, in section 19.2 Formula Juniors, item C. Wheels and Tires, second sentence should read: "Maximum size for front tires is *4.60/10-5*." Comment: The current rule states 4.50/10-5 which is not offered in MG Reds, which is the Junior class spec tire. (#7125)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 18-22, 2012

The Solo Events Board met in Kansas City February 18-19, and by conference call February 22nd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Lisa Noble of the BOD; Doug Gill, Ryan Miles, John Bauer, Howard Duncan, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

GENERAL

- The Divisional Solo Events Steward position for the Midwest Division is open. Members interested in this position are invited to submit their qualifications in writing to the SEB.
- The following rule change proposals are submitted for member review and comment:
 - In 3.1, in the paragraph beginning "As an alternative to SSF...", delete the second sentence. (#6398) Comment: The rollover percentage value is not considered to be sufficiently consistent to be useful in this context.
 - Replace 1.3.2.K with the following (adapted from the GCR):

1. No driver may consume alcohol until they have completed all their runs and completed their work assignment for the day. No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized as specified in Section 9. Alcohol may not be consumed in the grid until after all the day's competition activities are concluded.

Nothing in this section shall override site-specific alcohol restrictions.

2. The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Any participant who violates this prohibition

- *shall not seek to participate in the event*
- *may be excluded from the event by the event chairman*
- *may be removed from the grounds by the order event chairman or chief steward*
- *may be penalized as provided in Section 9.*

As a condition of continued participation, the participant may be required to submit to such testing procedures as may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case. (#7606)

- Delete Section 4.9 in its entirety. Comment: The SEB believes it can effectively serve the needs of the program by monitoring the class structures and participation levels, and dealing with issues on a case-by-case basis as they arise. (#5278, 5279, 5280, 5346, 5396, 5485)
- The following proposed revised version of Appendix I is published here for member review and comment:

Sound Measurements at SCCA National Solo Events

The maximum limit will be 100 dBA.

The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings, etc.) as is practical.

If a vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement

over 97 dBA.

If a vehicle exceeds 100dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo Rules 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF.

Any "repair actions" to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward or representative. If the "repair" has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Chief Steward or representative has the right to disallow a repeat of the "repair action" that deteriorated. The "repair action" may be changed or modified to improve the quality of the "repair" and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound limits must make further "repair actions" to reduce the sound level to compliant readings before starting runs the next day.

These general sound limit regulations WILL NOT override specific local area and/or SCCA Regional sound limit requirements, regulations, and/or penalties.

- The SEB is seeking member input regarding possible changes to Appendix C, for 1/1/2014 at the earliest, which would address the following issues:
 - Require a main hoop diagonal brace for all roll bars.
 - Require Appendix C compliant roll bars in closed cars in Prepared and Modified categories.
 - Require side impact protection in all cars using doors of alternate materials, and in all cars in which door beams have been removed.
 - All required bracing must be of at least the same size tubing as the main hoop.
- The SSC and SEB have reviewed the following items, and thank these members for their input:
 - # 6536, race track events. National-level events are subject to the same safety approval requirements as Regional events.
 - #6398, SSF value application.

TIRE RACK SOLO NATIONALS

- The SEB has approved the addition of Supplemental Classes RTF, RTR, and RTA, and their associated L classes, to the 2012 Solo Nationals.

STOCK

- The following rule change proposal has been recommended by the SAC and is submitted for member review and comment:
 - Change the last sentence of 13.8.B to read: "However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual." (#6537, #6726, #7223) Also remove from Appendix F, under STOCK CATEGORY CLARIFICATIONS, the item titled "PORSCHE STRUT ORIENTATION."
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - # 7109, Mini Coupe. This model was newly classed in the February Fastrack.
 - #7129, #7147 VW Golf R. This model was newly classed in the March Fastrack.
 - #7144, BMW 1M Classing. This model is presently classed in AS.

STREET TOURING

- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #7203, Toyo tire exclusion. Comment: the SEB and Tech Services Department are continuing to investigate issues related to ST tire requirements. The objectives for any changes to the tire eligibility rules, and/or the ST tire exclusion list, will be to encourage the use of tires that provide longer wear, greater availability, and differentiation from R compound tires.
 - #7226, Acura NSX. The STAC believes its previous decision regarding this car remains valid.

- #7428, VW Golf TDI. This car has already been classed as a result of item #5386; see the March Fastrack.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7201, Motor Mounts
 - #5439, #5541, #6093, #6231 BMW Classing
 - #5884, #6101, SP Reorganization Comments
 - #7015, 300ZX Classing

Note: Due to the recent Street Prepared classing structure reorganization, and the introduction of class SSP, the SPAC feels that more information and experience with the new structure are necessary before considering further specific reclassifications. The committee will be monitoring event results for additional applicable data.

STREET MODIFIED

- The following rule change proposals are being submitted by the SEB for member review and comment:
 - Change class SMF from Supplemental status to National status (#6087). Comment: this change is contingent upon continuation of the participation growth which has been observed in this class.
 - Change the class name designation of SM to be SMX.
 - Delete the following from 16.1.I: ***"This does not permit removal of the remainder of the window washer system."*** Also change the second sentence in 16.1.I as follows:

"Associated hardware including latches, hinges, *window washer nozzles and window washer reservoirs* may be modified, removed or replaced." (#6715)
- The SMAC and SEB have reviewed the following item, and thank this member for the input:

#6724, Engine Swaps

PREPARED

- The PAC recommends the following rule change proposal be published for member comment.
 - Add the following subsections to 17.2.P:
 3. *All OE rear wings and rear spoilers may be removed.*
 4. *Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.*

NOT RECOMMENDED

Safety

- #7041, alternate helmet standards. The referenced European standard is based on motorcycle use and, as noted in Fastrack last month, is not believed to meet requirements which are comparable with those of the standards referenced in 4.3.1.
- #7359, height requirement for minor passengers. Per the SSC, the current requirement for properly fitting restraints and helmet (1.3.2.D.3) addresses this issue. Regarding the age of passengers, the minor waiver information contains the date of birth.

Street Touring

- #6930, AWD Tire Size Proposal. The STAC believes that rules stability is a priority, and that the existing tire width limits are appropriate.
- #7127, Treadwear Rating. This concept was presented to the membership two years ago and was met with negative member feedback. No significant changes have occurred in the street tire market since that time to suggest any necessary change.
- #7186, Neon Classing. The STAC believes that Neons are appropriately classed in STC.
- #7273, STC and STF Classing. Per the STAC, the current "NOC" listings preserve classing stability.
- #7291, Sensor Proposal. Per the STAC, this change would not be consistent with category philosophy.
- #7353, Steering Wheel. Changing to an alternative steering wheel of this type is not considered consistent with category philosophy.
- #7354, Oil Filler Cap. Per the STAC, 13.10.G provides for oil catch tanks.

TECH BULLETINS

Stock

1. Add to 13.4, first paragraph: *Tire pressure monitoring sensors may be removed.* (#7128)
2. The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:
Lotus Evora S (2011-12) SS (#7145)
3. Per the SAC, the 2010-2012 Ford Taurus SHO is covered the the existing listing in GS. (#7198)
4. Per the SAC, the following listing cleanup/clarifications are provided:

From:

HS:

Nissan

Sentra (1982-90)

Sentra (1.6L) (1991-99)

Sentra (1.8L) (2000-06)

Sentra SE (2.0L) (1995-99)

to:

HS:

Nissan

Sentra (NOC) (1982-2012)

From:

HS:

Subaru

Legacy 2.5 GT

to:

HS:

Subaru

Legacy (NOC)

Street Touring

5. Per the STAC, clarify 14.10.F, 5th sentence, to read as follows:

“Any **OE** OBD communications port functionality must remain.”

Note: This removes confusion surrounding the word “standard”, which was intended to refer to 12.4 Standard Part, but could also be misinterpreted to mean OBDII industry standards. The restriction requires any and all OE port functionality to remain, not just delivery of common OBDII codes and readiness functions. (#6963)

6. Per the STAC, clarify 14.10.F by adding the following to the first paragraph:

Only the OE sensors may be used for engine management.

Note: Additional sensors do not meet the requirements of 14.10.3, nor is their connection to either ECU or piggyback allowed via additional wiring. Further, use of additional sensors in the intake tract violates 14.10.C, if these sensors are used for engine management. (#6978)

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

Chevrolet Sprint (1985-88) STC (#7005)

Subaru Impreza 2.0i (2012) STF (#7030)

Dodge SRT-4 (2003-05) STX (#7079)

Porsche 911 SC (3.0L) (1978-83) STR (#7119)

Toyota Matrix (2003-12) STF (#7297)

Subaru Legacy GT (2005-08) STX (#7299)

Kia Rio (2012) STC (#7371, #7416))

Note: the projected performance of this car is outside that of the target cars in STF.

Hyundai Accent (2012) STC (#7371)

Note: the projected performance of this car is outside that of the target cars in STF.

8. Per the STAC, clarify 14.10.E by adding the following:

“The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections.”

Note: A converter welded into an exhaust manifold or long section of exhaust tubing does not begin/end at the inlet/outlet of that

larger piece.

9. Errors and Omissions (#7288): The following listing corrections have been provided by the STAC:

The Ford Fiesta listing in STF should read "Ford Fiesta (2011-12)"

The BMW 3 Series E90 listing in STX should read "3 series (E9x chassis, non-M, non-turbo) (2006-12)"

The BMW 3 Series E90 listing in STU should read "3 series (E9x chassis, NOC incl. M3) (2006-12)"

10. Errors and Omissions (#7438): Due to an editing oversight, wording was omitted from 14.10.D. It should read as follows:

"Exhaust manifolds and headers (including downpipes) may be replaced with alternate units. Relocation of the oxygen sensor on the header is permitted. Alternate oxygen sensors, including heated types, are permitted. This allowance does not permit relocation of the catalytic converter (see 13.10.E). Exhaust heat shields which cover only (and attach solely to) the header/manifold/downpipe are considered part of that component and may be replaced, removed, or modified. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. *Mounting brackets/hardware which serve no other purpose are considered part of the exhaust components.*"

Street Prepared

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

MINI Cooper S (all except Countryman) DSP (#4305)

12. Per the SPAC, the Acura NSX listing in the reorganization proposal was intended to be placed in ASP, not SSP. The correct classing is as follows:

Acura NSX (all) (1990-2005) ASP (#6884)

13. Per the SPAC, the mount between the firewall and transmission on a Subaru, commonly called a "dog bone," would be considered a transmission mount under the SP rules. Therefore Section 15.10.J would apply to changes to this mount. (#7155)

14. Errors and Omissions: The reference to 13.2.H in Section 15.2.J.1 should be updated to reference 13.2.I.1. (#7467)

Street Modified

- The SM rules permit the replacement of the bumper cover and fenders (see 16.1.I). The replacement may consist of a one-piece assembly. (#7349)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 28, 2012

The Solo Events Board met by conference call March 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Jerry Wannarka of the BOD; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

GENERAL

- The SEB has recommended Al Hermans to the BOD for the position of Midwest Division Solo Events Steward (#7766).
- The following proposal to change the passenger rule is being published here for member comment (#7716):
 - Change the second sentence of 4.1.A to read as follows:

“Any underage driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete at Solo events, as long as the restrictions of the driving license or permit are met, and the event allows a passenger.”
 - Also add to the end of 4.1.A:

“The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver.”
- The following set of rule change proposals is being published here for member review and comment (#7707):
 - Change the first three sentences of 8.4 to read as follows:

“The protest *should* be decided on the day of the event by a PC of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within *10 calendar days unless agreed to by the parties*. The delayed protest decision will be *forwarded to* both parties of the protest in *a mutually agreed upon method of either email or certified mail*. “
 - Also change the second sentence of 8.4.1 to read as follows:

“Members of the PC may also be drivers in the same event, but *at the National Championship* will not perform any other duties than those of the PC.”

STOCK

- The SEB is seeking member input on the possibility of changing the minimum treadwear rating for the Road Tire (RT) Supplemental classes to *200*.
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - # 7108, tire pressure monitoring sensors. This issue was addressed in the April Fastrack by Stock Tech Bulletin #1.
 - #7511, showroom stock rules. The SAC has indicated that it will consider all options when developing the philosophy for the Stock category going forward.
 - #7545, road tire comments. The SEB and SAC are not anticipating making changes to the RT classes for 2012, but changes are under consideration for 2013.

STREET TOURING

- The SEB is seeking member input on the possibility of changing the minimum tire treadwear rating for ST to *200*.
- The following rule change proposals are submitted for member review and comment:
 - Modify 14.10.E as follows (#7225):
 - 1) Remove the words “high flow” from the first sentence.
 - 2) Add new sentence: *“Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3”.*

Note: this more clearly defines what a catalytic converter is and a minimum level of functionality. It should have no effect on existing installations of legitimate automotive converters.
 - Replace 14.10.A with the following (#7236):

“Oil pans and pickups may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed.”

Note: Based on member feedback, this expands on the previously published proposal allowing oil pickup relocation within the OE pan. It is intended to allow common bolt-on solutions to oil starvation issues caused by high cornering loads, while minimizing potential performance enhancements.

- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #7589 and #7674, Kia Rio 5. This car was classed in the April Fastrack under ST Tech Bulletin #7.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #5467, E46 BMW classing, and #6694, RX8 classing. As noted in the April Fastrack, the SPAC feels that more information and experience with the new structure are necessary before considering further specific reclassifications.

STREET MODIFIED

- The following rule change proposal is published here for member review and comment (#7575):
 - Remove 16.3. Note: this section was provided when the SM category was first created, and is no longer viewed as specifically necessary since the category and its rules have matured.

PREPARED

- The following previously-published proposal regarding 10" wheels in G Prepared has been withdrawn, per recommendation of the PAC (#7208, 7212, 7218, 7238, 7240, 7249, 7251, 7443, 7453, 7463, 7464)
- The PAC and SEB have reviewed the following items, and thank this member for the input:
 - #7150, bulkhead use

MODIFIED

- The MAC and SEB have reviewed the following items, and thank these members for their input:
 - #6190 and #6408, forced induction. The MAC is working on a specific proposal regarding this subject.

