

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Nov. 23, 2009

The Solo Events Board met by conference call November 23rd. Attending were SEB members Tina Reeves, Dave Feighner, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble and Robin Langlotz 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 1/1/2011.

Comments regarding items published herein should be directed to seb@scca.com.

SOLO NATIONAL CHAMPIONSHIPS

The SEB is accepting applications for course designers for the 2010 Nationals. Anyone interested should submit their resume of qualifications to seb@scca.com.

GENERAL

- The following rule change proposal is being implemented for 2010:

- Change 4.1.B to read as follows:

"B. Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, but especially at Divisional and National level events."

Comment: The previous rule, which had been in place for over 30 years, has become increasingly less relevant with the advent of the rules being available on the SCCA web site, and it has come to be viewed as an unneeded bureaucratic requirement for entrants to show their rule book at Registration. However, the revenue generated from rule book sales has been used to offset a portion of the costs associated with the development and maintenance of the rules, including Tech Services. Therefore, this revenue will be replaced by increases in National Solo entry fees and the optional Solo License. The Solo Rules will continue to be available for purchase in their traditional book form.

- Per the BOD, Effective 1/1/10 the following sections will be added to the National Solo Rules; these section numbers must also be added to Section 1.1 (Mandatory Provisions):

"4.13 Assumption of Risk

Solo is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant agrees that by entering an event, the Participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

4.14 Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. Hereby agree that the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect."

STOCK

- The following class listing change proposals are published here for member comment:
 - Move from GS to HS, Dodge/Plymouth Neon 2.0L ('00-'05). (ref. 09-651)

STREET PREPARED

- The following class listing change proposals are being published for member comment:
 - Move from DSP to FSP: Fiat 124 ('66-'74) (ref. 09-498)
 - Move from BSP to DSP: Datsun 240Z & 260Z & 280 Z. Also revise current BSP listing to "Datsun 280ZX/280ZX Turbo ('79-'83) (ref. 09-673)
 - Add new listing in DSP: "Honda CRX Si & Civic Si ('84-'87)" and move to DSP on one line "Honda Civic & CRX 1500 ('84-'87)" (ref. 09-617)
- The following amended version of a previously-published rule change proposal is provided for member comment:
 - Add new subsection 15.2.P as follows: "Fog lights may be removed."
- An additional opening is anticipated on the SPAC for 2010. Interested members should submit their qualifications in writing to the SEB via seb@scca.com.

STREET MODIFIED

- There is an opening on the SMAC. Interested members should submit their qualifications in writing to the SEB via seb@scca.com.

- The SEB wishes to think Chris Travis for his service as a member of the SMAC and as its Chair.

PREPARED

- The following listing specification change proposal has been recommended by the PAC and is published here for member comment:
 - Change the listings in GP for Saab Sonett 1500, 1600, and 1700 to specify 16x7 maximum wheel sizes. (ref. 09-677)
- The following rule change proposal has been recommended by the PAC and is published here for member comment:
 - Change 17.2.F to read as follows (ref. 09-633):

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein."

NOT RECOMMENDED

- SP, combine WRX '09+ with Legacy (ref. 09-500)
- SP, move Honda CRX/Civic Si ('84-'87) (ref. 09-617)
- SP, move Porsche 914 to FSP (ref. 09-645)

TECH BULLETINS

1. SP: Add a new item to Appendix F as follows:
Subaru Impreza Subframe bolts: Subframe lock down bolts (a.k.a. Botox Bolt) are not legal for use in Street Prepared. Section 15.2.D only allows for replacement of subframe bushings, and does not provide any allowance for additional fastening hardware.
2. SP: The following new listings, effective immediately upon publication, are added to Appendix A:
Hyundai Genesis ('09-'10) ESP (ref. 09-551)
Kia Forte Koup ('10) ESP (ref. 09-551)
3. SP: Add to 15.8.H as new fourth sentence of the first paragraph: "Caster changes resulting from the use of camber kits are permitted."
4. Prepared, Errors and Omissions: The previously-published listings for Factory Five Roadster & Challenge Car are corrected to remove the reference "Mk3". The PAC did not intend to exclude the Mk1 and Mk2. (ref. 09-681)
5. Prepared, Change 17.11.C to read "Data acquisition/recording systems are permitted." (ref. 09-682)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Dec. 16, 2009

The Solo Events Board met by conference call December 16th. Attending were 2009 SEB members Tina Reeves, Dave Feighner, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; incoming SEB members Mike Simanyi and Steve Hudson; Lisa Noble, Bob Lybarger, and Dick Patullo of the BOD; Doug Gill, Nancy Downing, 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 1/1/2011.

Comments and other responses regarding items published herein should be directed to seb@scca.com.

GENERAL

- The SEB thanks departing members Steve Wynveen and Donnie Barnes for their service to the Club on the Solo Events Board.
- The BOD has approved the addition of Mike Simanyi (formerly of the STAC) and Steve Hudson (formerly of the PAC) to the SEB for 2010.
- Tom Berry has been appointed as the new Divisional Solo Events Steward for Southern Pacific Division. The SEB thanks Glen Duensing for many years of service to the Club as a Divisional Steward.

STREET TOURING

- The SEB wishes to thank Mike King for his service as a member of the STAC.
- The SEB approved the addition of Nick Jackson to the STAC.

STREET PREPARED

- The following revised version of a previously-published listing change proposal is being published for member comment (ref. 09-532): Move 16V Saturns from DSP to FSP, with the listings in FSP to read as follows:

Saturn

SL ('91-'95) & SW ('93-'95) & SC ('91-'96)
SL ('96-'99) & SW ('96-'99) & SC ('97-'00)
SL ('00-'02) & SW ('00-'02) & SC ('01-'02)

- The SEB has approved the addition of Bill Shenkar to the SPAC.

STREET MODIFIED

- The SEB thanks departing SMAC member Randy Noll for his service as a committee member.

PREPARED

- The SEB thanks Stan Whitney for his service to the Club as a PAC member.
- An additional opening is anticipated on the PAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.

MODIFIED

- An opening is anticipated on the MAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.

F125/FJR

- The SEB has approved the addition of Tom Reynolds to the KAC.
- Per the KAC, the following rule change proposal is published for member comment: Add as a new item at the start of Section 19, before the item beginning "Data acquisition systems..." as follows:

"If a modification is not specifically authorized in this or previous applicable sections of these Rules, it is not allowed."

- Per the KAC, the following rule change proposal is published for member comment: Revise 19.1.A.5 to read as follows:

"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent said weight from becoming separated from kart/driver or moving freely during competition runs. *For bolted-on weights, a 5/16" or 8mm Grade 5 bolt, or larger, must be used along with a locking nut, pinch nut, double nut or safety wire. No more than 5 lbs. of weight per bolt may be used.* In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."

NOT RECOMMENDED

- Stock: Classify Porsche 997 GT3 (ref. 09-724) *Comment:* The 996 GT3 has demonstrated parity with the top of the SS class, and the 997 is seen as having significant advantages beyond the 996.
- ST: Classify Toyota MR2 Turbo in STR (ref. 09-670)
- ST: Classify Acura NSX in STR (ref. 09-670)
- ST: Classify Porsche Boxster in STR (ref. 09-699)
- ST: Turbo FWD cars in STX (ref. 09-685)
- ST: Drivetrain Mounts (ref. 09-692)
- ST: STR catalytic converter allowances (ref. 09-728)
- SP: Reclassify Porsche 997 GT3 (ref. 09-724) *Comment:* The SPAC feels this car can be competitive where it is presently classed.
- SP: Allow use of a line lock to satisfy emergency brake requirement (ref. 09-724)

TECH BULLETINS

1. Stock: per the SAC, the “trunk kit” alignment bolts for the Hyundai Genesis R-spec are not legal for use in the Stock category, as they do not meet the requirements of 13.0. The submitted letter states that the part is for “off-highway use”, which does not comply with section 3.8.A of the Solo rules, requiring that all manufacturer’s documentation must be for non-competition purposes. Documentation for non-competition use from the factory service manual or a service bulletin would be required in order to make the part legal for use in the Stock category as a standard part. (ref. 09-716)
2. Stock: per the SAC, clarify 13.10.A to read as follows: “The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e. no additional openings). No other components of the air induction system may be removed, replaced or modified.”
3. Stock: per the SAC, the Audi R8 remains on the Appendix A Stock exclusion list. *Comment:* the SAC does not recommend classing the R8 in SS, based on negative member feedback and limited benefit. (ref. 09-382, 09-298, 09-420)
4. Stock: per the SAC, the following new listing item is added, effective immediately upon publication:
Porsche Boxster Spyder ('11) SS
5. ST: per the STAC, steering wheel hub spacers and adapters are considered part of the steering wheel, and are allowed to be substituted with the steering wheel as permitted under 14.2. The resulting change in steering wheel position is permitted. (ref. 09-674)
6. ST: per the STAC, 14.10.D is clarified to read as follows:
“Exhaust manifolds and headers (*including downpipes*) may be replaced with alternate units which are emissions-legal. 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.”
Note: This clarifies that the downpipe is considered part of the header/manifold, and also makes a distinction between exhaust heat shields that are part of the header/manifold, and all others.
7. Mod: In Appendix A, under Modified Class C, the first sentence is clarified to read “...GCR legal SR, SRF, Formula F, S2000.” *Comment:* In Club Racing, the GCR Formula F class is functionally the same as what was known previously as FF1600. The Honda Fit powered Formula F car is legal for C Modified. (ref. 09-722)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Jan. 28-30, 2009

SOLO EVENTS BOARD

The Solo Events Board met at the SCCA Convention January 28-30. Attending were SEB members Tina Reeves, Dave Feighner, Iain Mannix, Erik Strelnieks, Bryan Nemy, Mike Simanyi and Steve Hudson; Dick Patullo of the BOD; Doug Gill, Nancy Downing, 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 1/1/2011.

Comments and other responses regarding items published herein should be directed to seb@scca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposals are being recommended to the BOD:
 - ITEM 1)** Remove "(2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s)" as one of the allowable carburetion items for the Turner 1500 in G Prepared. (ref. 09-114)
 - ITEM 2)** Add new subsection 15.2.P as follows: "Fog lights may be removed." (ref. 09-623, 09-631, 09-741, 09-753, 10-046)

GENERAL

- The following definition change proposal is published here for member comment: Add to the end of 12.6.B as follows:
"... or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place."
- The rule book requirement of 3.3.3.A.3 remains in place; a copy of the Solo Rules is required for Annual Tech, in spite of changes to 4.1.B for 2010. This requirement will be reviewed by the SEB for possible change, which would be effective in 2011.
- The following rule change proposal is published here for member comment: Change Section 4.9 to read as follows:
"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES
If in three consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants *or nine (9) different vehicles*, then for the following year that class will be *reviewed for action by the SEB*. Changes to be considered may include, but are not limited to:
 - a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
 - b) *addition of new makes/models*
 - c) *consolidation with another class or a portion thereof*
 - d) restructuring
 - e) eliminationThis is not intended as the only criterion for class adjustments, *additions*, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes."

Comment: Due to the above proposed change and its implications, class B Modified is not considered by the SEB to be subject to 4.9-based changes for 2011.

- The following change to the Appeal requirements is published here for member comment: Change the first sentence of 10.6.3 to read as follows:
"The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *one week* from the notice to the parties and no later than four weeks from said notice."

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The SEB reviewed and approved portions of the preliminary Supplemental Regulations for the National Championship event. These will be published in an upcoming Fastrack; members planning to attend this or any National-level event are encouraged to review them, as a variety of changes are being implemented.
- Course designers were selected for the National Championship event; they are Roger H. Johnson and Karen Babb.

STREET TOURING

- The STAC has provided the following rule change proposal, which is published here for member comment: Replace 14.2.F in its entirety with the following:

"F. Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 5 square feet as calculated per Section 12.9. The number of wing elements is limited to 2.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may extend beyond the rear most portion of the bodywork, above the roofline of the vehicle, or more than 6" forward of the rear axle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof.

Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain fully functional (e.g. trunk lids and rear hatches must open fully). Wing endplate surface area is limited to 110 square inches each, and the total number of endplates is limited to a maximum of two. Substitution or removal of rear wings must retain any original third brake light functionality unless otherwise equipped (e.g back deck)."

Comment: This removes the original allowance for aftermarket body kits, spoilers and other appearance items, whose original purpose (i.e. attract Sport Compact enthusiasts) is no longer relevant, and which a number of competitors were using for performance advantage. Its replacement maintains the status quo on usage of aftermarket wings, while placing restrictions on further escalation. In addition, per member input, complete removal of OE wings would now be legal in many cases.

- The SEB and STAC will be continuing to review possible changes in allowances concerning exhaust, firmware, and emissions compliance requirements.
- The SEB has directed the STAC to review the tire treadwear rating minimum value requirement.

STREET PREPARED

- The SPAC continues to review feedback and data concerning the possible moves of Datsun/Nissan Z cars to DSP. (ref. 09-734, 09-739, 09-753, 10-003, 10-054, 10-055)
- The following rule change proposal has been recommended by the SPAC: Add new subsection 15.1.Q as follows:
"Q. OE interior rear view mirrors may be removed."

STREET MODIFIED

- The SMAC is seeking an additional committee member. Interested SCCA members are invited to submit their qualifications in writing to the SEB via seb@scca.com.

PREPARED

- Per the PAC, the previously-published (December '09 Fastrack) proposal concerning changes to XP weights has been withdrawn (ref. 09-967, 09-698, 09-700, 09-704, 09-705, 09-706, 09-708, 09-710, 09-717, 09-725, 10-017, 10-049).
- Per the PAC, the following rule change proposal is published for member comment: In Appendix A, under Prepared Class X, change the second bullet item following the AWD specification in subsection 9.b to read as follows:
"- Cars equipped with traction/stability control: + 50 lbs."

Comment: The proposed change reduces the adjustment for traction control to the same level as the adjustment for ABS.

- Per the PAC, the following change proposal is published for comment: In Appendix A, under Prepared Class X, replace subsection 4 as follows:
"4. BRAKES
Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment, incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

Comment: This would allow ABS in XP to be unlimited, but still incur a weight penalty, and improve vehicle migration opportunities from Street Modified. (ref. 09-516)

- The PAC recommends the following listing additions for Appendix A, GP Limited-Preparation, and these are being published here for member comment:

“BMW

1600 ('68-'71)	1574	1575	13x7	1.65/1.38	56.5/56.5
----------------	------	------	------	-----------	-----------

Carburetion

Comp. ratio limited to 11.0, valve lift to .450”

Alt. intake manifold #CAM-6618

Toyota

Corolla ('71-'74)	1588	1590	15x7	1.61/1.42	57.9/57.5
-------------------	------	------	------	-----------	-----------

Carburetion

Comp. ratio limited to 12.0, valve lift to .450”

Comment: the PAC considers these older-technology cars which fit within the concept of GP Limited-prep.

MODIFIED

- An opening is anticipated on the MAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.
- The SEB thanks Sheldon Lemoine for his valuable work on the MAC.
- The following rule change proposal is submitted for member comment: Replace the fourth paragraph of 18.0 with the following:
 “The exhaust system/length of a car 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 devices 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.”