NOT RECOMMENDED

Stock

- #6732, Fiat Abarth classing. At this time there is not sufficient information to overcome concerns about this model with regard to the provisions of Section 3.1, regarding rollover risk. The Abarth does not have a published SSF or rollover rating, and its average track is less than its overall height.
- #7234 and #7237, Chevy Sonic classing. The SAC remains concerned about the rollover potential for this model given that its average track is less than its overall height.
- #7577, shock absorber allowances. Per the SAC, the current allowances of Section 13.5 regarding shock absorber replacement are in alignment with the current needs and philosophy of the Stock category.

Street Touring

- #7141, Accusump. The STAC does not feel this modification is consistent with class philosophy. An alternate solution is available via the proposal for item #7236 elsewhere herein.
- #7404 and 7418, limited-slip diffs and machining. Per the STAC, such custom machining is not in the spirit of ST.
- #7494, Toyo R1R. This subject was responded to in the April Fastrack under item #7203.
- #7507, motor mounts/torque suppression device. The STAC believes the current motor mount allowance is sufficient.
- #7515 and #7520, oil pickup. See the above proposal regarding item #7236.
- #7564, sensor allowances. The STAC believes this would not be consistent with category philosophy.
- #7579, limited-slip differential allowance. The member was assisted in finding the parts required to address the issue within the rules.

Prepared

- #7246, 7336, open car wings. The PAC does not believe open cars without windshields should receive additional allowances.
- #7444, Production cars with Solo weights. The PAC feels this is counter to their current approach regarding Section 17.11, and does not help keep the Solo rules separate from the GCR.

Modified

- #6693, engine position. The MAC is concerned about the potential detrimental effects a change of this magnitude could have on the stability of the production-based Modified classes. The committee recommends that the competitor request his Regional program to permit the car to run in EM, since 18.1 is not among the mandatory provisions shown in 1.1.

TECH BULLETINS

General

1. The SEB has determined that the BFGoodrich R1S meets the requirements of Section 13.3 and is thus eligible for use in the applicable categories.
2. Clarify 3.6.A to read as follows (#7751):
“Stock and Street Touring category vehicles will use *fuel which is Federally approved for use on public highways.*”

In conjunction, change the fourth sentence of 3.6.B to read as follows:

“Oxygen and/or nitrogen bearing additives are prohibited except for those originally present in *fuel which is Federally approved for use on public highways.*”

Stock

3. Per the SAC, the allowances contained in 13.7.a only permit substitution/removal of bushing material related to the chosen sway bar being substituted or removed. (#7605)
4. Per the SAC, the following new listing is added in Appendix A, effective immediately upon publication:
Ford Crown Victoria (all) FS (#7662)
5. Per the SAC, regarding the 2007-08 Ford Mustang Shelby GT, documentation provided Shelby American does not meet the requirements for factory authorized methods and procedures of repair as outlined in section 13.1. Required documentation in this case would have to come from Ford. (#7669)

Street Touring

6. The following new listing, effective immediately upon publication, has been provided by the STAC:
Fiat 500 (2012) STF (#7568)

Street Modified

7. Per the SMAC, SM rule 16.1.L clearly states the vehicle width limitation... “Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim.” (#7420)
8. Per the SMAC, alternate subframes may only use OE subframe-to-chassis mounting points. (#7450)

Prepared

9. The following new listings, effective immediately upon publication, have been approved for addition to Appendix A:
Chevrolet Sonic (non-turbo, 2012) EP (#7378)
Fiat 500 EP
Ford Fiesta (2010-2012) EP (#7378)
Honda Fit (2009-2012) EP (#7378)
Infiniti I30 (1996-2001) EP (#7524)
Infiniti I35 (2002-2004) EP (#7524)
Mazda MAZDA2 (2011-2012) EP (#7378)
Nissan Versa (2010-2012) EP (#7378)

Modified

10. Per the MAC, the Tesla Roadster meets the eligibility requirements of 18.1.A by virtue of being listed in Appendix A, class S Street Prepared. (#6886)
11. Per the MAC, the following new listing is added in Appendix A under Modified Class E, subsection A, Weight (with driver) vs. Displacement (#6886):
All purely-electric powerplants 1800 lbs

In conjunction, clarify the first sentence under Modified Class D (in Appendix A) to read:

“Modified Production and GT cars with *internal combustion engine displacement...*”

12. #7386 and 7395, section references: Correct the reference to 18.1.E in 18.1.F.4.C to be *18.1.F*. Also correct the reference to 18.1.E.3 in Appendix F under “DM AND EM AERODYNAMICS: to be *18.1.F.3*.”

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 25, 2012

The Solo Events Board met by conference call April 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh, Todd Butler, and Brian McCarthy of the BOD; Doug Gill, Ryan Miles, and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - # 7723, Porsche camber comments.
 - #7819, Camber allowance comments.

STREET TOURING

- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #7589 and #7674, Kia Rio 5. This car was classed in the April Fastrack under ST Tech Bulletin #7.

STREET PREPARED

- The following class change proposal is provided for member review and feedback (#7726):
 - Move from **BSP to DSP**: Mazda RX8
- The following rule change proposal is provided for member review and feedback (#7594):
 - Add new subsection 15.10.C.5 as follows:

“5. Cruise control systems may be removed in whole or in part. This does not permit modification to components interacting with the cruise control system, such as throttle bodies, etc.”
- The SPAC is seeking input on possible changes to the aero rules in SP (re: #7317, #7358), and is requesting that members indicate their preference for one or the other of the following two options:
 - Option 1:

Remove the fourth sentence, which currently reads “The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds” from 15.2.I. Note: This keeps current aero allowances, and removes the ‘intent’ wording.
 - Option 2:

Change 15.2.B to:
“Factory rub strips, emblems, mud flaps, *rear wings or rear spoilers* may be removed.”

Change 15.2.I to:
“Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

 - 1. It is a production part which is standard or optional equipment on a vehicle listed on the same line in Appendix A.*
 - 2. It is listed in the vehicle manufacturer’s US accessory catalog for a vehicle listed on the same line in Appendix A for normal highway use. This does not allow for parts sold through a manufacturer’s performance catalog (e.g., Ford Racing, HPD, MazdaSpeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc).*

Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.”
- Note: This changes aero allowances to more closely match the intent statement in the current rules.
- The following rule change proposal is published here for member review and comment (#7852):
 - Add new subsection 15.2.A.1 as follows:

“1. Hardware may be added to the steering system outside the passenger compartment to limit steering travel, provided it does not alter steering or suspension geometry and serves no other purpose.”

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7380, 15.2.Q omission. The SPAC notes that this was already covered in the March Fastrack.
 - #7738, ESP transmission mounts.

PREPARED

- The following rule change proposal has been provided by the PAC and is being published here for member review and comment (#7247):
 - Replace the fourth and fifth paragraphs under Prepared Class C in Appendix A with the following:

“Naturally aspirated cars with US produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular corporation may be interchanged with any pushrod, DOHC, or SOHC engine offered by that corporation. Examples of swaps allowed include a Chevrolet engine would be allowed in a Pontiac, a “Coyote” 5.0L would be allowed in any year Mustang, an LS1 would be allowed in any year Camaro or Firebird, and a 3.7L DOHC V6 from a 2011+ Mustang would be allowed in any other Mustang. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch. Alternate material (aluminum) engine blocks may be used on U.S. produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered.”

Also change the subsequent paragraph to read as follows:

*“Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of **the same configuration (number of valves per cylinder and valve actuation method – pushrod or OHC) as the originals and shall be** direct replacement type.”*

- The following class listing change proposal has been provided by the PAC and is published here for member review and comment (#7316):
 - Change the listing in EP for the Mazda RX4 to read as follows:

RX4 (12A) (1974-78)

Specified Displacement: 2292 cc

Alt Spec: No peripheral port

Sedans (non-turbo, 2WD, NOC)

Also create a new listing for the Mazda RX4 in FP to read as follows:

RX4 (13B) (1974-78)

Specified Displacement: 2616 cc

Alt Spec: No peripheral port

Comment: The PAC feels the 13B rotary may be outside the engine power envelope of EP. There are no 13B-powered cars currently competing in EP and therefore this class change would not disenfranchise existing competitors.

- The PAC and SEB have reviewed the following items, and thank this member for the input:
 - #7252, CP engine comments. See the related proposal herein regarding item #7247.
 - #7728, GP wheel comments.

KART

- The KAC and SEB have reviewed the following items, and thank these members for their input:
 - #6961; FJ age clarification. The KAC appreciates the feedback, and has indicated that the rule is written as it is in order to allow FJ drivers to compete in the appropriate class at Nationals.
 - #6079, 6169, 6170, 6309, 6436, 6440, 6451, 6489, 6775, 6788, 7077, 7103, 7106, 7136, 7146, 7298; FJ spec motor proposal feedback. The KAC and SEB are continuing to look at issues and alternatives for motors in the FJ classes.
 - #7839; F125 engine performance.
 - #7304; tire clarification. This subject was covered in the March Fastrack, in response to item #7125.

NOT RECOMMENDED

Stock

- #7667; C5 Z06 classification. The SAC believes the C5 Z06 fits the competitive balance of the current SS class.
- #7780, Fiat 500 classing. The base Fiat 500 falls outside the height vs. track width requirements as published in Section 3.1 and as such is not legal for stock class competition.

Street Prepared

- #7314, crank pulley installation. Per the SPAC, such machine work on the block is not in the spirit of the SP rules, and would be a violation of 15.1.B.
- #7580, Datsun 2000 roadster. The SPAC has previously reviewed similar proposals #2407 and #5423, and does not recommend reclassing these vehicles as requested.
- #7614, Mustang V6. Per the SPAC, the car is believed to have more competitive potential in ESP than in DSP.

TECH BULLETINS

General

1. The following wording is added as a new second paragraph to Section 7.4, in order to clarify the issue of provisional reruns and codify long-standing existing practice:

"If the Chief Steward or designated representative awards a competitor a provisional rerun it should be taken as soon as practical, subject to the five minute rule above, and the discretion of the Chief Steward. Chief Steward should notify the competitor which of their runs is considered provisional."

Stock

2. Per the SAC, the provisions of 13.2.A do not allow the replacement of steering wheels. Those allowances are covered in 13.2.F which specifically states that steering wheels with integral airbags may not be changed. Alternate or additional steering wheel wrapping material would be allowed under the provisions of 13.2.A. (#7803)
3. The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:
 - Hyundai Genesis Coupe (4-cyl Turbo)(2013) DS (#7832)
 - Hyundai Genesis Coupe (V6)(2013) FS (#7832)
 - Fiat 500 Abarth (2013) GSNote: New information concerning rollover potential has been received allowing the Abarth version of the Fiat 500 to be classed.
4. Per the SAC, the Hyundai Genesis Coupe listing in GS is clarified to read as follows:

Hyundai Genesis Coupe (4-cyl Turbo)(2010-2012)

Street Touring

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

Volkswagen Rabbit, Golf, GTI, Cabrio (1974-92) STC

Street Prepared

6. The replacement of an OE sunroof is covered by the clarification under SUNROOF in the Street Prepared section of Appendix F, on page 273 of the Solo Rules. (#7436). This wording will be added into Section 15.2 for 2013.
7. The plastic "insulator" (heat shield) and "air intake bracket" of the stock air cleaner system on a 3rd-generation MX5 may be removed, under the allowances of 15.10.C.1 and 15.10.E. Since these items provide mounting support for the ECU, when they are removed the ECU may be mounted to the bottom of a compliant airbox using the stock brackets/fasteners. (#7399)
8. The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:

Acura TSX DSP (#7387)
Lotus Evora SSP (#7713)

9. Per the SPAC, the listing for the BMW 5 series models in ESP is clarified to read as follows (#7421):
528, 530, & 533 (n/a)

Prepared

10. Per the PAC, change the Minimum Weight Calculation example listed in Section 9.b of Appendix A for XP to read as follows:

“Example: weight for a rear wheel drive **vehicle with a 2000cc turbocharged engine located behind the driver is $1200 + ((2.0 \times 1.4) \times (200+20)) = 1,816$ lbs.**”

11. Per the PAC, add under “BODYWORK AND STRUCTURE” in Prepared Class X, in Appendix A, as follows:

“Non-OE replacement bodies are allowable in XP for the Factory Five Roadster, Factory Five Challenge Car and Superformance MKIII. Replacement bodies must not confuse the identity of the vehicle.”

Comment: This clarification replaces a similar Tech Bulletin published in the February 2012 Fastrack.

12. Revise Appendix A, Prepared Class F (FP) Weight Calculation Example to read as follows (#7465):

“Subaru STI (2.5L) running 11” wheel width

Actual displacement (before overbore): 2457cc

The formula would be: 0.75 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: $1.3 \times 2457 = 3195$ lbs (exceeds maximum limit).

***2700 lbs (maximum calculated weight) + 100 lbs (wheel width over 10” weight adjustment) = 2800 lbs (total competition weight).**”*

Comment: The revised Weight Calculation Example correctly utilizes weight formula changes instituted in the 2012 Solo Rules.

13. Per the PAC, the following updated listing in CP is effective immediately upon publication (#7666):

Mustang (*S197 chassis, non-supercharged*) (2005-2013)

Kart

14. The KAC and SEB support the allowance at the Regional level of electric karts, provided applicable safety requirements are met (#7531).

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 25, 2012

The Solo Events Board met by conference call April 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh, Todd Butler, and Brian McCarthy of the BOD; Doug Gill, Ryan Miles, and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - # 7723, Porsche camber comments.
 - #7819, Camber allowance comments.

STREET TOURING

- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #7589 and #7674, Kia Rio 5. This car was classed in the April Fastrack under ST Tech Bulletin #7.