NOT RECOMMENDED

- Stock: Move V8 Camaro to GS (09-740) *Comment:* the SAC does not believe this car is a good fit for GS, which is in a rebuilding phase following the departure of the Cooper S.. Adding a new model line--consisting significantly of cars which are nearing the 30-year limit--to this class is not considered likely to be beneficial. .
- Stock: Move MR2 Spyder to ES (09-750) *Comment:* the SAC feels the current ES is well-subscribed, and adding a potentially dominant car is not advisable. The committee will be assessing the impacts of ongoing reorganization efforts.
- Stock: Camber allowances (ref. 09-716, 10-025)
- Street Modified: SMF class (ref. 09-691, 09-745)
- Street Prepared: welding procedures/update-backdate (ref. 09-718)
- Prepared: Add Toyota Yaris, Honda Fit to GP Limited-prep (ref. 09-689) *Comment:* the PAC will be evaluating potential impacts of classing newer-technology cars with older ones.
- Prepared: Front spoiler/fascia allowances(ref. 10-006) *Comment:* the PAC notes that the requested component incorporates a splitter, and splitters are not presently permitted in Prepared classes other than XP.
- Prepared: Cylinder bore limits (ref 09-721) *Comment:* goes beyond the intent of Prepared car development rules and weight formula usage.

TECH BULLETINS

- 1) General: Section 4.9 is reformatted for clarification, without intended change in current content or effect, as follows:
 “4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES
 If in three consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants, then for the following year that class will be amended . Changes to be considered may include, but are not limited to:
 a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
 b) consolidation
 c) restructuring
 d) elimination
 This is not intended as the only criterion for class adjustments, consolidation, elimination, or restructuring; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account

participation levels at other events such as National Tours when making decisions regarding the need for changes.”

Comment: as a clarification, this reformatting is effective immediately upon publication. The separate change proposal elsewhere within these minutes reflects this reformatting.

2) Safety: A vehicle must meet the requirements of 3.3.2 as they apply to all categories in which it is entered.

3) Prepared: Per the PAC, the GP listing for the Saab Sonett is corrected to read as follows:

Sonett				
843cc engine	1200	16x6	60/60	
1498cc engine	1600	16x6	60/60	
1699cc engine	1800	16x6	60/60	

4) Prepared: Per the PAC, the following example is added after the last paragraph before the listings in Appendix A, Prepared Class F:

“Weight calculation example:

Subaru Sti (2.5 L) running 11 inch wheels.

Actual displacement (before overbore) 2457cc.

The formula would be: 0.75 for piston engine + 0.375 for forced induction + 0.075 for 4wd. Total weight factor is 1.2.

Calculated weight is 1.2 x 2457 = 2948 lbs (exceeds max limit)

Maximum calculated weight is 2500 lbs + weight penalty of 100 lbs for over 10” wheels

Total competition weight would be 2600 lbs”

5) Prepared: The GP Limited-prep listing for Ford Festiva ('78-'80) should read “Ford Fiesta.” *Comment:* the Festiva was not produced in '78-'80.

6) Per the PAC, the following new listings are added in CP, effective immediately upon publication:

Chrysler, Plymouth, & Dodge

Dakota 2WD ('87-'96)

Dakota 2WD ('97-'04)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Feb. 24, 2010

The Solo Events Board met by conference call February 24th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Divisional Steward Sam Karp; Dick Patullo 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 1/1/2011.

Comments regarding items published herein should be directed to seb@scca.com.

SAFETY

- The Solo Safety Committee met at the National Convention, with Kathy Barnes, Jan Rick, John Lieberman, Aruch Poonsapaya, and Bryan Nemy attending. The following issues were discussed:
 - Solo Safety Stewards have requested clarification of the continuing education requirements. This will be discussed in the next Safety Belt.
 - Divisional Solo Safety Stewards need to review their Division's license lists 60-90 days ahead of renewals.
 - Safety Steward Instructors need to keep the Divisional Solo Safety Stewards informed regarding attendees at classes—including for continuing education—in order to help the stewards to convert to the 3-year licenses.
 - Training at the Divisional level will become more of focus. All Divisional Solo Safety Stewards should be included on SSC conference calls.
 - The next Safety Belt deadline is April 16th.
 - Printed rule books are required for Annual Tech. Until the 2010 hardcopy book is available, the 2009 edition may be accepted.

STREET PREPARED

- The following rule change proposal has been recommended by the STAC and is published here for member comment: Change 15.10.Z to read as follows:

“Z. Any accessory pulleys and belts of the same type (e.g. V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars *may not alter crankshaft/supercharger drive ratio*. Alternate pulley materials may be used. Idle pulleys may be used for belt routing in place of items which the rules specifically allow to be removed, such as smog pumps and air conditioning compressors. They may serve no other purpose.”
- The SPAC is seeking member input regarding a group of reclassifications which are currently in a preliminary evaluation stage. These potential changes are as follows:
 - Move from ASP to BSP: Mazda RX7 ('93-'95), Porsche 911 non-turbo, Porsche 911 Club Sport, Porsche Carrera 2/4, Porsche 914/6, Porsche 924 turbo and n/a, Porsche 944 turbo and n/a, Porsche 968
 - Move from BSP to CSP: BMW M Coupe and Roadster, BMW Z3, Datsun/Nissan Z cars, Honda S2000, Mazda RX8
 - Move from CSP to DSP: Mercedes 190 ('84-'93), Audi TT

NOT RECOMMENDED

- Street tire classes (ref. 10-058) *Comment:* Classes for Stock cars on street tires may be offered at the Regional level. When a Region hosts a Divisional or National Tour event, it is free to include any Region-only classes which it normally offers, including street tire classes. The SAC believes that this best addresses the demand for street tire classes at this time.
- ST, E85 exclusion (ref. 09-756) *Comment:* E85 is legal for street use nationwide, and is a normal pump fuel.
- ST, CRX in STR (ref. 10-018) *Comment:* Per the STAC, the STR class is designed for rear-drive cars. The CRX is presently legal in STS, and is believed to be inconsistent with the STR class philosophy.
- ST wheel widths (ref. 10-044) *Comment:* Per the STAC, tire widths will be discussed with the ongoing reorganization effort.

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Porsche Boxster and Cayman (non-S) (2009-'10)	AS
Audi TT-S ('10)	BS
2. Stock: The BS listing for the BMW Z4 Coupe and Roadster (non-M) should read (2002-'10) instead of (2006-'10).
3. Street touring: For clarification purposes, add a new third sentence to 14.6.E, as follows: “*The diameter for replacement*

rotors is measured at the minimum outside dimension.”

4. Street Prepared:15.6.A is clarified to read as follows: “Any brake line, master cylinder, brake booster, or brake-proportioning valve *that meets the requirements of 3.3.3.B.12* may be used. This does not allow multiple separate master cylinders.”

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | March 24, 2010

The Solo Events Board met by conference call March 24th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Divisional Steward Dave Newman; Dick Patullo and Bob Lybarger of the BOD; Mari and Eric Clements; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. Absent was Iain Mannix. 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 1/1/2011.

Comments regarding items published herein should be directed to seb@scca.com.

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The event chairs, Eric and Mari Clements, reviewed the current list of recommended Chiefs with the SEB.
- The revised Supplemental Regulations were discussed and approved.
- The Sound policy was discussed. Competitors are reminded to be familiar with the requirements of Appendix I and the Nationals Supplementals. This policy is being implemented for 2010 at Pro and Tour events as well as at the National Championships in Lincoln.

SAFETY

- The following rule change proposal has been recommended by the PAC and is published here for member comment:
 - Change 3.3.2 to read as follows:

"3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. *The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.*

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car."

Note: this proposed wording also removes the sentence about the intent being to require rollbars with slicks. The PAC believes that sentence causes a good deal of confusion and doesn't add to the content of the rules.

GENERAL

- The previously-published proposal to amend Section 4.9 has been updated, and is now stated as follows:

"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES

In three consecutive years at the Solo National Championship a class must field a combined total (Open and Ladies) of at least seventeen (17) entrants or nine (9) different vehicles, or for the following year that class will be reviewed for action by the SEB. Changes to be considered may include, but are not limited to:

- a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category*
- b) addition of new makes/models*
- c) consolidation with another class or a portion thereof*
- d) restructuring*
- e) elimination*

This is not intended as the only criterion for class adjustments, additions, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes."

Comment: Due to the above proposed change and its implications, class B Modified is not considered by the SEB to be subject to 4.9-based changes for 2011.

- The SEB and SPAC are recommending the following rule change proposal, which is published here for member comment:

- Add a new definition to Section 12, as follows:

"12.17 Strut Bar

A transverse member connecting the front/rear or upper/lower suspension mounting points. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A three-point strut bar has a third attachment point to the chassis. All connections to the vehicle must be bolted; no connection point to the chassis can be welded."

STOCK

- The following rule change proposal has been recommended by the SAC and is published here for member comment:

- Add as a new subsection 13.2.G (and re-letter subsequent sections accordingly):

"G. Alternate shift knobs are allowed."

STREET TOURING

- The following rule change proposal has been recommended by the STAC and is published here for member comment:

- Change 14.3 to read as follows:

"14.3 TIRES

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

A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars.* Low volume and/or specialty tires will be specifically excluded below.

B. Tires may have section widths up to and including the following:

ST, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) - 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

C. Tires must have a minimum UTQG tread wear rating of 140 and a minimum molded tread depth of at least 8/32", as manufactured

D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa"

Note: The previous exception in 14.3 regarding "excluding 13.3.F" has been removed. Each tire model must thus be sold in at least four rim diameters with a total of at least six sizes.

- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:

- Change 14.2.G to read as follows:

"G. Strut bars (see Section 12) are permitted with all types of suspension, *subject to the following constraints:*

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A three-point strut bar may be removed, modified, or substituted; substitution may be with either a three-point or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the factory location.*
3. *Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."*

STREET PREPARED

- The following listing change has been recommended by the SPAC and is published here for member comment:
 - Change the ASP Porsche listing which currently reads "911 GT3" to read as follows (two separate lines):
 - 911 GT3 (996) ('04-'05)
 - 911 GT3, GT3RS (997) ('06-'10)
- Per the SPAC, the following previously-published (January 2010) proposed moves have been withdrawn:
 - Datsun 240/260/280Z from BSP to DSP
 - Honda Civic/CRX ('84-'87) from CSP to DSP
- The following groups of class change proposals has been recommended by the SPAC and are being published here for member comment:
 - Move from ASP to BSP:
 - Mazda
 - Rx-7 ('93-'95)
 - Porsche
 - 911 non-turbo
 - 911 Club Sport
 - Carrera 2/4
 - 914/6
 - 924 turbo & N/A
 - 944 turbo & N/A
 - 968
 - Toyota
 - MR2 turbo & N/A ('91-'95) *Note: remove N/A from CSP*
 - Move from BSP to CSP:
 - BMW
 - M3 (E46)
 - M3 (E36)
 - Datsun
 - 240Z
 - 260Z
 - 280Z
 - Honda
 - S2000
 - Mazda
 - RX-8
 - Move from CSP to DSP:
 - Mercedes
 - 190 ('84-'93)
 - Audi
 - TT 1.8T, FWD & Quattro ('98-June '06)
 - TT 3.2L, Quattro ('98- June '06)
 - TT 1.8T, 2.0T, 2.5T, FWD & Quattro (August '06-'10)
 - TT 3.2L Quattro (August '06-'10)
 - Change the listing in BSP for the following cars to have this form:
 - Datsun & Nissan
 - 280ZX, 280ZX Turbo, 300ZX, 300ZX Turbo ('84-'96)
 - The following rule change proposals have been recommended by the SPAC and are published here for member comment:
 - Add new subsection 15.2.P as follows:
 - "P. Interior rear view mirror and sun visors, and their mounting hardware (provided it serves no other purpose), may be removed or replaced."*
 - Add to the end of 15.2.M as follows:
 - "A clutch pedal stop may be added."*

- Change the fourth sentence of 15.9.C to read as follows:

“Longer or *or shorter battery* cables may be substituted to *facilitate* relocation.”

- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:

- Change 15.2.C to read as follows:

“C. Strut bars (see *Section 12*) are permitted with all types of suspension, *subject to the following constraints*:

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A three-point strut bar may be removed, modified, or substituted; substitution may be with either a three-point or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the factory location.*
3. *Except for standard parts, no connections to other components are permitted. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis. Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.*”

STREET MODIFIED

- The SMAC has recommended the following rule change proposal, which is published here for member comment:

- Change 16.1.S to read as follows:

“S. OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. *Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may serve no other purpose. All associated hardware may be removed, replaced or modified.*”

- SM competitors should note that the proposed changes elsewhere herein to Section 12 and 15.2.C also affect this category.

PREPARED

- The SEB has approved Zack Barnes as a new member of the PAC.
- The PAC has reviewed EP results for the 2009 Nationals and determined no weight adjustments will be proposed at this time. However, the PAC is requesting member feedback on potential changes to EP weight formulas and/or new car listings, to increase participation in the class. In particular, the PAC is interested in ways to encourage participation by newer vehicles.
- The PAC has reviewed the input regarding the following previously-published changes and is recommending SEB approval:
 - Change the listings in GP for Saab Sonett 1500, 1600, and 1700 to specify 16x7 maximum wheel sizes. (ref. 09-677)
 - Change 17.2.F to read as follows (ref. 09-633):

“F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver’s safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein.”

MODIFIED

- The MAC is still seeking member comment on the possibility of permitting Legends (and perhaps Dwarf) cars to compete in F Modified, or possibly in D Modified. See the December 2009 Fastrack, page 60, for details.
- The MAC is seeking member comment on the possibility of permitting the unconstrained use of ABS systems in the Modified classes. This allowance could be implemented only for DM and EM, and/or for any of the other applicable classes. Possible implementations could include weight penalties.

FORMULA JUNIOR

- The SEB welcomes new KAC member Tom Reynolds.
- Per the KAC, the following rule change proposal, which would be effective immediately upon approval by the SEB, is published here for member comment (ref. 09-640):

- Change 19.2.A.1.b to read as follows:

"19.2.A.1.b Engines

1. Briggs & Stratton Raptor.
 - A. FUEL: Gas or Methanol
 - B. WEIGHT: 265 lbs *for gas-fueled karts* and 270 lbs *for methanol-fueled karts*.
 - 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: Gas and Oil
 - B. WEIGHT: 305 lbs
 - C. CARBURETOR: Walbro WB3A.
 - D. EXHAUST: RLV SSX-V (4-hole).
3. Briggs and Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).
 - A. FUEL: Gas
 - B. WEIGHT: 285 lbs
 - C. Battery may be removed
4. Rotax Mini-Max
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 285 lbs.
 - C. Carburetor, clutch, radiator, and exhaust as supplied with engine from manufacturer. Exhaust and carburetor restrictors must *be* used in accordance with Rotax Mini-Max rules.
 - D. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.
 - E. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor."

Note: These changes essentially simply provide a weight adjustment of 10 lbs. across the board.

- The KAC has recommended the following change, which which would be effective immediately upon approval by the SEB, is published here for member comment (ref. 10-050):

- Change 19.2.A.2.b.3 to read as follows:

3. Comer K-80
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 235 lbs
 - C. Carburetor, exhaust and clutch as supplied with engine from manufacturer.

- The KAC has proposed the following change, which is published here for member comment (ref. 09-714):

- Replace 19.1.D.2 with the following:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a water-cooled single cylinder 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition and transmission parts must be CIK-FIA homologated except where otherwise specified. However, parts may be interchanged between model years of the SAME engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tires regulations of the SCCA Solo rules, Section 19.1, and incur a 35-lb. weight penalty.