STREET PREPARED

- The following class change proposal is provided for member review and feedback (#7726):
 - Move from **BSP to DSP**: Mazda RX8
 - The following rule change proposal is provided for member review and feedback (#7594):
 - Add new subsection 15.10.C.5 as follows:

“5. Cruise control systems may be removed in whole or in part. This does not permit modification to components interacting with the cruise control system, such as throttle bodies, etc.”
 - The SPAC is seeking input on possible changes to the aero rules in SP (re: #7317, #7358), and is requesting that members indicate their preference for one or the other of the following two options:
 - Option 1:

Remove the fourth sentence, which currently reads “The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds” from 15.2.I. Note: This keeps current aero allowances, and removes the ‘intent’ wording.
 - Option 2:

Change 15.2.B to:
“Factory rub strips, emblems, mud flaps, *rear wings or rear spoilers* may be removed.”

Change 15.2.I to:
“Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

 - 1. It is a production part which is standard or optional equipment on a vehicle listed on the same line in Appendix A.*
 - 2. It is listed in the vehicle manufacturer’s US accessory catalog for a vehicle listed on the same line in Appendix A for normal highway use. This does not allow for parts sold through a manufacturer’s performance catalog (e.g., Ford Racing, HPD, MazdaSpeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc).*

Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.”
- The following rule change proposal is published here for member review and comment (#7852):
 - Add new subsection 15.2.A.1 as follows:

“1. Hardware may be added to the steering system outside the passenger compartment to limit steering travel, provided it does not alter steering or suspension geometry and serves no other purpose.”

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7380, 15.2.Q omission. The SPAC notes that this was already covered in the March Fastrack.
 - #7738, ESP transmission mounts.

PREPARED

- The following rule change proposal has been provided by the PAC and is being published here for member review and comment (#7247):
 - Replace the fourth and fifth paragraphs under Prepared Class C in Appendix A with the following:

“Naturally aspirated cars with US produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular corporation may be interchanged with any pushrod, DOHC, or SOHC engine offered by that corporation. Examples of swaps allowed include a Chevrolet engine would be allowed in a Pontiac, a “Coyote” 5.0L would be allowed in any year Mustang, an LS1 would be allowed in any year Camaro or Firebird, and a 3.7L DOHC V6 from a 2011+ Mustang would be allowed in any other Mustang. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch. Alternate material (aluminum) engine blocks may be used on U.S. produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered.”

Also change the subsequent paragraph to read as follows:

*“Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of **the same configuration (number of valves per cylinder and valve actuation method – pushrod or OHC) as the originals and shall be** direct replacement type.”*

- The following class listing change proposal has been provided by the PAC and is published here for member review and comment (#7316):
 - Change the listing in EP for the Mazda RX4 to read as follows:

RX4 (12A) (1974-78)

Specified Displacement: 2292 cc

Alt Spec: No peripheral port

Sedans (non-turbo, 2WD, NOC)

Also create a new listing for the Mazda RX4 in FP to read as follows:

RX4 (13B) (1974-78)

Specified Displacement: 2616 cc

Alt Spec: No peripheral port

Comment: The PAC feels the 13B rotary may be outside the engine power envelope of EP. There are no 13B-powered cars currently competing in EP and therefore this class change would not disenfranchise existing competitors.

- The PAC and SEB have reviewed the following items, and thank this member for the input:
 - #7252, CP engine comments. See the related proposal herein regarding item #7247.
 - #7728, GP wheel comments.

KART

- The KAC and SEB have reviewed the following items, and thank these members for their input:
 - #6961; FJ age clarification. The KAC appreciates the feedback, and has indicated that the rule is written as it is in order to allow FJ drivers to compete in the appropriate class at Nationals.
 - #6079, 6169, 6170, 6309, 6436, 6440, 6451, 6489, 6775, 6788, 7077, 7103, 7106, 7136, 7146, 7298; FJ spec motor proposal feedback. The KAC and SEB are continuing to look at issues and alternatives for motors in the FJ classes.
 - #7839; F125 engine performance.
 - #7304; tire clarification. This subject was covered in the March Fastrack, in response to item #7125.

NOT RECOMMENDED

Stock

- #7667; C5 Z06 classification. The SAC believes the C5 Z06 fits the competitive balance of the current SS class.
- #7780, Fiat 500 classing. The base Fiat 500 falls outside the height vs. track width requirements as published in Section 3.1 and as such is not legal for stock class competition.

Street Prepared

- #7314, crank pulley installation. Per the SPAC, such machine work on the block is not in the spirit of the SP rules, and would be a violation of 15.1.B.
- #7580, Datsun 2000 roadster. The SPAC has previously reviewed similar proposals #2407 and #5423, and does not recommend reclassing these vehicles as requested.
- #7614, Mustang V6. Per the SPAC, the car is believed to have more competitive potential in ESP than in DSP.

TECH BULLETINS

General

1. The following wording is added as a new second paragraph to Section 7.4, in order to clarify the issue of provisional reruns and codify long-standing existing practice:

"If the Chief Steward or designated representative awards a competitor a provisional rerun it should be taken as soon as practical, subject to the five minute rule above, and the discretion of the Chief Steward. Chief Steward should notify the competitor which of their runs is considered provisional."

Stock

2. Per the SAC, the provisions of 13.2.A do not allow the replacement of steering wheels. Those allowances are covered in 13.2.F which specifically states that steering wheels with integral airbags may not be changed. Alternate or additional steering wheel wrapping material would be allowed under the provisions of 13.2.A. (#7803)
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 - Hyundai Genesis Coupe (V6)(2013) FS (#7832)
 - Fiat 500 Abarth (2013) GSNote: New information concerning rollover potential has been received allowing the Abarth version of the Fiat 500 to be classed.
4. Per the SAC, the Hyundai Genesis Coupe listing in GS is clarified to read as follows:

Hyundai Genesis Coupe (4-cyl Turbo)(2010-2012)

Street Touring

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

Volkswagen Rabbit, Golf, GTI, Cabrio (1974-92) STC

Street Prepared

6. The replacement of an OE sunroof is covered by the clarification under SUNROOF in the Street Prepared section of Appendix F, on page 273 of the Solo Rules. (#7436). This wording will be added into Section 15.2 for 2013.
7. The plastic "insulator" (heat shield) and "air intake bracket" of the stock air cleaner system on a 3rd-generation MX5 may be removed, under the allowances of 15.10.C.1 and 15.10.E. Since these items provide mounting support for the ECU, when they are removed the ECU may be mounted to the bottom of a compliant airbox using the stock brackets/fasteners. (#7399)
8. The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:

Acura TSX DSP (#7387)
Lotus Evora SSP (#7713)

9. Per the SPAC, the listing for the BMW 5 series models in ESP is clarified to read as follows (#7421):
528, 530, & 533 (n/a)

Prepared

10. Per the PAC, change the Minimum Weight Calculation example listed in Section 9.b of Appendix A for XP to read as follows:

“Example: weight for a rear wheel drive **vehicle with a 2000cc turbocharged engine located behind the driver is $1200 + ((2.0 \times 1.4) \times (200+20)) = 1,816$ lbs.**”

11. Per the PAC, add under “BODYWORK AND STRUCTURE” in Prepared Class X, in Appendix A, as follows:

“Non-OE replacement bodies are allowable in XP for the Factory Five Roadster, Factory Five Challenge Car and Superformance MKIII. Replacement bodies must not confuse the identity of the vehicle.”

Comment: This clarification replaces a similar Tech Bulletin published in the February 2012 Fastrack.

12. Revise Appendix A, Prepared Class F (FP) Weight Calculation Example to read as follows (#7465):

“Subaru STI (2.5L) running 11” wheel width

Actual displacement (before overbore): 2457cc

The formula would be: 0.75 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: $1.3 \times 2457 = 3195$ lbs (exceeds maximum limit).

2700 lbs (maximum calculated weight) + 100 lbs (wheel width over 10” weight adjustment) = 2800 lbs (total competition weight).”

Comment: The revised Weight Calculation Example correctly utilizes weight formula changes instituted in the 2012 Solo Rules.

13. Per the PAC, the following updated listing in CP is effective immediately upon publication (#7666):

Mustang (*S197 chassis, non-supercharged*) (2005-2013)

Kart

14. The KAC and SEB support the allowance at the Regional level of electric karts, provided applicable safety requirements are met (#7531).

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 23, 2012

The Solo Events Board met by conference call May 23rd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Brian McCarthy of the BOD; Doug Gill, Ryan Miles, Brian Harmer and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The SEB has reviewed and approved the draft Supplemental Regulations for the event.

AWARDS

- Nominations are requested from the membership for the Solo Cup and Driver of Eminence awards. Descriptions of these awards and lists of past winners may be found in Appendix K of the Solo rule book.

STOCK

- The following class change proposals have been recommended by the SAC and are submitted here for member review and comment:
 - Move from BS to **FS**: Chrysler Crossfire SRT-6 (2005-'06) (#8177)
 - Move from CS to **BS**: Pontiac Solstice Z0K (2006-'09) (#8254)
 - Comment: See Tech Bulletin #1 under Stock for more information.
 - Move from CS to **BS**: Mazda MX5 MS-R (2007) (#8254)
 - Comment: See Tech Bulletin #1 under Stock for more information.
 - Move from AS to **FS**: BMW M3 (E90/E92/E93 Chassis) (2008-2012) (#8521)
 - Move from BS to **FS**: BMW M3 (E46 Chassis) (2001-2006) (#8521)
 - Move from AS to **FS**: Mercedes C63 AMG (non-Black edition) (2008-2012) (#8521)
 - Move from AS to **FS**: Lexus IS-F (2008-2012) (#8521)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #8148, 8150, 8235: Porsche strut top allowances, 13.8.B
 - #7864, 8237: Road Tire comments. The SAC and SEB will continue to monitor the Road Tire classes, and a change to the minimum required treadwear rating for RT classes remains under consideration.

STREET TOURING

- The previously-published proposal to revise the ST category minimum treadwear rating has been withdrawn. The SEB believes at this time that a better way to address specific parity issues is to make use of the ST exclusion list. (#7881, 7884, 7887, 7889, 7891, 7894, 7905, 7908, 7909, 7919, 7921, 7922, 7923, 7929, 7933, 7946, 7948, 7950, 7951, 7952, 7954, 7955, 7960, 7962, 7963, 7964, 7965, 7966, 7968, 7970, 7973, 7975, 7967, 7978, 7980, 7982, 7983, 7988, 7992, 7993, 7999, 8000, 8001, 8002, 8005, 8006, 8008, 8009, 8012, 8015, 8016, 8017, 8018, 8019, 8021, 8025, 8027, 8031, 8038, 8041, 8053, 8058, 8062, 8063, 8064, 8066, 8070, 8071, 8073, 8074, 8081, 8082, 8085, 8086, 8089, 8092, 8094, 8099, 8103, 8104, 8105, 8108, 8110, 8112, 8113, 8120, 8128, 8141, 8145, 8151, 8156, 8183, 8218, 8219, 8221, 8222, 8290, 8291, 8292, 8318, 8322.)
- The SEB is considering, per 14.3.D, the following addition to the ST tire exclusion list, effective 1/1/2013:

Toyo Proxes R1R 195/50-15 size only

Comment: This size has proven to be faster than the rest of the R1R lineup, and in classes in which some cars can use this tire where other cars cannot, it is discouraging participation by those unable to use it. It is the opinion of the SEB that those members who are currently running this tire have many other options which will maintain the competitiveness of their car, while also encouraging more participation by those members who cannot use this size. Much of the feedback to the now withdrawn proposal to raise the treadwear limit contained suggestions that the SEB better utilize the exclusion list, versus

making a wholesale change to the treadwear limit. This proposal is in response to that feedback.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7409, CSP intake: This was covered by SP Tech Bulletin 7, responding to item #7399 in the June Fastrack.

STREET MODIFIED

- The following rule change proposal has been recommended by the SMAC and is published here for member review and comment (#7510):
 - Replace 16.1.N with the following..

N. Removable OE hardtops, T-Tops, targa tops, sunroofs, moon roofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or utilizes the OE panel mount points, and that the contour of any replacement panel surface does not vary from the contour of the part being replaced by more than 1 inch in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed. *Vehicles utilizing alternate (non-OE) hardtops will be considered as open cars in regard to Section 3.3.1.*
 - The following revised version of a previously-published rule change proposal has been provided by the SMAC (#8065):
 - Replace 16.1.I with the following:

I. Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. *Associated hardware including latches, hinges, and hood liners may be modified, removed or replaced. The windshield washer system may be removed in whole or in part.*
 - The SMAC and SEB have reviewed the following items, and thank this member for the input:
 - #8067; SSM and SM.

PREPARED

- The following rule change proposals have been recommended by the PAC and are presented here for member review and comment:
 - Replace 17.8.C.2 with the following (#7151):

"The steering column is unrestricted. A collapsible type steering column having a layout and design and/or a column structure with impact and energy absorbing characteristics is strongly recommended."
 - Add the following subsection to Appendix A, Section 9 for X Prepared (#7239):

"c. Regardless of the Minimum Weight Calculations above, no car with a turbocharged or supercharged engine shall weigh less than the following Minimum Weights:

RWD: 1,700 lbs

FWD: 1,575 lbs

AWD: 1,825 lbs"
- Also add the following subsection to Appendix A, Section 1 for X Prepared:

"h. Minimum track width of 55 inches".

Comment: The intent of this proposal is to ensure the continued popularity of XP by limiting participation to vehicles above specified weight and width minimums. This proposal replaces the minimum weight proposal for XP originally published in the February 2012 Fastrack.
- Add the following to Appendix A for C-Prepared (#4597, 8315):

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

Comment: The intent of this proposal is to explicitly prohibit non-OE traction/stability control systems in C-Prepared.
- The following class change proposals have been recommended by the PAC and are submitted here for member review and comment (#7221, 8316):
 - Move from Supplemental Class BP to FP

Chevrolet

Corvette (1953-62)

Corvette (1963-82)

May use any 2v-per-cyl Chevrolet V-8 engine. May use transverse leaf front spring.

Corvette (1984-1996)

Corvette (1997-2004)

Corvette (2005-2012) (Naturally Aspirated)

Dodge

Viper (ALL)

1-3/8 in. restrictor plate required

Comment: The PAC believes the vehicles listed above appear to be a good fit in the currently diverse FP class. Members with former BP eligible vehicles interested in returning to active National Status are **strongly encouraged** to provide the PAC feedback to the above proposal and participate in inter-regional, National Tour, and the SOLO Nationals in 2012 in order to gauge further interest and participation.