- a. Cylinder: Polishing, grinding and cleaning of the port area are allowed. Resurfacing of cylinder mating surfaces is allowed. Reed block, reed cage and reeds are open. No ports may be added. Total exhaust duration must

- not exceed 199 degrees.
- b. Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc.
 - c. Induction: Air box required and must meet current or prior CIK homologation. The carburetor must meet current or prior CIK homologation, and not exceed 30.6 mm maximum bore.
 - d. Exhaust Pipe: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe.
 - e. Exhaust Silencer: Make and manufacturer are open spec. Must meet sound requirements.
 - f. Transmission: Transmission components must be standard parts. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the standard part. The outside diameter and tooth count of the replacement gears must be the same as the standard part. Grinding or polishing transmission parts to provide a better mesh is legal.
 - g. Ignition: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer.
 - h. Spark Plug: Must be stock, commercially available spark plugs. The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5mm; pitch X 1.25. Note this is checked with gasket or temp sending unit in place.
 - i. Crank, Rod and Flywheel: Crank, Rod, and Flywheel assembly must be standard parts. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing and small end bearing, piston, piston pin, ring and clips are all non-tech items.
 - j. Cooling: an electric water pump may be added to allow circulation of coolant while stationary. The pump, battery and associated plumbing shall serve no other purpose.
 - k. Shifting: Mechanical gearbox control only. No ignition interrupt systems are allowed.”

NOT RECOMMENDED

- Rear sway bar allowances (ref. 10-072) *Comment:* Regions are reminded that they can create their own classing structures, since the preparation level rules and class listings are not among the mandatory sections noted in 1.1. Regional programs are encouraged to do this to meet the needs of their constituencies and encourage program growth.
- Braided brake lines (ref. 10-105) *Comment:* See above re: 10-072

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:
Audi S4 ('10) BS
2. Stock: The Subaru STi Special Edition is covered by the existing listing in BS. (ref. 10-202)
3. Street Prepared: The DSP BMW listing which currently reads “328 & 300 (E46 chassis, non-M3)” is updated to read “323, 325, 328, 330 (E46) (except M3)”. *Note:* The 323 and 325 (E46) are presently not listed; this is a new listing for those models.
4. Street Prepared: The following new listing, effective immediately upon publication, is added to Appendix A:
BMW Coupe & Roadster (Z4) BSP
5. Prepared, Errors and Omissions: The PAC has determined that its 2009 wording change to 17.2.S unintentionally failed to continue the existing allowance of material substitutions for OE removable roof panels. To address that oversight, the fourth sentence of 17.2.S is corrected to read as follows:
“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 factory-original 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 in any direction.*”
6. Prepared: Per the PAC, front splitters and spoilers are permitted in all Prepared classes, and are subject to the 17.2.O allowances and limitations for front spoilers. *Note:* Appendix A includes additional splitter allowances for XP. (ref. 10-132)
7. Modified: All references to FSCCA should be changed to FE. All references to SRSCCA should be changed to ESR.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | April 28, 2010

The Solo Events Board met by conference call April 28th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo, Marcus Merideth, and Bob Lybarger of the BOD; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. Absent was Iain Mannix. 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 1/1/2011.

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

SAFETY

- The Solo Safety Committee met April 20th and discussed the following subjects:
 - Incident reports: Solo Safety Stewards and event officials are reminded that incident reports need to contain only facts (e.g. measurements, diagrams, etc.) regarding the incident, not opinions or conjecture regarding the cause(s).
 - Divisional Solo Safety Stewards may be requested to help obtain information which is missing from incomplete incident reports, if necessary.
 - Safety Stewards continuing education instructors need to be sure they send their lists of training attendees to their Divisional Solo Safety Stewards.
 - The helmet requirements for 2010 are as in the current Solo Rules.
 - Rule books are still required for Annual Tech. Regions are encouraged to make rule books available for Solo Safety Steward use.

GENERAL

- The SEB has an immediate opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com
- The following revision to a previously-published rule change proposal is provided here for member comment:
 - Add a new definition to Section 12, as follows (changes from the prior version are shown in italics):

"12.17 Strut Bar

A transverse member connecting the *upper or lower suspension mounting points, at the front or rear of the car*. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A *triangulated* strut bar has a third *area of attachment at the chassis, e.g. at the firewall/bulkhead*. All connections to the vehicle must be bolted; no connection point to the chassis can be welded."

STOCK

- The following class change proposal has been recommended by the SAC and is published here for member comment:
 - Move from GS to HS, Mazda Protégé MP3 ('01-'02)

STREET TOURING

- The STAC welcomes new committee member Brian Hanchey.
- The following revised version of a previously published rule change proposal has been recommended by the STAC and is published here for additional member comment:
 - Change 14.3 to read as follows:

"14.3 TIRES

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

- Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- Tires may have section widths up to and including the following:
 - ST, STS, STR (AWD) – 225 mm
 - STX (AWD), STU (AWD) – 245 mm

STR (2WD) - 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

- C. Tires must have a minimum UTQG tread wear rating of 140.
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa”

Note: This revision removes the minimum molded tread depth requirement.

- The following revised version of a previously published rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is provided here for member comment:

- Change 14.2.G to read as follows:

“G. Strut bars (see Section 12) are permitted with all types of suspension, *subject to the following constraints:*

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”

- The following additional rule change proposals have been recommended by the STAC and are published here for member comment:

- Delete 14.2.F. Per the STAC: This removes the original allowance for aftermarket body kits, wings, spoilers and other appearance items, whose original purpose (i.e. attract Sport Compact enthusiasts) is no longer relevant, and which a number of competitors were using for performance advantage.

- Modify 14.2.C to read as follows (ref. 10-127):

“C. Factory rub strips, emblems, mud flaps, *wings, bolt on front valance lips/spoilers, and fog lights* may be removed. *Fog lights that are an integral part of a main headlight or turn signal may not be removed*”

- Modify 14.10.E.4 to read as follows:

“4.) Be used in the same location(s), relative to the chassis, as the OE converter(s). *If the volume of the replacement catalyst substrate/core is smaller than the original, the replacement must fit entirely within the extent of the original*”.

STREET PREPARED

- The following listing change has been recommended by the SPAC and is published here for member comment:

- Move from BSP to ASP: Mitsubishi Lancer Evo VIII and Evo IX .

Per the SPAC: The committee puts forth this proposal based on member feedback from other car re-classification proposals that were largely triggered by requests to reclassify cars currently deemed uncompetitive in BSP. As a result of those proposals, the membership has voiced a concern about reshuffling most of the SP category due to “the domination of the Evo in BSP”. The SPAC has taken this feedback seriously and would like to provide some of the thinking behind this latest proposal.

- 1) BSP numbers have been on the decline since the Evo was added to BSP.
- 2) Without the EVO in BSP, the class has a widely diverse set of cars that have proven to be popular cars in Stock classes and even in BSP prior to the Evo. All indicators would show that BSP without the Evo would be a very strong and diverse class.
- 3) Since boost restrictions were lifted and E85 is more prolific, the performance of the Evo has increased more so than any other car in BSP. Power output now is reported to be somewhere near the 400whp range.

- 4) AWD cars are already in ASP and course/weather dependencies haven't shown a strong preference toward them. That said, regardless of class the Evo will likely be near the top if it rains. Classing the Evo should not be done solely for concern with regards to weather.
 - 5) While "spec" classes have proven to be successful (Miata in CSP for example), the numbers of Evos that have shown up at Nationals have been comparatively low.
 - 6) An AWD-only SP class is not a viable option as the Evo would still be the top car, and numbers of cars at nationals indicates that this class would not survive.
- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:

- Change 15.2.C to read as follows:

"C. Strut bars (see Section 12) are permitted with all types of suspension, *subject to the following constraints:*

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."

- The following updated version of the proposed SP classing realignment is provided here for further member review and comment:

- Move from ASP to BSP:

Porsche

911 non-turbo (NOC)
 911 Club Sport
 Carrera 2/4
 914/6
 924 turbo & N/A
 944 turbo & N/A
 968

Toyota

MR2 turbo & N/A ('91-'95) Note: remove N/A from CSP

- Move from CSP to DSP:

Mercedes

190 ('84-'93)

Audi

TT 1.8T, FWD & Quattro (1998-June 2006)
 TT 3.2L, Quattro (1998- June 2006)
 TT 1.8T, 2.0T, FWD & Quattro (Aug 2006-2010)
 TT 3.2L Quattro (Aug 2006-2010)

- Change the 280ZX and 300ZX listings in BSP to the following:

Datsun & Nissan

280ZX, 280 ZX Turbo

300ZX, 300ZX Turbo (1984-1996)

NOT RECOMMENDED

- Clone karts in Formula Junior (ref. 10-047)
- Steering wheel/airbag in ST (ref. 10-066)
- Air conditioning removal in ST (ref. 10-113). This is not considered consistent with the philosophy of the category.
- Aftermarket clutch, flywheel in ST (ref. 10-121) This is not considered consistent with the philosophy of the category.

- Ball joint replacement in ST (ref. 10-196) Such components could be used to relocate roll centers and this is not considered a desirable allowance.
- Corvette classing in ST (ref. 10-201) This does not fit in with the philosophy of the classes at this time.
- Rear sway bar allowances in Stock (ref. 10-072)
- Move E46 M3 to CS (ref. 10-098) The SAC believes this car is in an appropriate class for its performance potential.

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Ford Mustang GT ('10-'11)	FS
Ford Mustang V6 ('11)	FS
Ford Mustang GT500 ('11)	BS

2. Stock: Add the following to the end of 13.7.A.3: *"A bushing may be implemented as a bearing."*

3. Stock: The set of Ford Mustang listings in GS which read as follows:

Mustang (4-cyl Turbo & V6)
 Mustang (V6) (2010)
 Mustang SVO

are replaced with the following:

Mustang 4-cyl Turbo, V6 ('79-'93)
 Mustang v6 ('94-2004)
 Mustang v6 (2005-2010)
 Mustang SVO ('84-'86)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | May 26, 2010

The Solo Events Board met by conference call May 26th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo 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 1/1/2011.

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

GENERAL

- The SEB has an anticipated opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.
- The Midwest Division has an impending opening at the Divisional Solo Events Steward position (see Section I.3 in the Introductory Section of the Solo Rules). Individuals from that Division who are interested in applying for this position should submit their qualifications in writing to the SEB via www.sebscca.com.
- SEB member Mike Simanyi is now the SEB's liaison to the Solo National Championships event administrators.
- Nominations are requested for the Solo Driver of Eminence and Solo Cup awards. These should be sent to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposals are being recommended to the BOD by the SEB:
 - Change 17.2.F to read as follows (ref. 09-633):

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein."
 - In Appendix A – Prepared Class X, change the second bullet item following AWD specification in subsection 9.b. to read as follows:

"- Cars equipped with traction/stability control: + 50 lbs."
 - In Appendix A, Prepared Class X, replace subsection 4 with -

4. BRAKES

"Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

PREPARED

- The SEB has approved the addition of Fred Züst to the PAC.
- The following rule change proposal has been provided by the PAC and is published here for member comment:

Add the following wording to the end of rule 17.2.S. -

"Front hoods and engine covers may be vented and/or louvered. The total area for all vents and/or louvers on a vehicle may not exceed 500 square inches, 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 one half inch (1/2").

The location, number, and shape of vents and/or louvers is unrestricted provided they are fully contained on allowed

panels. For vehicles having original vents and/or louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch above the original surface. No additional scoops, cowls, bulges, or ducts are permitted, unless specified in Appendix A.”

MODIFIED

- The SEB has approved the addition of Mike Billings to the MAC.
- The following rule change proposals are published here for member comment:
 - In Appendix A, under Modified Class B, delete subsection G. Note: this will permit the FE (formerly FSCCA) and ESR (formerly SRSCCA) cars to fall back to being covered by subsection C.
 - Replace the last sentence of 18.1.C.2.f with the following: “Rear doors, if present, may be eliminated or changed as necessary. Front doors and door openings may be shortened.”
- Based on a lack of positive member input, the previously published proposal to allow unrestricted ABS systems in DM/EM is being withdrawn.

NOT RECOMMENDED

- Stock: Rear sway bar allowances (ref. 10-072)
- Stock: Sway bar end link mount (ref. 10-325). Per the SAC, the restriction on suspension geometry in 13.5.A.2 does not apply to end link attachment points because those are unrestricted per 13.7.A.1.
- Prepared: Wheel size allowances (ref. 10-332)
- Modified: Ladies class weight adjustments (ref. 10-197) The MAC views this change as unnecessary, given that drivers in the same class, running in the same group, have a lengthy history of successfully managing ballast changes.

TECH BULLETINS

1. Stock: per the SAC, section 13.2.I is clarified to read as follows (ref. 10-267):

“I. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal “harness bar” may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points to the chassis and is bolted at those locations. A ‘C’-type harness bar may also be used. It may have four bolted attachment points to the chassis (two primary, and two supporting connections to resist rotation).”
2. Stock: per the SAC, section 13.3.E is clarified to read as follows (ref. 10-283):

E. No *non-DOT* racing tire or recap (on any casing) may be used. Siping or re-grooving of tires is not permitted.
3. Stock: per the SAC, the shock bushing rule does not allow modifications (cutting, welding, drilling) to the upper mounting plate to facilitate installation of a bearing mount. See 13.5.B, last sentence. Implementation is up to the competitor, although not every allowance can be implemented for every vehicle. (ref. 10-327)
4. Stock: per the SAC, there is no specific allowance in the rules to disable TPMS. Only procedures described in the factory documentation are permitted.
5. Street Prepared: per the SPAC, addition of an attachment between a seat and a harness bar would constitute a 3rd mounting point, thereby rendering the harness bar non-compliant with the Solo Rules (ref. 10-267).
6. Street Prepared: per the SPAC: regarding the replacement of a concentric shock/spring combination where the spring is actually seated on a control arm, this is not considered legal as it would be changing the spring attachment point (ref. 10-273).
7. Street Prepared: per the SPAC, the language of the rulebook (15.7) does not preclude a sway bar from being routed through the body. Method of attachment is unrestricted and does not put limits on the bar’s location or method of attachment (ref. 10-273).
8. Street Prepared: per the SPAC, 15.2.F is clarified to read as follows (ref. 10-275):

“F. The driver and front passenger seats may be replaced, with the following restrictions: Seats must be securely mounted per 3.3.3.B.2. The seating surface must be fully upholstered. Any replacement seat must be a full back, bucket type automobile seat incorporating a functional headrest. Kart seats, low back dune buggy seats, and other similar types of seat are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. An alternate seat which replaces an air-bag equipped seat is not required to have an airbag.”

In conjunction, 15.2.H is clarified to read as follows:

"H. Airbags may be electrically disabled but not removed *unless explicitly allowed.*"

9. Street Prepared: per the SPAC, the ESP listing for the Subaru WRX is clarified as follows:

Subaru
Impreza WRX (non-Sti) ('02-'07)

10. Street Modified: per the SMAC, the last sentence in section 16.1.P is clarified to read as follows:

"Plastic under-trays, panels and covers below *the vehicle* may be removed or modified as necessary to facilitate other legal modifications, but may not added or enlarged."

11. Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, class G Prepared:

BMW
1600 ('68-'71) 1574 1575 13x7 1.65/1.38 56.5/56.5
Carburetion
Comp. ratio limited to 11.0, valve lift to .450"
Alt. intake manifold #CAM-6618

Toyota
Corolla ('71-'74) 1588 1590 15x7 1.61/1.42 57.9/57.5
Carburetion
Comp. ratio limited to 12.0, valve lift to .450

12. Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, class F Prepared:

BMW
1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-2010)
3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-2010)

13. Prepared: The following correction to the FP Appendix A listing for the BMW 3 series is effective immediately upon publication:

BMW
3 Series (6-cyl all, E46 chassis) (1999-2005)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 11-13, 2010

The Solo Events Board met in Kansas City June 11-13. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo of the BOD; Howard Duncan, 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 1/1/2011.