- The PAC and SEB have reviewed the following items, and thank this member for the input:
 - #7221; BP proposal.
 - #7300, 7311, 7400, 7847; XP wing comments. See the proposed changes referencing item #7239.
 - #7849; roll bar/cage comments.
 - #8311; XP weights. See the proposed changes referencing item #7239.

MODIFIED

- The following rule change proposal has been recommended by the MAC and is published here for member review and comment:
 - Add new section 18.1.D.6 as follows:

"6. Turbocharging and supercharging are permitted for all engines, subject to the displacement factor of 18.0.C. In class D Modified, such induction systems must have a restrictor on the inlet side of the turbocharger/supercharger. All inducted air must pass through this restrictor, which must be constructed of metallic material. The minimum orifice (choke) diameter of the restrictor shall be no greater than 33mm. 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." (#6242, 7505)
- The following package of class and rule change proposals, affecting various sections in Appendix A, has been recommended by the MAC and is published here for member review and comment. This set of changes moves the Solo Vee cars from F Modified into C Modified, and makes preparation allowance upgrades which have been requested by members to help improve the competitiveness of the SV cars:
 - Move subsection B in its entirety from under Modified Class F into Modified Class C.
 - Move subsections C, D, and E from under Modified Class F into Modified Class C.
 - Remove the "Solo Vee" under subsection F under Modified Class F, and create a corresponding item under the Solo Vee rules as moved into Modified Class C.
 - Under Solo Vee (as moved) Change C.2.f to read: "f) One *or two* two-barrel carburetor(s) of any origin may be used. One-barrel carburetor(s) *will only be* allowed as permitted by the applicable GCR."
 - Under Solo Vee (as moved) change E.1 and E.2 to read as follows:

"1. Increase compression up to and including 10:1 ratio with OE bore and stroke. Fuel injection is prohibited. Valve size may be increased to a maximum of **44 mm** intake and **37.5 mm** exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide center shall remain OE stock. OE stock heads shall be used. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28 mm venturis. If a balance tube is used between manifold runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted. Minimum weight is 1000 lbs.

2. Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement

engines up to 1915 cc are restricted to maximum valve sizes *44 mm* intake and *37.5 mm* exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads may be substituted. A maximum compression ratio of 9:1 is permitted. Any single *or dual two-barrel* carburetor may be used. Minimum weight: 1000 lbs." (#6804, 6805, 6806, 6807, 7325, 7454)

- The MAC and SEB have reviewed the following items, and thank these members for their input:
 - #7784 and 7810, roll cage comments

NOT RECOMMENDED

Stock

- #7844, Scion IQ classification: This model does not meet current requirements with respect to CG height, SSF, or track vs. height.
- #8119, Fiat 500 classification: The SAC has not received information which completely addresses concerns about this model.
- #8241, turbo 996 classification: The SAC has recently decided not to add either the Nissan GTR or the Audi R8 to SS, and similarly does not choose to add this car at this time due to concerns about the competitive balance within the class.

Prepared

- #6248, RWD in EP: The PAC is currently discussing a wide range of potential proposals to ensure the long-term competitive balance of EP.
- #7313, EP wheel widths: The PAC does not view this change as being necessary at this time.

TECH BULLETINS

Stock

1. Per the SAC, the following new listings are effective immediately upon publication:

Scion FR-S CS (#8242)
Subaru BRZ CS (#8242)

Comment: The SAC spent a considerable amount of time deciding on the proper class for the FR-S and BRZ, and came up with the conclusion that C Stock would be the best fit if the MSR and ZOK were moved to B Stock. They also felt that this would allow the MX-5 without the MS-R package a chance to be more competitive. The SEB agreed.

2. Per the SAC, the following listing updates are effective immediately upon publication:

Ford Mustang GT (2005-*2013*) FS (#8255)
Ford Mustang (V6)(2011-*2013*) DS (#8255)
Ford Mustang Shelby GT500 (2007-*2013*) AS (#8255)
Ford Mustang Boss 302 (Non Laguna Seca)(2012-*2013*) AS (#8255)

Street Prepared

3. Per recommendation of the SPAC, the following listing clarifications are effective immediately upon publication (#7825):

DSP
BMW
325 & 318 (16V) (D30 chassis)
318 (E36 chassis)
FSP
BMW
318 (8V) (E30 chassis)

Note: The E30 M3 remains in CSP.

Modified

4. The first sentence of item F.1 under Modified Class B in Appendix A is clarified to read as follows (#7841):
Wings and other aerodynamic devices front and rear may match but shall not exceed sports racer maximum height (*45.25 inches, per GCR 9.1.9*)
5. The provisions of 18.1.F.5 pertaining to belly pans and diffusers are clarified as follows (#7504):
The belly pan is not permitted to extend rearward beyond the original bodywork.
The belly pan is required to be continuous with the leading edge of the diffuser; the belly pan/diffuser must be sealed to the underside of the body to prevent air from flowing both above and below.
The diffuser may protrude rearward beyond the top view outline of the car for its full length, which is limited to 25 inches.
The belly pan shall be flat within one inch total deviation, independent of chassis rake.
The belly pan is permitted to cover the entire underside of the car, but is not required to do so.

6. In order to address various structural inconsistencies and provide easier referencing, the MAC has provided the following clarified form of the first portion of Section 18. (#7841):

“18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified Classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except for the original system installed on the car, which may not be modified. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR 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 (General Competition Rules) 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 moveable when the car is in motion. The use of any moving device (for example a fan, propeller, or 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.

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.

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 twice 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 the computed displacement.

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 12.9 for these classes.

D. Tires

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

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:

0.125 inch SAE 4130 alloy steel

0.250 inch mild steel plate

0.250 inch aluminum alloy

NHRA or SFI approved flexible shields

2. Master Switch - All cars shall be equipped with a master switch easily accessible from outside the car. Spec Racer Ford vehicles shall be wired per RFSR11. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system, if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:
 - a. FORMULA AND SPORTS RACING CARS — In proximity to the right-hand member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.
 - b. CLOSED SPORTS RACING CARS, PRODUCTION CARS, AND GT CARS - In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)
 - c. OPEN PRODUCTION and GT Cars - May exercise a choice among the above locations.
3. Driveshaft Hoop - RWD DM and EM vehicles shall have a driveshaft 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, 1/4" minimum thickness and 2" wide, or 7/8" x 0.065" 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, driveshaft hoop, and Master Switch requirements if they are using street 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 two (2) inches 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-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
6. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.

F. GCR Exceptions

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

1. Fuel cells.
2. Windscreens, side mirrors and tail/stop lights.
3. Headlight covers, lenses, and bulbs.
4. Log books.
5. Fire retardant fire driver's suits.
6. Homologation.
7. Fuel test ports.
8. Production based dune buggies need not meet door requirements.
9. Running lights.
10. Deformable structures as defined by the GCR Formula Atlantic rules.
11. On board fire systems.
12. Reverse gear in BM and FM vehicles.
13. A front impact attenuation device (GCR 9.4.5.G) is not required in Solo® Modified Category vehicles.
14. Driver restraint system aging requirements (GCR 9.3.18.G) 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 for documentation requirements.

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

Refer to Appendix F for past clarifications of these rules.”

SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 27, 2012

The Solo Events Board met by conference call June 27th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Brian McCarthy of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

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

COMPLIANCE

- The SEB and Staff are exploring options for additional penalties to be imposed for rule violations which involve tampering with electronic control units.

SAFETY

- The following clarification has been provided by the SSC, in response to inquiries from event organizers with regard to who may be on course: modify the first portion of 2.2.M (preceding "The Solo Safety Steward shall...") to read:
*"All non-participants, and participants **not currently assigned to be working**, must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish areas. Unless protected by substantial barriers, non-participant areas must be roped off. **Only assigned workers may be on the course unless specifically authorized by the SSS. Course workers may be positioned in areas without barriers.**" (#8699)*
- The SSC and SEB have reviewed the following items, and thank these members for their input:
 - Roll bar / cage comments: #7734, 7735, 7741, 7747, 7748, 7759, 7762, 7776, 7853, 8007, 8265, 8266, 8321

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- Section D.7 of the Supplemental Regulations has been revised to read as follows:
*"7. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver of the same car. A Grid official will be specifically assigned to handle two-driver cars and will keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from the time the car returns to its assigned Grid space until the time that Grid personnel direct it to the Start line for its next run.

It shall be noted that the five minute interval is a minimum; additional time between a car's runs is permissible but less is not." (#8317)*
- The following has been added to the Supplemental Regulations:
"Formula SAE cars powered by an electric motor(s) and Formula Hybrid cars will be allowed to participate provided they comply with the safety requirements of the Solo Rules. See Section 18.5 of the Solo Rules for requirements for FSAE cars. Electric and hybrid cars will run for exhibition only, will be scored separately, and are not eligible for trophies in the FSAE class."

AWARDS

- Nominations are requested from the membership for the Solo Cup and Driver of Eminence awards. Descriptions of these awards and lists of past winners may be found in Appendix K of the Solo rule book.

STOCK

- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #7703, 8252, 8253; BRZ classing. This car was classed in last month's Fastrack, Tech Bulletin #1.
 - #8153, Porsche strut top allowances.

STREET TOURING

- Vacancies exist on the Street Touring Advisory Committee (STAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #7213, 7224, 7981; motor mount comments
 - #7881, 7884, 8074, 8385, 8421; tire comments
 - #7900, 7901, 8102; catalytic converter comments

STREET PREPARED

- The following rule change proposal has been provided by the SPAC and is published here for member review and comment:

- Add new subsection L to 15.8 as follows:

L. Steering stops may be added provided they serve no other purpose. This does not permit modification of the steering column. (#8456)

- The SPAC has provided the following proposed set of reclassifications and listing modifications for member review and comment:

- Current listing items:

DSP

BMW

3 Series (16v, NOC)

Chevrolet, Pontiac, Buick, Oldsmobile, & Geo

Storm GSi (1985-89)

Fiat & Bertone

X1/9 (all)

Toyota

Corolla FX16

Volkswagen

Corrado (all)

Golf & Jetta (VR6)

FSP

BMW

318i (NOC)

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

Storm (12v, base model) (1989-93)

Ford

Focus SVT

Focus (NOC)

Mazda

323 (non-turbo)

Protégé (1989-98)

Protégé (1999-2003)

Toyota

Corolla GTS (AE86) (1984-87)

Corolla GTS (AE92, FWD) (1990-91)

Volkswagen

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8v, A1 chassis) (1975-92)

Scirocco (16v)

Golf & Jetta (8v, A2 chassis) (1985-93)

Golf & Jetta (16v, A2 chassis)

- Proposed listing items:

FSP

BMW

318i & 318is (E30 chassis)

318i, 318is (E36 chassis)

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

Storm (all)

Ford

Focus (all) (1999-2007)

Fiat & Bertone

X1/9 (all)

Mazda

323 non-turbo (1986-1989)

323, Protege, MX-3 4 cyl. (1990-1994)

Protege (1995-1998)

Toyota

Corolla FX16

Corolla GTS (all) (1984-91)

Volkswagen

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

Golf & Jetta (all, A2 chassis)

Corrado (all)

Golf, Jetta (VR6, A3 chassis)

Golf, Jetta (VR6 NOC, A4 chassis)

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7517, 7521, 7685, 7731, 8428; FSP comments. A related proposal appears elsewhere herein.
 - # 8376; aero proposal comments
 - #8457, 8458, motor mounts

STREET MODIFIED

- Vacancies exist on the Street Modified Advisory Committee (SMAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The SEB continues to monitor SMF participation, and anticipates recommending it to the BOD for National class status in 2013, pending continued high and increasing participation numbers for the remainder of 2012.

PREPARED

- The PAC and SEB have reviewed the following item, and thank this member for the input:
 - #8407, XP weights. This subject was addressed in a previous proposal published in response to item #7239 (July Fastrack).

MODIFIED

- The MAC and SEB have reviewed the following item, and thank this member for the input:
 - #7587, Solo Vee comments

KART

- The KAC has provided the following rule change proposal for member review and comment (#8728):
 - Change 19.2.A.1 to read as follows:

19.2 FORMULA JUNIOR

A. CLASSES

1. Junior A (JA)

a. AGE: 12 years to 18 years

b. ENGINES:

1. Briggs & Stratton Raptor

A. FUEL: *Gasoline*

B. WEIGHT: *275 lbs*

C. OTHER: Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors

2. Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal

A. FUEL: Gasoline and oil

B. WEIGHT: *315 lbs*

C. CARBURETOR: Walbro WB3A

D. EXHAUST: RLV SSX-V (4-hole)

3. Briggs & Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).

A. FUEL: Gasoline

B. WEIGHT: 285 lbs

C. Battery may be removed

D. Older versions of the Briggs & Stratton World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system (Briggs & Stratton part # 557127).

4. Rotax Mini-Max

A. FUEL: Gasoline and oil

B. WEIGHT: *315 lbs*

NOT RECOMMENDED

Stock

- #8293, move TT Quattro to GS. The SAC believes this car meets the competitive philosophy of DS.
- #8515, Mustang/Camaro move to DS. The SAC believes the previous generations of the V8 Mustangs and Camaros meet the competitive philosophy of FS at this time.

Street Touring

- #6234, Boxster in STR. The STAC believes this would negatively impact the competitive balance in the class.
- #7623, displacement allowance. The STAC does not believe this change is necessary.
- #7684, 8080, 8236, radiator allowances. The STAC does not believe these changes are consistent with the preparation philosophy of the category.
- #7690, 8375; steering wheel changes. The STAC does not believe these modifications are consistent with the preparation philosophy of the category.
- #7737, Kia Rio classing. The STAC does not believe this car is within the performance parameters of the STF class.
- #7802, 7804, steering wheel from different model. The STAC does not believe this is consistent with the preparation philosophy of the category.
- #8146, brake proportioning valve. The STAC does not believe this is consistent with the preparation philosophy of the category.
- #8294, oil windage tray. The STAC does not believe this is consistent with the preparation philosophy of the category.
- #8381, Sentra move to STF. The STAC does not believe this car is within the intended parameters of the STF class.