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

GENERAL

- The SEB has an anticipated opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.
- Nominations are requested for the Solo Driver of Eminence and Solo Cup awards. These should be sent to the SEB via www.sebscca.com.
- The following administrative rule change proposals are published here for member comment:

- Revise section V.E in Appendix E as follows:

V.E.

"Effective 1/1/09, following an initial one year licensing as a SSS, the SCCA Central Licensing Department shall issue a renewal application every three years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application and signature of the SSSI who presented the continuing education seminar. During each three year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal.

Effective 1/1/11, all SSS must complete the requirements for 3 year licensing not later than 2 years after initial licensing."

Also add to the end of V.F as follows:

"Continuing education requirements for SSSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year."

- Delete 3.3.3.A.3 (Rule book requirement for Annual Tech).
- Change 7.9.1 to read as follows:

"A clearly-visible line around its base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible and this inner edge will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed. <updated diagram>
- Change the second sentence of 2.3.B to read as follows:

"Any series of three or more course markers which are generally in a line..."
- Change the first sentence of 7.9.3 to read as follows:

"A 'DNF', or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the correct course route from the stage line through the timing start line, or for unnecessarily delaying the event."
- Change the second sentence of 7.9.2 to read as follows:

"If the competitor stops, he or she must proceed off course and will then be granted a rerun."

Also move the second paragraph of 7.9.2 to become a new third paragraph of 7.4, and reword its second sentence to read as follows:

"Failure to exit the remainder of the course at an appropriately reduced speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid

impeding the progress of the car following, and to ensure the event remains on schedule.”

Also change the first sentence of 7.4 to read as follows:

“Reruns will be granted only for timing failure, object on the course, or *red flag*, and will not be given because of mechanical or other failure of the competitor’s car.”

- The previously published proposal to change Section 4.9 has been withdrawn. In its place, the SEB is proposing to either take no action regarding this section, or do **one** of the following, effective 1/1/2012:
 - Remove 4.9 completely. Competitors should note that this does not prevent the SEB from following normal processes to adjust, consolidate, restructure, or eliminate classes; Section 4.9 provides a set of conditions under which they are required to consider action, but it does not constrain them from considering action under other circumstances.

OR

- Revise 4.9 to read as follows:

“If a class fails to field a combined total (Open and Ladies’) of at least seventeen (17) entrants for three consecutive years at the Solo National Championship, then for the following year that class will be *reviewed for action by the SEB*. Changes to be considered may include, but are not limited to:

- a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
- b) *addition of new makes/models*
- c) *consolidation with another class or a portion thereof*
- d) restructuring
- e) elimination

This is not intended as the only criterion for class adjustments, additions, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes.”

SAFETY

- The SSF and cornering speed information currently contained in Appendix E is to be moved to a new Appendix J, Reference Information. Subsequent Appendices will be re-lettered accordingly.
- Competitors are reminded that they cannot use any form of upper body restraints (including Turner belts) if the top of the driver’s helmet is above the top of the roll bar (see 3.3.1).

TIRE RACK SOLO NATIONALS

- Competitors in Modified classes should be prepared for the possibility of being weighed after their first and second runs, as well as after their third runs.

STREET TOURING

- Per the STAC, the following corrected version of the previously-published tire rule proposal is provided here for member review:

- Change 14.3 to read as follows:

“14.3 TIRES

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

- A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- B. Tires may have section widths up to and including the following:

- ST, STS, STR (AWD) – 225 mm
- STX (AWD), STU (AWD) – 245 mm
- STR (2WD) - 255 mm
- STX (2WD) – 265 mm
- STU (2WD). – 285 mm

- C. Tires must have a minimum UTQG tread wear rating of 140 *and a minimum molded tread depth of greater than 7/32", as manufactured.*
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa "

Note: the previous exception in 14.3 regarding "excluding 13.3.F" has been removed. Each tire model must be sold in at least four rim diameters with a total of at least six sizes.

- The SEB and STAC are considering whether the treadwear rating minimum in 14.3 should be 180 or 140. Discussions are ongoing and member input regarding this aspect is requested.

STREET PREPARED

- The SPAC and SEB are still seeking member feedback on the proposed reclassification of the Mitsubishi Evo from BSP to ASP.
- The SPAC has issued the following correction to their previously-published list of proposed reclassifications:
 - The BSP Datsun/Nissan listings for the 280ZX and 300ZX variants should read as follows:

Datsun/Nissan

280ZX, 280ZX Turbo (79-83)
300ZX, 300ZX Turbo (84-89)
300ZX, 300ZX Turbo (90-96)

- The following rule change proposal is published here for member comment:
 - Change 15.10.P to read as follows:

"P. Any metal clutch assembly, metal flywheel or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g. clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. *Replacement or substitution* of the slave cylinder is permitted, but does not allow non-original methods of clutch actuation (e.g. pull type versus push type)." (ref. #1426)

MODIFIED

- The following rule change proposals have been recommended by the MAC and are published here for member comment:
 - Add to Appendix A, Modified Class F, Section C.2.s (Solo Vee allowances) as follows:

"A device for locking out reverse gear may be used." (ref. #1386)
 - In Appendix A, Modified Class C, change item B under "Exceptions to the GCR..." to read as follows:

"B. For S2000 minimum weight with driver is as follows:
1280 lbs. for cast iron head and no cam change
1305 lbs. for aluminum head OR cam change"

KART / FJR

- The SEB has approved for implementation, effective immediately, the previously-published changes which add 10 lbs. across all of FJA, and reduce the weight for the Comer K80 (19.2.A.2.b.3) to 235 lbs. See the May Fastrack for details.

NOT RECOMMENDED

- Change to 2011 V6 Mustang classing in Stock (ref. #1440)
- Aftermarket axles in SP (ref. #1279)
- E85 prohibition (ref. #1546) Comment: This change would not be consistent with the SP fuel allowances. E85 is a readily available pump fuel.
- ST Toyo R1R tires (ref. #1342) Comment: Tires used in ST are monitored for appropriateness for the category and may be added to the exclusion list (14.3.C) at any time.
- Coil spring sliders in SP (ref. #1416) Per the SPAC, use of this device is not compliant with SP allowances. There are ways to accomplish this within the current rules such as helper springs, shortening shocks.

TECH BULLETINS

1. General: The clarification regarding Scott Russell linkages in Appendix F under General items is corrected to read as follows: "A Scott Russell linkage is a locating device similar to a panhard rod or a Watts linkage, which generally accompanies a solid axle rear suspension." (ref. #1414)
2. General: The section header for 1.5, SUPPLEMENTARY REGULATIONS, should not be underlined.
3. Stock: Regarding the removal of interior rear luggage covers and/or rear seat backs, the configurations specifically described in the Owner's Manual are permitted (ref. #1413, 1745).
4. Stock: Section 13.2.A specifically cites lights as a comfort and convenience item. Alternate lights are thus permitted, provided they meet the requirements of providing no performance advantage and no reduction in weight (ref. #1753)
5. Street Touring: Information regarding catalytic converter types and EPA labeling, as referenced in 14.10.E, can be found on the EPA's web site in this document: "What you need to know about using, installing, or buying aftermarket catalytic converters" at <http://www.epa.gov/otaq/cert/factshts/catcvrts.pdf>. In addition, California has recently moved to CARB certification for aftermarket cats, so a CARB "EO" number also meets the EPA labeling requirements (ref. #1439)
6. Street Touring: Section 14.10.D stipulates that downpipes may be replaced with alternate units that are emissions legal. A divorced downpipe does not directly alter the internal wastegate bypass function, rather it alters the flow after the valve and indirectly diverts less exhaust gas through the valve. 14.10.F states that the increased boost pressure is permitted from this function.
7. Modified: Add to the Appendix A, Modified Class C, the list of approved manufacturers for S2000:
"Shannon" (ref. 10-189)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | July 28, 2010

The Solo Events Board met by conference call July 28th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Richard Holden; MidDiv Divisional Solo Events Steward Marlene Obenaur; Dick Patullo of the BOD; Nancy Downing, 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 1/1/2011.