Street Prepared

- #8234, camber plate usage. There is no allowance for additional modifications to the center clearance hole. The SPAC does not believe such an allowance would be desirable.
- #8459, sunroof conversion. This subject was also covered in the June Fastrack.
- #8464, supercharger pulley changes.

Formula Junior

- #7318, 7393, 7856; FJ spec engine. The KAC continues to look at data related to this subject.

- #8432; 80cc kart class. The KAC feels this could dilute current participation, and the engines are now exceedingly rare; it is not recommended to create a separate class for this engine.
- #8482; FJ engine ban for Rotax. At this time, the KAC does not feel banning the Rotax would be appropriate. This engine package is popular in different parts of the country for wheel to wheel racing and the committee feels it should be an option.

TECH BULLETINS

Road Tire

1. Effective 1/1/2013, after consideration of the member input the SEB has amended the specifications for the Road Tire supplemental classes such that the minimum treadwear rating is 180, (7918,7945, 7953, 7986, 7995, 8004, 8014, 8020, 8026, 8030, 8032, 8051, 8083, 8100, 8115, 8214, 8283). The SEB believes that a higher treadwear rating for RT than for ST is consistent with the differences in levels of preparation.

Stock

2. Errors and Omissions: Per the SAC, the previously-published item (Tech Bulletin #2, July Fastrack) regarding the Mustang Shelby GT500 was incorrect in that the 2007-2012 is in BS, while the 2013 is intended to be in AS. Thus the correct new listing item should have read:

Ford Mustang Shelby GT500 (2013) *AS* (#8255)

3. Per the SAC, the second paragraph of 13.4 is clarified as follows:

“Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, *valve stems (including pressure-relief type)*, and/or bolt length may be changed.”

Street Touring

4. Per the STAC, the following new listings, effective immediately upon publication, are added to Appendix A:

Volkswagen Golf/Cabrio 2.0 8V (1999-2006) *STF* (#6932)

Volkswagen Corrado (all) *STX* (#7619)

Subaru Impreza 1.8L FWD (1993-1996) *STC* (#7637)

Note: The STAC does not believe this model fits within the intended parameters of STF.

Subaru Legacy (1990-1994) *STC* (#7651)

Note: This provides specific classing which matches the current NOC catch-all, to allow the car to run National-level events.

Hyundai Genesis 2.0 turbo (2010-2012) *STX* (#8217)

5. Per the STAC, further clarify 14.10.F, 5th sentence, to read as follows:

“Any *OE OBDII (or newer)* communications port functionality must remain.” (#7578)

Note: In addition to the previously published clarification (in the April Fastrack) regarding the use of the word “standard” to mean “OE”, this further refines the application to OBDII and newer systems only. Earlier systems (sometimes called OBDI), as well as proprietary car-specific ports, are not required to operate as designed. The committee’s rationale is that OBDII cars are typically smog tested by plug-in checks, while earlier vehicles are tested using a tailpipe sniffer. The goal is to minimize any performance advantage that a “trailer queen” could have over a daily driver in a smog-checked area (excepting CA). Additionally, this limits stand-alone units masquerading as piggybacks.

6. Per the STAC, add to 14.8.A prior to the final sentence:

“Coil springs may incorporate spring rubbers.” (#7693, 7694)

7. There is no allowance in the ST rules for the addition of heat shields to the body. (#7764)

8. The allowances of 14.9.A do not permit the shortening of a battery cable in conjunction with a battery relocation. (#7786)

9. Tech Bulletin #6 in the April Fastrack, in response to item #6978, addressed the question of non-OE engine management sensors (#7787)

Street Prepared

10. Per the SPAC, the following new listing, effective immediately upon publication, are added to Appendix A:

Subaru Impreza 2.0i (2012) *FSP* (#7522)

Chevrolet Camaro ZL1 (2012) *ASP* (#8327)

Fiat 500 Abarth (2012) *DSP* (#8350)

11. Per the SPAC, there is no requirement that anything be used to replace the air conditioning condenser when the a/c system is removed (as allowed by 15.1.E), so any substitute ducting could be used to connect the blower to the heater provided it serves no other purpose. This could be considered comfort and convenience. (#8167)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 25, 2012

The Solo Events Board met by conference call July 25th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Brian McCarthy of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

GENERAL

- The SEB will have at least one vacancy at the end of 2012. Interested members are invited to submit their qualifications in writing via www.sebscca.com.

SAFETY

- The SSC and SEB have reviewed the following items, and thank these members for their input:
 - #7570, 7574, 7722; rollover comments

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The SEB and Staff discussed various alternatives for compliance checks during Impound at the National Championships.

STOCK

- Vacancies exist on the Stock Advisory Committee (SAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #3340; ECU modifications and policing
 - #7882, 7920, 7925; ST tire comments
 - #8770; Road Tire classing
 - #8829; ECU tuning and compliance. As previously noted, the SEB is considering additional penalty options for violations of this nature.
 - #8576, 8590, 8592, 8594, 8596, 8603, 8605, 8606, 8608, 8610, 8638, 8640, 8660, 8675, 8677, 8689, 8691, 8692, 8705, 8721, 8754, 8758, 8767, 8771, 8777, 8782, 8797, 8805, 8830, 8834, 8845; Stock class move comments

STREET TOURING

- Vacancies exist on the Street Touring Advisory Committee (STAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The SEB has withdrawn the proposal published in the July Fastrack to put the Toyo Proxes R1R 195/50-15 tire on the exclusion for the Street Touring Category in 2013. The performance of this tire has generated significant controversy and kept the Internet boards and forums humming. Despite some SEB members' concerns about the performance of this tire, the overwhelming majority of member input supported keeping it as an option for the Street Touring Classes. As a result, the SEB will not put the tire on the exclusion list for 2013.

This does not affect the recent rule change in Road Tire to raise the tread wear rating to 180 effective 1/1/2013.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #8376; SP aero comments

STREET MODIFIED

- Vacancies exist on the Street Modified Advisory Committee (SMAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The SMAC is seeking feedback on the following potential weight change proposal regarding class SMF:
 - Change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations to read:
 - "2-seater: **1810** lbs + 125 lbs per liter"
 - "4-seater: **1750** lbs + 125 lbs per liter"

“Turbocharged or supercharged versions of all SMF engines will be classified on a basis of adding 1.0L to the actual displacement.”

Rationale behind these changes:

A base weight increase of 200 lbs has been applied to the current SMF rule set in response to SMF competitor input, to pursue improvements to promote the growth of this supplemental class. Pre-1991 Hondas seem to be the only chassis that can easily and cost effectively reach minimum weights under the current rules. The SMAC believes a base weight increase will serve to level the playing field as well as to entice many of the later model chassis to compete (target chassis include: '96-'00 Honda Civics, '94-'01 Acura Integra, '95-'05 Dodge Neons).

When looking at weight adjustments to SMF, it also became apparent that the current SM forced induction adder may be a bit aggressive for FWD vehicles. The SMAC recommends reducing the 1.4L adder under the current SM rules to 1.0L for SMF vehicles. Useable power levels for FWD vehicles are much lower and FWD vehicles typically have lower displacement engines. For these reasons, SMF vehicles should have a forced induction adder that is more specific to their configurations.

PREPARED

- The previously-published proposal to move certain BP cars into FP has been withdrawn per recommendation of the PAC (#8599, 8612, 8645, 8651, 8663, 8723, 8744, 8773).
- The PAC has recommended the following package of rule change proposals for 2014, which is provided here for member review and comment:

- Revise Section 17.11.A. to read as follows:

17.11.A. Vehicles prepared *to either the current Club Racing GT or Production category rules* are permitted to compete in their respective Prepared classes. Minimum weight will be 110% of the Solo® minimum weight from Appendix A, plus any Solo® weight penalties (wheel size penalties, etc.). *Vehicles taking advantage of this allowance may only use the Current Club Racing GCR (General Competition Rules) allowances.*

- Add the following allowances immediately prior to the Appendix A car listings for C Prepared:

The following allowances are permitted but shall incur an additional 10% weight penalty over the Appendix A Min weights:

Wheelbase variation in excess of 17.8.B.4.

Subframe and frame replacement (tube frame vehicles)

Replacement of body panels in excess of 17.2.S.

Non stock engine placement. The #1 spark plug cannot be placed behind the front spindles.

Front splitters that extend up to 2” beyond the bodywork when viewed from above.

NOTE: These changes more fully separate the Solo Rules from the Club Racing GCR, with specific focus on eliminating the mix-and-match allowance of 17.11.A.

- The PAC and SEB have reviewed the following items, and thank these members for the input:
 - #8314; Fiat 500 listing proposal
 - #8581; steering column comments

MODIFIED

- In response to member input, the MAC has provided the following amended version of its previously-published proposal package regarding Solo Vees:

- Move subsection B in its entirety from under Modified Class F into Modified Class C.
- Move subsections C, D, and E from under Modified Class F into Modified Class C.
- Remove the “Solo Vee” under subsection F under Modified Class F, and create a corresponding item under the Solo Vee rules as moved into Modified Class C.

Comment: The MAC neither intends nor expects the competitive position of the FF platform to change with this move. (#8586, 8593, 8595, 8602, 8622, 8626, 8628, 8629, 8632, 8637, 8652, 8655, 8661, 8680, 8681, 8698, 8704, 8745)

- The following rule change proposals have been recommended by the MAC, in response to member input, and are published here for review and comment:
 - Change 18.1.F.5 to read as follows:

"Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to smooth the underside of the car. The belly pan shall be flat within 1 inch 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 cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules." (#8425, 8494, 8498)

- Add to 18.1.F.5, immediately after "...within 1 inch total deviation." as follows:

"The belly pan width may not extend beyond the top view outline of the floor pan, except as part of a SCCA-approved GT-1 bodywork package for the specific make and model."

Comment: the constraints on floor pan width are covered in 18.1.C.1.h and 18.1.C.2.d.

NOT RECOMMENDED

Safety

- 7853; roll hoop proposal

Stock

- #8277; shock adjustment allowance. Per the SAC, the addition of allowances regarding modification to standard structural components for the purpose of shock adjustment is not in keeping with the spirit of the Stock category.
- #8625; Audi RS4, S4, S5 classing. Per the SAC, the Audi vehicles currently classed in BS do not fit the current competitive balance of FS, given their horsepower and drivetrain configurations. The SAC will continue to monitor additional vehicles that may be in keeping with the competitive balance of the proposed FS moves.
- #8696; Miata move to ES proposal. Per the SAC, the 1999-2005 Mazda Miata does not fit within the current competitive balance of ES.
- #8772; S2000CR classing. The SAC believes this car is consistent with the current competitive balance of BS.
- #8823; clutch allowance. Per the SAC, the allowances found in the preamble of Section 13 authorizing normally expendable parts(including clutch disks) being replaced with factory equivalent replacements adequately serves the needs of the Stock Category.
- #8828; Honda Fit EV classing. The 2013 Honda Fit EV does not have any published measurement data that enable an SSF calculation. Its height is more than its average track and therefore it is not classed due to current guidelines regarding rollover safety.

Modified

- #8055; FM width allowance. The MAC prefers to retain the current extent of GCR compatibility for these cars.
- #8425; remove aero allowances. Some of these topics are covered elsewhere herein.
- #8494; remove aero allowances. Some of these topics are covered elsewhere herein.

TECH BULLETINS

Stock

1. The following is provided as a clarification to 13.2.J: Add after the third sentence as follows:

"Removable seat headrests may be repositioned using the original mounting hardware, only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards."

NOTE: this allows a removable driver's headrest to be reinstalled facing backwards, to facilitate wearing a helmet. (#8841)

2. The 2013 Ford Mustang GT500 was classed in a the July Fastrack, Tech Bulletin #2. (#8759)

Street Touring

3. The previously-published (May Fastrack) Tech Bulletin which lists the Fiat 500 in STF does not include the Abarth model. The STAC is presently determining the most appropriate class in which to place the Abarth.

Street Prepared

4. Per the SPAC, 15.1.E contains no requirement that anything be used to replace the a/c condensor, so anything could be used to route ducting to the heater provided it serves no other purpose. This could be considered a comfort and convenience item. (#8167, 8879)

Prepared

5. Per the PAC, effective immediately upon publication, the following new listing is added in Appendix A in class G Prepared:

Geo

*Metro 13BA (1989-1994) 13x7 1.42/1.18 58.4/57.4
1298cc 1300
Fuel Inj
Comp ratio limited to 11.0:1, valve lift to 0.450"*

NOTE: this car is very similar to the already-classed Suzuki Swift.

Formula Junior

6. Effective immediately upon publication, Section 19.2.A.2.a is amended to read as follows:

"a. AGE: 8 years to *12* years"

NOTE: This permits an FJ driver who is 12 years of age to run either FJA or FJB. The SEB felt it was unfair to force a FJB driver to move up to FJA as soon as they turn 12. Their birthday can be in the middle of the season and the change can be very disruptive.

Modified

7. Per the MAC, the last sentence of section 18.1.F.1 is clarified to read as follows:

"No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified *herein or as part of a SCCA-approved GT-1 bodywork package for the specific make and model.*" (#8398)

Comment: This clarifies the intent to provide consistency with the GT-1 specific bodywork allowances of 18.1.F.2.

8. Per the MAC, The recognizability requirement of 18.1.B.1 applies to the car as a whole, not to individual views from specific directions. A zoomed view from a particular angle of a portion of the bodywork may not be immediately recognizable as the applicable make and model, but the car can still meet the requirement if wider views of the whole car show enough to readily identify it. Specific recognizability features are not defined; each Protest Committee must determine if a protested vehicle meets their expectations in this regard. (#8426)
9. Per the MAC, the allowances and restrictions of 18.1, including 18.1.F.1 and 18.1.F.5, do not permit underbody vanes or other airflow devices to be implemented on a belly pan, regardless of whether their maximum heights/depths are within a total variation of 1 inch. The flat belly pan 1 inch deviation allowance of 18.1.F.5 is provided to account for incidental manufacturing variations, not aerodynamic features. (#8398, 8497, 8498)
10. Per the MAC, the allowances of 18.1.F.5 permit a fuel cell to be shaped to contribute to diffuser flow, but the length of the shaped portion of the cell is included in determining the overall effective diffuser length, which is limited to a total of 25 inches. (#8398, 8497, 8498)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 22, 2012

The Solo Events Board met by conference call August 22nd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Brian McCarthy of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

GENERAL

- The SEB will have at least one vacancy at the end of 2012. Interested members are invited to submit their qualifications in writing via www.sebscca.com.
- Nominations are needed for the Rookie of the Year and Driver of the Year awards. Descriptions of these awards and lists of past winners are found in the Solo Rules in Appendix V.

STOCK

- Vacancies exist on the Stock Advisory Committee (SAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The following class change proposals have been submitted by the SAC and are provided here for member review and comment (#8966):
 - Move from FS to **DS**: Lexus SC400 (1992-2000)
 - Move from FS to **GS**: Lexus SC300 (1992-2000)

STREET TOURING

- The SEB has approved the addition of David Whitener (#6094) and Matt Murphy (#6108) to the STAC.
- The STAC and SEB have reviewed the following items, and thank these members for their input:
 - #6100, 6127, 8868; STAC positions. Thank you for the interest in serving on this committee. The vacant positions have been filled.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #8342, 8343, 8344, 8345, 8346, 8348, 8349, 8351, 8352, 8353, 8354, 8362, 8364, 8365, 8369, 8371, 8373, 8377, 8378, 8379, 8380, 8384, 8386, 8395, 8396, 8400, 8405, 8406, 8408, 8410, 8424, 8429, 8434, 8435, 8436, 8438, 8439, 8440, 8442, 8444, 8445, 8447, 8455, 8460, 8462, 8465, 8481, 8483, 8486, 8490, 8525, 8550, 8551, 8627, 8715, 8727, 8750; SP aero comments

STREET MODIFIED

- Vacancies exist on the Street Modified Advisory Committee (SMAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.
- The SEB is recommending to the BOD (see below) that SMF become a full National class as of 1/1/2013.

PREPARED

- Vacancies exist on the Prepared Advisory Committee (PAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.

KART

- The following proposal has been provided by the KAC and is published here for member review and comment:
 - Change 19.1.A.4 to read as follows:

“4. Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender or class entered. Weights for entrants with karts having other engines are as listed in Section 19.1.D.3. *Minimum weight for ladies class is 20lbs less than the corresponding open class.*” (#7842)

NOT RECOMMENDED

Stock

- #8973, Mini Countryman AWD classing. Per the SAC, the Mini Countryman does not have a published SSF and its height is more than its average track width, therefore it does not meet the current minimum rollover safety requirements for Solo competition.

TECH BULLETINS

Stock

1. The following is a clarification to a previously-published new listing:
Fiat 500 Abarth (2012-2013) GS (#8931)
2. The listing clarification has been recommended by the SAC and approved by the SEB:
In class F Stock under Lexus, change "400" to "**SC400 (1992-2000)**" (#8966)

Street Touring

3. While the Fiat 500 (non-Abarth) is not allowed to run in Stock category due to failure to meet rollover requirements, the car may be run in STF if it meets the height/track requirements of 3.1. (#8634)
4. Aftermarket T-bar clamps in the induction system are considered higher performance than OE parts and are therefore not allowed by 13.0. NOTE: The additional clamping force may serve to withstand the higher boost pressures which can be developed through Street Touring allowances. (#8673)
5. The following new listings, effective immediately upon publication, have been recommended by the STAC and approved by the SEB:
Scion iQ CVT STF (#7831)
Saturn Astra STF (#8682)
Fiat 500 Abarth STC (#8862)
Lexus SC 300 STC (#8967)
Subaru BRZ / Scion FR-S STX (#7582, 7596)

Street Prepared

6. The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:
Mercedes SLK55 (2004-2011) (R171 chassis) ASP
7. Errors and Omissions: The following is a correction to a previously-published Tech Bulletin (#8167, 8879): Per the SPAC, 15.1.E contains no requirement that anything be used to replace the a/c *evaporator*, so anything could be used to route ducting to the heater provided it serves no other purpose. This could be considered a comfort and convenience item. (#9052)

Street Modified

8. Change Appendix A, Class SMF, items under Minimum Weight Calculations to read:
2-seater: 1810 lbs + 125 lbs per liter
4-seater: 1750 lbs + 125 lbs per liter
Turbocharged or supercharged versions of all SMF engines will be classified on a basis of adding 1.0L to the actual displacement.

RECOMMENDED TO THE BOD

The following previously-published items have been recommended to the BOD with an effective date of 1/1/2013. Items are shown grouped by category and by month of Fastrack publication.

GENERAL

April

- Replace 1.3.2.K with the following (adapted from the GCR):

1. No driver may consume alcohol until they have completed all their runs and completed their work assignment for the day. No official may consume alcohol until his duties have been completed for the day. Alcohol may not be consumed in the grid until after all the day's competition activities are concluded. Violators may be penalized

as provided in Section 9.

Nothing in this section shall override site-specific alcohol restrictions.

2. The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Any participant who violates this prohibition

- shall not seek to participate in the event
- may be excluded from the event by the event chairman
- may be removed from the grounds by the order of the event chairman or chief steward
- may be penalized as provided in Section 9.

As a condition of continued participation, the participant may be required to submit to such testing procedures as may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case.

- Delete Section 4.9 in its entirety.

Comment: The SEB believes it can effectively serve the needs of the program by monitoring the class structures and participation levels, and dealing with issues on a case-by-case basis as they arise.

- Revise Appendix I to read as follows:

Sound Measurement at SCCA National Solo Events

The maximum limit will be 100 dBA.

The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings, etc.) as is practical.

If a vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.

If a vehicle exceeds 100dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo Rules 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF.

Any "repair actions" to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward or representative. If the "repair" has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Chief Steward or representative has the right to disallow a repeat of the "repair action" that deteriorated. The "repair action" may be changed or modified to improve the quality of the "repair" and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound limits must make further "repair actions" to reduce the sound level to compliant readings before starting runs the next day.

These general sound limit regulations WILL NOT override specific local area and/or SCCA Regional sound limit requirements, regulations, and/or penalties.

May

- Change the second sentence of 4.1.A to read as follows:

Any underage driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete at Solo events, as long as the restrictions of the driving license or permit are met, and the event allows a passenger.

Also add to the end of 4.1.A as follows:

The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver.

- Change the first three sentences of 8.4 to read as follows:

The protest *should* be decided on the day of the event by a PC of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within *10 calendar days unless agreed to by the parties*. The delayed protest decision will be *forwarded to both parties of the protest in a mutually agreed upon method of either email or certified mail*.

Also change the second sentence of 8.4.1 to read as follows:

Members of the PC may also be drivers in the same event, but *at the National Championship* will not perform any other duties than those of the PC.

November

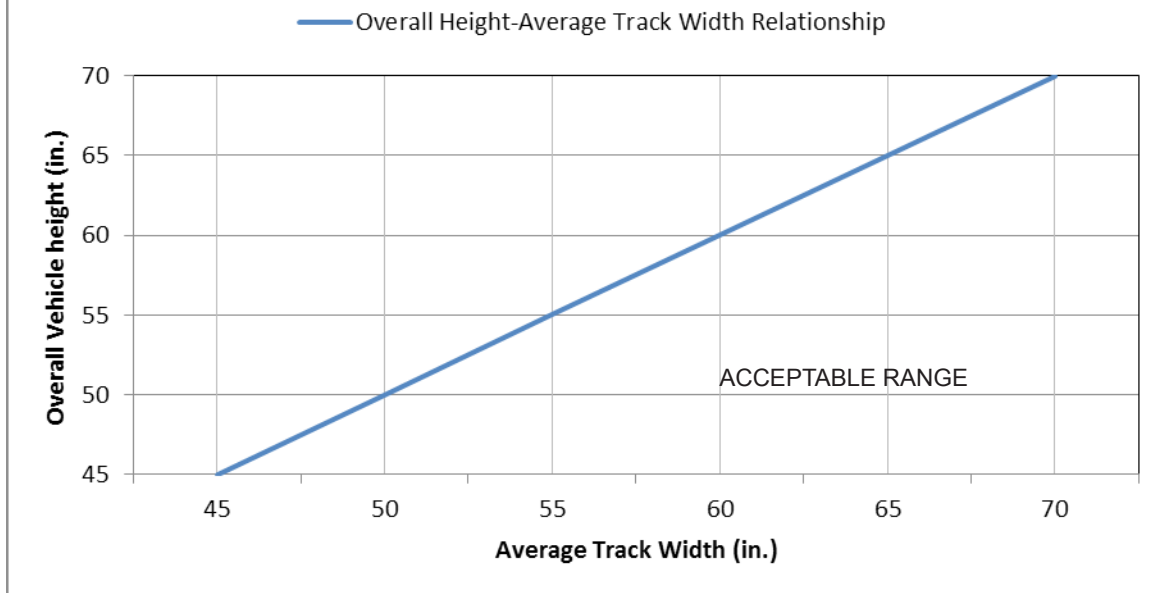
- Replace the latter portions of Section 3.1, beginning with “Rollover Potential Guidelines” with the following:

a. Rollover Potential Guidelines

The SSC has reviewed the allowance of competing cars with higher roll centers and has prepared the following chart to be used as a guideline for assisting Regional members in determining whether a vehicle has a higher than average potential to roll over in Solo® competition. Vehicles falling into the acceptance range still have the probability to roll over but they are less likely to roll over than those that are not in the acceptable range are. This chart is for all vehicles specifically listed in Appendix A.

An approach of this type is required to help event officials assess the rollover risk potential of vehicles which fall in a gray area between traditional Solo® cars and those which clearly have a “high center of gravity”. While it is imperfect, it should strike a balance between risk reduction and admission of the most vehicles to Solo® while introducing a consistent procedure for doing so.

Overall Height-Average Track Width Relationship



The measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the normal track measurement as stated in Section 12.5 for the Average Track Width.

The SEB may use Static Stability Factor (SSF) for classing new vehicles. Static Stability Factor is defined as one half the track width divided by the height of the center of gravity above the road. Vehicles with an SSF of less than 1.30 should not be permitted to compete in our Solo® events due to their higher risk of roll over.

b. Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. A waiver from the SCCA® Technical Services Department is required for the use of such equipment in National Solo® events. Requests will be handled on a case-by-case basis.

STOCK

April

- Change the last sentence of 13.8.B to read:

However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

Also remove from Appendix F, under STOCK CATEGORY CLARIFICATIONS, the item titled "PORSCHE STRUT ORIENTATION."

July

- Move from BS to FS: Chrysler Crossfire SRT-6 (2005-'06)
- Move from AS to FS: BMW M3 (E90/E92/E93 Chassis) (2008-2012)
- Move from BS to FS: BMW M3 (E46 Chassis) (2001-2006)
- Move from AS to FS: Mercedes C63 AMG (non-Black edition) (2008-2012)

- Move from AS to FS: Lexus IS-F (2008-2012)

STREET TOURING

February

- Replace 14.10.J with the following:

Any engine or transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the engine/transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. All components between the engine/transmission and the mounting structure are considered to be part of the mount assembly.

Also remove 14.8.E and re-letter subsequent sections accordingly.

Comment: The existing allowance attempts to retain bushing compliance through an ineffective restriction on metal content. Mounts of a solid nature can still be legally fashioned from hard plastic (e.g. Delrin). The proposed allowance replaces that ineffective restriction with one that instead limits weight reduction benefits.

May

- Modify 14.10.E as follows:

1) Remove the words "high flow" from the first sentence.

2) Add new sentence as follows:

Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3 inches.

Comment: this more clearly defines what a catalytic converter is, and specifies a minimum level of functionality. It should have no effect on existing installations of legitimate automotive converters.

- Replace 14.10.A with the following

Oil pans and pickups may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed.

Comment: Based on member feedback, this expands on the previously published proposal allowing oil pickup relocation within the OE pan. It is intended to allow common bolt-on solutions to oil starvation issues caused by high cornering loads, while minimizing potential performance enhancements.

STREET PREPARED

September 2011

- Move to FSP from DSP:

Honda
Prelude (1983-1987)
Prelude (1988-1991)

October 2011

- Move from CSP to DSP:

Toyota
Supra (1979-1981)

- Add to 15.9.F as follows:

A hole may be drilled in the firewall to permit passage of electrical wiring. It should be no larger than

necessary and shall serve no other purpose.

- Change 15.10.AA to read as follows:

AA. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. **Timing covers or valve covers may be altered for pulley clearance or access to adjustment.** Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of “silent” chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered *except as mentioned above*. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).

January

- Change Impreza listings in DSP to read as follows:

Subaru
Impreza (1993-2001) (all)
Impreza 2.5 (NOC)

Also remove from FSP:

Subaru
Impreza NOC

February

- Change 15.10.J to read as follows:

Engine *and transmission* mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced by manufacturer’s performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.) If one or more non-OE engine *or transmission* mounts are used, 15.10.K does not apply and a torque suppression device may not be used.

Also delete 15.10.N

June

- Change the ESP listing for BMW 528 et.al. from:

528, 530, & 533 (all)

to

528, 530, & 533 (non-turbo)

- Move from BSP to DSP:

Mazda
RX8

- Remove from 15.2.I the fourth sentence, which currently reads as follows:

“The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds.”

Comment: This retains current aero allowances, and removes the ‘intent’ wording.

- Change 15.2.B to read as follows:

Factory rub strips, emblems, mud flaps, *rear wings or rear spoilers* may be removed.

Comment: This is a portion of the "Option 2" proposal, which is not being recommended in its entirety. Member input on both sides of the Option 2 discussion indicated support for this specific item. As most cars in SP have the option to remove wings via update/backdate, this change will not affect very many vehicles.

- Add new subsection 15.10.CC as follows:

CC. *Cruise control systems may be removed in whole or in part.*

July

- Change the DSP and FSP listings for the affected BMW, Chevrolet, Ford, Mazda, Toyota, Volkswagen models shown to read as follows:

In DSP:

BMW

318 (16v) & 325 (E30 chassis)

In FSP :

BMW

318i (8v, E30 chassis)

318i, 318is (E36 chassis)

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

Storm (all)

Ford

Focus (all) (1999-2007)

Fiat & Bertone

X1/9 (all)

Mazda

323 non-turbo (1986-1989)

323, Protege, MX-3 4 cyl. (1990-1994)

Protege (1995-1998)

Toyota

Corolla FX16

Corolla GTS (all) (1984-91)

Volkswagen

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (all, A1 chassis) (1975-1992)

Golf & Jetta (all, A2 chassis)

Corrado (all)

Golf & Jetta (VR6, A3 chassis)

Golf & Jetta (VR6 NOC, A4 chassis)

August

- Add new subsection 15.2.A.1 as follows:

Hardware may be added to the steering system outside the passenger compartment to limit steering travel, provided it does not alter steering or suspension geometry within the limited range of motion and serves no other purpose.

STREET MODIFIED

May

- Remove Section 16.3.

Note: this section was provided when the SM category was first created, and is no longer viewed as specifically necessary since the category and its rules have matured.

July

- Replace 16.1.N with the following..

T-Tops, targa tops, sunroofs, moon roofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or utilizes the OE panel mount points, and that the contour of **any replacement panel surface** does not vary from the contour of the part being replaced by more than 1 inch in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed.

- Replace 16.1.I with the following:

Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, **window washer system** may be modified, removed or replaced.

November

- In Appendix A, under Street Modified, remove the word "Supplemental" from the Street Modified Class Front Wheel Drive section heading.

PREPARED

February

- Revise the 4th paragraph of Appendix A.1.c. for XP to read as follows:

Wing endplate surface area is limited to 200 square inches each and the number of endplates is limited to a maximum of two. Convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle. *In the event that a convertible/roadster with no roof or a targa with no rear window retains the original equipment windshield frame with a windshield of any material that meets 17.2.K.1, the top of the windshield frame shall be considered top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.*

Comment: The intent of this proposal is to increase the allowable wing height for open cars with full windshields.

- Change the Appendix A listing for the Toyota Starlet in EP to read as follows:

Starlet (non-turbo, 2WD) (1981-1984)

Alt Engine: 4A-G (1.6L) with cyl. head P/N 11101-16010, or 11101-16030

Comment: The proposed change eliminates a potential engine/cylinder head configuration that was not available in RWD Toyotas

April

- Add the following subsections to 17.2.P:

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

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

June

- Replace the fourth and fifth paragraphs under Prepared Class C in Appendix A with the following:

Naturally aspirated cars with US produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular

corporation may be interchanged with any pushrod, DOHC, or SOHC engine offered by that corporation. Examples of swaps allowed include a Chevrolet engine would be allowed in a Pontiac, a "Coyote" 5.0L would be allowed in any year Mustang, an LS1 would be allowed in any year Camaro or Firebird, and a 3.7L DOHC V6 from a 2011+ Mustang would be allowed in any other Mustang. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch. Alternate material (aluminum) engine blocks may be used on U.S. produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered."

Also change the subsequent paragraph to read as follows:

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be **of the same configuration (number of valves per cylinder and valve actuation method – pushrod or OHC) as the originals and shall be direct replacement type.**

- Change the listing in EP for the Mazda RX4 to read as follows:

*RX4 (12A) (1974-78)
Specified Displacement: 2292 cc
Alt Spec: No peripheral port
Sedans (non-turbo, 2WD, NOC)*

Also create a new listing for the Mazda RX4 in FP to read as follows:

*RX4 (13B) (1974-78)
Specified Displacement: 2616 cc
Alt Spec: No peripheral port*

Comment: The PAC feels the 13B rotary may be outside the engine power envelope of EP. There are no 13B-powered cars currently competing in EP and therefore this class change would not disenfranchise existing competitors.

July

- Replace 17.8.C.2 with the following (#7151):

The steering column is unrestricted. A collapsible type steering column having a layout and design and/or a column structure with impact and energy absorbing characteristics is strongly recommended.

- Add the following subsection to Appendix A, Section 9 for X Prepared (#7239):

c. Regardless of the Minimum Weight Calculations above, no car with a turbocharged or supercharged engine shall weigh less than the following Minimum Weights:

*RWD: 1,700 lbs
FWD: 1,575 lbs
AWD: 1,825 lbs*

Also add the following subsection to Appendix A, Section 1 for X Prepared:

h. Minimum track width of 55 inches

Comment: The intent of this proposal is to ensure the continued popularity of XP by limiting participation to vehicles above specified weight and width minimums. This proposal replaces the minimum weight proposal for XP originally published in the February 2012 Fastrack.

- Add the following to Appendix A for C-Prepared (#4597, 8315):

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

other than deletion.

Comment: The intent of this proposal is to explicitly prohibit non-OE traction/stability control systems in C-Prepared.

MODIFIED

January

- The following reorganization of the Solo Vee rules has been provided by the MAC. The intent of this rewrite is to eliminate redundancies and to organize the rules so the reader can easily find things. Minor changes have been introduced to bring the original rule set, written over 15 years ago, and the updated rule set, introduced 5 years ago, into harmony.

Changes include the following:

- The engine rules are now contained in two categories: "Engine Choices" and "Engine Component Allowances". Valve sizes and carburetor choices, which are in two places in the current rules, are now found in a single location.
- Weight minimum is now in its own category. In the current rule set it is included in the definition of the category.
- All sub-categories have their own section.
- There was minor rewording of rules (particularly of the disc brake rule) to improve clarity. (The current rule--D.3.f.--refers to rear brakes. The proposed rule set clarifies the disc brake rule to include front and rear brake systems.)
- The current Solo Vee rules included an allowance for radiator fans for F500s (as well as Solo Vees). If this reorganized rule set is adopted, a radiator fan item will be added to the F500 section.

The proposal is as follows: Replace subsection C under Modified Class F in Appendix A with the following:

C. Solo Vee as per the following definition: Solo Vee is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices

a) Any stock 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.

b) Solo Vee engines may have increased compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding, is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm venturis. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

c) Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

d) There shall be no "mixing" of allowances, e.g. carburetors from "c" and displacement from "b" above.

2. Engine Components

a) Mixing of parts between different air cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.

- b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.
- c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.
- d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.
- e) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.
- f) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground undersize a maximum of 0.030" less than stock dimensions. Crankshaft pulley is unrestricted.
- g) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (e.g. Accusump) may be fitted.
- h) Camshaft and valve train components are unrestricted with the following exceptions:
1. Pushrods shall be made of metal.
 2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.
 3. Roller camshafts are prohibited.
 4. Rocker arms shall be standard ratio VW.
 5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.
- i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.
- j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.
- k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.
- l) Voltage regulator, generator, and/or generator stand may be removed.
- m) One or more batteries may be used.
- n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.
- o) Valve covers are unrestricted and may be bolted on.
3. Transaxle
- a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.
- b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.
- c) A device for locking-out reverse gear may be used.

d) A limited-slip differential (LSD) is permitted.

4. Bodywork

a) Bodywork to the rear of the main roll hoop may be removed.

5. Front Suspension

The front suspension shall be standard VW Type I sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s) is allowed.

h) Removal of the drum brake backing plates is allowed.

i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

6. Wheels

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.

b) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. Braking System

- a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.
- b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.
- c) Any type lining or pad material may be used.
- d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.
- e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.
- f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

The allowances above apply to front and rear brakes.

- g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.
- h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.
- i) Brake lines may be of any suitable material, including steel braided lines.

9. Weight

- a) Minimum weight is 1000 lbs with driver.

Also add in Appendix A, under Modified Class F, subsection A, a new subsection 9 as follows (to retain the allowance which is no longer contained in the above restructure):

9. Electric radiator/engine cooling fan(s) may be installed.

July

- Add new section 18.1.D.6 as follows:

6. Turbocharging and supercharging are permitted for all engines, subject to the displacement factor of 18.0.C. In class D Modified, such induction systems must have a restrictor on the inlet side of the turbocharger/supercharger. All inducted air must pass through this restrictor, which must be constructed of metallic material. The minimum orifice (choke) diameter of the restrictor shall be no greater than 33mm. 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.

October

- Relocate/modify sections pertaining to Solo Vees as follows:

- Move subsection B in its entirety from under Modified Class F into Modified Class C.

- Move subsections C, D, and E from under Modified Class F into Modified Class C.

- Remove the "Solo Vee" under subsection F under Modified Class F, and create a corresponding item under the Solo Vee rules as moved into Modified Class C.

Comment: This version of the proposal makes no changes to existing Solo Vee preparation allowances. The MAC neither intends nor expects the competitive position of the FF platform to change with this move. This revised form of the proposal was provided to address concerns with the original which were expressed by the membership.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 26, 2012

The Solo Events Board met by conference call September 26th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Brian McCarthy of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

CORRECTIONS TO BOD RECOMMENDATIONS

The SEB has issued the following correction to an item which was published as Recommended to the BOD in last month's Fastrack:

Under STREET MODIFIED the first item under the July heading should read:

Replace 16.1.N with the following..

N. *Removable OE hardtops*, T-Tops, targa tops, sunroofs, moon roofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or utilizes the OE panel mount points, and that the contour of any replacement panel surface does not vary from the contour of the part being replaced by more than 1 inch in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed. *Vehicles utilizing alternate (non-OE) hardtops will be considered as open cars in regard to Section 3.3.1*

TIRE RACK SOLO CHAMPIONSHIPS

The SEB is requesting that members interested in being course designers for the 2013 Tire Rack Solo Nationals submit their qualifications in writing to the SEB via www.sebscca.com

ROAD TIRE

The SEB has decided, after considering member input, to retract the change which increased the Road Tire minimum required treadwear rating from 140. This will be reflected in the Supplemental Regulations for future National Tour events.

The SEB has also decided that for the Road Tire classes the following tire will be on the Exclusion List, effective 1/1/2013:

Toyo Proxes R1R 195/50-15 size only

STOCK

Vacancies exist on the Stock Advisory Committee (SAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.

The SAC and SEB have reviewed the following items, and thank these members for their input:

#8263, Sonic classing; this subject is addressed elsewhere herein via item 9014.

#8582, Shelby GT500

#8609, 8616, Stock class move comments

#8636, 8656, 8890, 8895, 8897, 8898, 8903, 8952, 8956, 8960, 8978, 8981, 8989, 8998, 9040, RT Tire comments.

#8748, M3 move to FS. This subject is addressed by a pending SEB recommendation to the BOD.

#9005, 9023, 9080, Stock class move comments

STREET TOURING

The STAC and SEB have reviewed the following items, and thank these members for their input:

#8577, 8583, 8584, 8585, 8591, 8597, 8604, 8607, 8611, 8613, 8618, 8619, 8624, 8630, 8631, 8639, 8642, 8646, 8647, 8648, 8653, 8654, 8667, 8669, 8676, 8682, 8697, 8703, 8707, 8709, 8710, 8711, 8712, 8724, 8725, 8735, 8736, 8739, 8755, 8757, 8763, 8768, 8776, 8778, 8780, 8781, 8783, 8806, 8835, 8842, 8852; Toyo 195 comments

#8598, 8678, 8953, 8982; ST Tire comments

STREET PREPARED

The SPAC and SEB have reviewed the following items, and thank these members for their input:

#8077, 8336, 8376, aero comments

#8532, FSP comments

#8825, Geo Storm GSi; this is addressed by the FSP re-organization which has been recommended to the BOD.

#8863, 8878, 8880, 8922; moves to FSP

#8917, Impreza classing; this is addressed by the FSP re-organization which has been recommended to the BOD.

STREET MODIFIED

Vacancies exist on the Street Modified Advisory Committee (SMAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.

The SMAC and SEB have reviewed the following items, and thank these members for the input:

#9042, 9050, 9051, 9057, 9058, 9061, 9063, 9071, 9075, 9076, 9280, SMF weight comments; this subject has been addressed by a pending SEB recommendation to the BOD.

#8737, 8995, 9139, 9172, SMF class comments; A recommendation has been made to the BOD by the SEB on this subject.

#8792, 9261, hard top clarification; this subject has been addressed by a pending SEB recommendation to the BOD.

PREPARED

Per the PAC, the following additional proposal is published here for member review and comment. The committee has requested that it be planned for recommendation to the BOD in December, with an effective date of 1/1/2013:

Change all listings for Level 1 prep vehicles in class G Prepared such that the maximum wheel width is 8 inches.

The following rule change proposals have been provided by the PAC and are published here for member review and comment:

Change 17.2.S by removing a sentence as follows:

“S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver’s door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1”; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled. Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than ½ inch (0.500”; 12.7 mm).~~ The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0”, 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A.”

COMMENT: The PAC proposes this amendment for member comment to remove the requirement for mesh over hood and engine cover openings to bring the Prepared category into alignment with other Solo categories (e.g. Modified). (#8267)

Change subsections in 17.2 as follows:

Change 17.2.B, second sentence, as follows:

“Reinforcing does not authorize the use of *underbody or* belly pans ~~forward of the firewall or~~ aft of the front edge of the front wheel opening.” (#8312)

Change 17.2.S, fifth sentence, as follows:

“The approval of alternate body panels does not authorize the use of *underbody or* belly pans ~~forward of the firewall or~~ aft of the front edge of the front wheel opening.” (#8312)

Reasoning: The PAC believes the proposed rule changes clarifies a contradiction in section 17.2. Specifically, the section 17.2 header, second sentence, states: “Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.”

Also, it should be noted that section 17.2.S, sixth and seventh sentences, currently state: “Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.”

Change Section 17.6.C by removing wording as follows:

“C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control & proportioning valves~~, and computers, ~~and master cylinder~~ are considered part of the ABS system and may be not altered nor relocated.” (#8752)

COMMENT: The PAC submits that the proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment smooths the transition from the Street Prepared category by eliminating a potential take-back between the categories.

The PAC and SEB have reviewed the following items, and thank these members for the input:

#7209, traction control comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8347, 8372, 8528, 8544, 8545, 8546; CP engine comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8588, 8666, 8670, 8690, 8911; XP weight comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8589, 8807, 9277; XP width comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8650, 8887, 8951, 8968, 9235; BP to FP comments. The subject proposal was withdrawn, as published in a prior Fastrack.

KART

The KAC and SEB have reviewed the following items, and thank these members for the input:

#8431, Weights for KML; This topic has been addressed via a proposal which was published in response to member item #7842.

#8871, Weight proposal comments. It is the intent of the KAC and SEB to make WF more advantageous than the KT100, thus the weights have been changed accordingly per that policy.

NOT RECOMMENDED

Stock

#8587, move RS4 to FS. The Audi vehicles currently classed in BS do not meet the current competitive balance of FS given their horsepower and drivetrain configuration.

Street Touring

#8633, 8635, 8641, 8649, 8658; standalone ECU proposals. Per the STAC, standalone ECU's are not in the spirit of the category, nor can parity for specific cars be guaranteed through general allowances. Further, the ECU allowances were recently opened up and rules stability dictates they remain unchanged for awhile.

#8687, 8795, 8839, 9020, 9217; FR-S/BRZ classing. This subject was addressed by a listing published in the October Fastrack in response to member item #7596.

#8719, boost proposal. Per the STAC, this allowance does not meet the philosophy of the category.

#8722, BMW E46 and E9x classing proposal. Per the STAC, the subject cars would exceed the performance of existing front-runners in STX.

#8893, catalytic converter allowance. Per the STAC, It is not consistent with the philosophy of the category to attempt to meet California emissions standards for catalytic converters.

Street Modified

#8493; GTR classing. Per the SMAC, the Nissan GT-R fits the footprint of class SM and has not demonstrated performance-wise that it does not belong there.

#9279; roll bars allowance. Per the SMAC, SM already has allowances for rollcages/rollbars as mentioned in 3.3.2 in the Solo rule book. The rule states a bar or cage must meet requirements of 9.4 of the GCR. The expectation in SM would be to follow those rules, while maintaining all interior pieces that don't directly interfere with the installation.

#9335; RX-7 in SM, seating interpretation. Per the SMAC, the 2nd Gen RX-7 is pretty clearly sports car based in manufacturer literature, and it closely fits the 2+2 example used in the rulebook for Datsun Z cars which are in SSM.

Prepared

#8808; combine DP and EP. The PAC will continue to monitor the competitive balance between the diverse drivetrains in EP in order to make adjustments and maintain the competitive balance in the class.

#9056; move Mazdaspeed Miata out of FP. The PAC will continue to monitor the competitive balance in FP, particularly with respect to the diverse drivetrains and powertrains presently populating the class.

Kart

#8728, weights, Rotax, World Formula proposals and comments.

#8838, kart classing proposal. Under existing rules these proposed karts are legal to run in KM at the national level.

#8846, Briggs WF restrictor proposal. The current restrictor was chosen by the KAC and SEB for reliability and safety at all events.

TECH BULLETINS

Stock

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

Chevrolet Sonic (2012-2013)

HS (#8263, 9014)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 24, 2012

The Solo Events Board met by conference call October 24th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Lisa Noble of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

MEMBER ADVISORIES

Tire Rack Solo National Championships

Members interested in serving as a course designer for the 2013 Solo National Championships are invited to submit their qualifications to the SEB via www.sebscca.com.

Safety

#9439 50 Feet Distance Clarification

Per the SEB, the rules (2.2.D and Appendix E.VIII.D.7) do not indicate that 50' is a required kart minimum distance; the wording merely states that the SSS will have the authority to disapprove an event for karts if there are solid objects less than 50' from the course.

Stock

Openings are anticipated on the SAC. Interested members are invited to submit their qualifications in writing via www.sebscca.com.

The SEB thanks Brian Connors, Drew VanderPloeg, and Scott Hoffman for their service to the Club as members of the SAC.

Street Touring

The SEB thanks Andy Hollis, Chris Shenefield, Brian Hanchey, and Jim Reyenga for their service to the Club as members of the STAC.

The SEB has approved the addition of Bill Bounds to the STAC.

Street Modified

Openings are anticipated on the SMAC. Interested members are invited to submit their qualifications in writing via www.sebscca.com.

The SEB thanks Eric Stemler for his service to the Club as a member of the SMAC.

Prepared

The SEB thanks Steve Garnjobst, Tom Holt, and Chris Dorsey for their service to the Club as members of the PAC.

CHANGE PROPOSALS

The following rule change proposals are published here for member review and comment. Input regarding these items should be directed to the SEB via www.sebscca.com.

Stock

#9205 Boss 302 Classing

Per the SAC, the following class listing change proposal is submitted for member comment:

Ford Mustang Boss 302 (non-Laguna Seca) (2012-2013): **move from AS to FS**

Note: this car was initially classed in the July 2012 Fastrack.

Street Touring

#9305 E85 Usage

Per the STAC, replace the last sentence in 3.6.A with the following:

Fuels comprised of more than 10% Ethanol may only be used when specified by the manufacturer (e.g. in the owner's manual for Flex-Fuel vehicles)

Comment: The use of E85 is becoming more and more widespread within the Street Touring category. In some vehicles it can enable significant power increases, while in others it cannot. Cars have not been classed with this in mind. With inconsistent availability across the nation, it gives significant advantage to those willing to trailer their cars, as opposed to those who choose to daily-drive them. Unlike high octane pump fuels, E85 is relatively easy to police as its use is quite obvious due to smell. Ethanol content in a fuel sample can also be tested easily in the field.

In the Stock category, there is no option to retune a car for the use of E85 so only those designed as Flex-Fuel vehicles can use the fuel anyway. This change will have no effect there.

Prepared

#8672 Bigger Wheels in CP

The PAC is submitting the following rule change proposal for member comment:

Remove subsection 17.4.G.2, which currently reads: "Wheels greater than 16" in diameter will receive a 50 lb penalty."

Reasoning: The weight penalty for wheels over 16" has incrementally decreased over the last decade. The current 50lb penalty is relatively insignificant in view of the current minimum weights. The PAC believes that eliminating the weight penalty for wheels over 16" provides members building newer model cars additional options without modification of original equipment (OE) brake systems. Additionally, the proposal improves the wheel and tire options for all CP competitors.

KM / FJr

#9526 Age Exception for KM

Change 4.1.A to read:

Drivers must possess a currently valid automobile driver's license. Any underage driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete in a Stock, Street Touring, or Street Prepared class at Regional events, as long as the restrictions of the driving license or permit are met. If those restrictions require a passenger and the Region allows a passenger, that passenger must be either the driver's parent/legal guardian or an approved instructor. That instructor must be approved by both the event chairman and the event Solo® Safety Steward on a case-by-case basis. He/she must have the written permission of the driver's parent/legal guardian (signed at the event) to ride as a passenger and the restrictions imposed by the underage driver's state must allow the instructor to ride as a passenger. *Drivers 15 years and older who are unable obtain a valid automobile driver's license due to age restrictions may be allowed to compete in KM if they possess extensive experience in Formula Junior, and have obtained a competition license from a nationally recognized racing organization such as SCCA or NASA; this will be at the event Chair and Solo Safety Steward's discretion on a case-by-case basis.* Drivers must be SCCA® members.

Comment: Per the KAC, we see an opportunity to safely let those kids who are not yet old enough in some states to compete in open car classes to run in KM. They are less of a danger to other drivers and course workers as well as being familiar with karting procedures from Junior Karting. This allowance could be controlled by a safety or event official to decide if a potential candidate is qualified in experience from a safety experience. There is precedence for this in the SKUSA rules quoted in the original letter.

NOT RECOMMENDED

Safety

#9171 Seat Belt/Harness Clarification

Thank you for your input. The committee does not believe a change or clarification is needed.

Street Touring

#9332 Airbag Steering Wheel Removal

Per the STAC, competitors are reminded that the NHTSA has a Federally-approved method for electrically disabling

airbags which can be used in the case of unusual seating position and/or body sizing.

#9220 WRX Classing

Per the STAC, this car exceeds the performance levels of the class.

#9281 Crossfire SRT-6 Classing

Per the STAC, this car is outside the performance parameters of existing ST category classes.

#9254 Flywheel Allowance

Per the STAC, this change is not in the spirit of the class allowances.

Street Prepared

#8857 GTR Move to ASP

The SPAC prefers to wait and observe the effects of the recent reorganization. The committee believes this car is reasonably classed where it is.

#8873 Boxster/Cayman Move to BSP

The SPAC believes this car is reasonably positioned in its current class.

#8484 S2000 Move to ASP

The SPAC prefers to wait and observe the effects of the recent reorganization before making significant additional classing changes. At this time it is believed this car is consistent with the intended parameters of its current class.

#9421 CSP Changes

The SPAC does not believe these changes are necessary at this time.

#8880 Cars move to FSP

The SPAC prefers to observe how the recent reorganization affects FSP before making any additional classing changes.

#8549 GTR Move to ASP

The SPAC prefers to wait and observe the effects of the recent reorganization. The committee believes this car is reasonably classed where it is.

Stock

#9271 Coolant Pipe

Per the SAC, all repairs must be authorized by the manufacturer for a given make and model.

#9368 BMW 1M Move to FS

Given the recent classing changes in FS, the SAC would like to observe the competitive balance among the current crop of vehicles prior to adding additional cars to the mix.

#9175 Chrysler Crossfire (non-SRT6) Move to GS

Per the SAC, the Chrysler Crossfire(non-SRT) meets the current competitive balance of DS.

#9381 Bumper Beam Removal Allowance

Removal or modification of the factory bumper beam is not in keeping with the current trailer hitch allowance (13.2.K). The current allowance offers multiple options for legally installing trailer hitches.

Prepared

#8808 DP/EP Proposal

The PAC will continue to monitor the competitive balance between the diverse drivetrains in EP in order to make adjustments and maintain the competitive balance in the class.

#9056 MazdaSpeed Miata in FP

The PAC will continue to monitor the competitive balance in FP, particularly with respect to the diverse drivetrains and powertrains presently populating the class.

General

#8986 Minor Car Driver Proposal

The SEB prefers to err on the side of caution in this situation.

OTHER MEMBER INPUT REVIEWED

Street Touring

#9241 O2 Sensor Clarification

This issue is covered by the Tech Bulletin issued in response to item #7789.

#9264, 9313 E85 Usage

This subject is covered by a change proposal published in response to item #9305.

Prepared

#9369 CP Wheel Sizes

The PAC has forwarded a relevant proposal (#8672) to the SEB with a recommendation for publishing for member comment.

Kart

#9378 KML Weights

This topic will be discussed as part of a larger KM wide weight change proposal.

Safety

#8855, 9072 Roll Bar Comments

Thank you for your input, the previously published rollbar proposal has been withdrawn.

#9199 Seat Belt Installation Comments

Thank you for the information.

Street Touring

#9260, 9270 BRZ/FRS in STX Comments

Thank you for your input.

Street Prepared

#7736 Transmission Comment

A recommendation has been made to the BOD by SEB which concerns this subject.

#8366, 8382, 8360, 8368, 8374, 8388, 8394 RX8 Move to DSP Comments

This subject is covered by an item which has been recommended to the BOD.

#9130 SP Aero Comments

A recommendation has been made to the BOD by SEB on this subject.

#9156 VW A1 Chassis Comments

This subject is covered by a recommendation which the SEB has provided to the BOD.

#8600 SP Re-Org Comment

Thank you for your input.

#9226 Mercedes SLK55 Classing

This subject was addressed by a Tech Bulletin in the October Fastrack.

Stock

#9187, 9188 MINI Move to GS

A related proposal is forthcoming from the SAC.

#9232 RT Proposal

Thank you for your input.

#9257 Stock Classing

These types of issues will be addressed in a forthcoming proposal.

Prepared

#8614 Prepared Comments

Thank you for your input.

#9235 BP Comments

The PAC has withdrawn the proposal to add former BP vehicles to FP. BP remains a supplementary class listed in the rulebook.

TECH BULLETINS

Stock

1. #9321, #9099 Per the SAC, the following new class listings are effective upon publication:

Ford Focus ST (2013): GS

Chevrolet Camaro SS (2010-2013): FS

Street Prepared

2. #9158 Per the SPAC, the current DSP listing for the Mini should read as follows:

MINI

Cooper S (+ JCW & 2006 JCW GP)

Note: This Tech Bulletin defines the year of the JCW GP that is currently classed in Street Prepared. The SPAC will review the 2013 JCW GP once it has been released.

3. #9273 Per the SPAC, clarify the ESP listing of the Lexus 400 as follows:

Lexus

GS/LS/SC 400

Street Touring

4. #7789 Per the STAC, 14.10.D should read:

D. Exhaust manifolds, headers *and* downpipes may be replaced with alternate units. *Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only (and attach solely to) these parts may also be replaced, removed or modified.*

Note: This cleans up language that has been clarified several times, and adds back the correct sections inadvertently dropped as part of the category re-write for 2012. It also is now consistent with 14.10.F regarding the use of "OE sensors only" for engine management.

5. #9100 Per the STAC, the following new listings are added in class STF:

Honda Accord 4-cyl (1998-2002)

Honda Accord 4-cyl (2003-2007)

Honda Accord 4-cyl (2008-2012)

Note: 6-cylinder models are outside the parameters of STF

6. #9213 Per the STAC, the following new listing is added in class STF

Chevrolet Volt (2011-2013)

7. #9016 Per the STAC, clarify the STC listings for Neon to read:

Neon (1995-2000) (all)

Neon (2001-2004) (ACR & R/T)

Also add to STF:

2001-2004 Neon (NOC)

Note: this puts the slower models of the 2nd generation Neon in STF. While the generation split is at year 2000, the ACR transmission was available in some lesser trims initially in 2000.

8. #9461 Per the STAC, correct the STC listing for Mazda 323 to include the base model, as follows

Mazda 323, 323 GT, 323 GTX