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

GENERAL

- The SEB thanks Iain Mannix for his service to the Club as an SEB member.
 - The following rule change proposal is being published for member comment:
 - Change the first sentence of 3.3.3.B.9 to read as follows:

“No excessive fuel, oil, water, or brake fluid leaks should be observed.” (ref. #2178)
 - The following revised version of a previously-published rule change proposal is provided here for member comment:
 - Change the title of 7.9.2 to “Displaced or Downed Pylons On Course”

Also change the second sentence of 7.9.2 to read as follows:

“If the competitor stops, he or she must proceed off course and will then be granted a rerun.”
- Also move the second paragraph of 7.9.2 to become a new third paragraph of 7.4, and reword its second sentence to read as follows:
- “Failure to exit the remainder of the course at an appropriately *reduced* speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner *in order to avoid impeding the progress of the car following, and to ensure the event remains on schedule.*”
- Also change the first sentence of 7.4 to read as follows:
- “Reruns will be granted only for timing failure, object on the course, or *red flag*, and will not be given because of mechanical or other failure of the competitor’s car.”

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The following wording change is being made to subsection O (Sound Policy) of the Supplemental Regulations:
 - Change the third sentence of the fourth paragraph to read as follows

“If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit subsequent runs in the vehicle until an adequate “repair action” is completed.” (ref. #2207)
- Note: this wording change will also be implemented in the Solo Rules, Appendix I, in the seventh paragraph under VIOLATIONS.

SAFETY

- The following group of rule change proposals (ref. #1412) is submitted here for member comment:
 - In 3.3.3.B.9, replace the sentence beginning “All oil lines passing through...” with the following:

“All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or *equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).”
 - In 16.1.D.3.a, replace the two sentences beginning with “Any fuel line(s) may be used...” with the following:

“Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal, or of metal braided hose or of metal braided hose or *equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings; or entirely covered and protected with a metal cover.”

- In 17.10.E.1, replace the two sentences beginning with "Any fuel line(s) may be used..." with the following:

"Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose *or equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover."

STREET TOURING

- The SEB has approved the addition of KJ Christopher to the STAC, and has approved Nick Jackson as the new STAC Chair.
- The SEB thanks Pat Washburn for his service to the STAC.

STREET PREPARED

- Per the SPAC, the previously-published proposal (May Fastrack) to split the Porsche 911 GT3 listing in ASP into separate lines for the 996 and 997 is being withdrawn. (ref. #1698).
- The following rule change proposal has been recommended by the SPAC and is published here for member comment:
 - Add to the end of 15.10.A as follows:

"Any power steering fluid cooler may be added." (ref. #1858)

PREPARED

- The following listing change proposals have been recommended by the PAC and is published here for member comment:
 - Change the wheel sizes for all variants of the Saab Sonett in GP from 16x6 to 16x7 (ref. 09-677)
 - Change the wheel sizes for the Saab 93/96 Sedan (see below) in GP from 16x6 to 16x7 (ref. 09-677)

NOT RECOMMENDED

- SP move of Honda CRX to FSP (ref. #1789) Per the SPAC, member feedback has already rejected the move of these cars to DSP. It is expected that moving them to FSP would also be strongly opposed.
- XP Forced induction multiplier (ref. #1446) This is under consideration for possible future action, and will be revisited following the Solo Nationals.

TECH BULLETINS

1. Stock: Per the SAC, the previously-published (April Fastrack) new listing in BS for the Audi TTS is corrected to read as follows (ref. #2083, 2097):

Audi
TT-S ('09-'10)
2. Street Touring: Per the STAC, the fifth sentence of 14.2.E is clarified to read as follows (ref. #1600):

"The modification may serve no other purpose (e.g. air intake, brake ducts, etc.)." Note: The superfluous "intent" clause in the original statement has been removed.
3. Street Prepared: A splitter which is visible when the front of the car is viewed directly from above does not meet the requirements of 15.2.I.1. (ref. #1869, 1920)
4. Street Prepared: Per the SPAC, 15.5.C does not allow replacement of an upper arm attachment point. The upper shock mount bracket in a '99 Camaro is also the upper control arm bracket and may not be modified or replaced. (ref. #1417)
5. Street Prepared: Per the SPAC, the ASP listing for the Porsche 911 GT3 is clarified to read as follows (ref. #1698):

Porsche
GT3 (996, 997 all)
6. Prepared: Per the PAC, the Mitsubishi Evolution listing in FP is corrected to read as follows (ref. #1800):

Lancer Evolution ('03-'06)
7. Prepared: Per the PAC, the following new listing (ref. #1280) is added to class GP:

Saab
93/96 Sedan
843cc (2-stroke) 1200 16x6 60/60
8. Prepared: Per the PAC, the 2010 listings for the Saab Sonett in GP are corrected to read as follows (ref. 10-016):

Saab
Sonett

1498cc	1600	16x6	60/60
1699cc	1800	16x6	60/60

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Aug. 25, 2010

The Solo Events Board met by conference call August 25th. Attending were SEB members Tina Reeves, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; Richard Holden; Dick Patullo of the BOD; Nancy Downing, 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 1/1/2011.

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

GENERAL

- The following administrative rule change proposals are published here for member comment:
 - Change the first sentence of 10.6.3 to read as follows:

“The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *one* week from notice to the parties and no later than four weeks from said notice.”
 - Change the second sentence of 10.2 to read as follows:

“For delayed protest decisions, an appeal and appropriate appeal fee must be received by the SD within *seven calendar* days of notification of the protest decision.”

DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposal is being recommended to the BOD for implementation 1/1/2011:
 - Eliminate in Appendix A the listing “(2) Weber DCOE carburetors on I.R. manifold w/ 30 mm chokes” as allowable carburetion for the Turner 1500 in G Prepared. (ref. #2308, 09-114)

STOCK

- Members interested in serving on the SAC should submit their qualifications in writing to the SEB via www.sebscca.com.
- Stock items reviewed by the SAC and SEB and not addressed elsewhere herein included: #2290.

STREET TOURING

- The pending proposals to change the ST bodywork rules, as previously published in earlier issues of Fastrack, are now being considered for an effective date of 1/1/2012.
- Members interested in serving on the STAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET PREPARED

- Members interested in serving on the SPAC should submit their qualifications in writing to the SEB via www.sebscca.com.

PREPARED

- Members interested in serving on the PAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET MODIFIED

- Members interested in serving on the SMAC should submit their qualifications in writing to the SEB via www.sebscca.com.

MODIFIED

- Members interested in serving on the MAC should submit their qualifications in writing to the SEB via www.sebscca.com.

FORMULA JUNIOR / F125

- Members interested in serving on the KAC should submit their qualifications in writing to the SEB via www.sebscca.com.

NOT RECOMMENDED

- Toyota XRunner classification in Stock (ref. #1824) Per the SAC, this vehicle does not meet the SSF requirements in Appendix E.
- Shelby American GT350 classification in Stock (ref. #1860) Per the SAC, this model does not meet the requirements of 13.0.
- Oil cooler allowances in Stock (ref. #1996) Per the SAC, this is seen as affecting performance, and is not consistent with Stock category philosophy.
- Roll bar installation in Stock Miata, 13.2.H (ref. #2123) Per the SAC, this is not consistent with category philosophy. The current allowances of 13.2.H are considered appropriate to the needs of the Stock category at this time.
- Move MR2 Spyder to ES (ref. #2393). Per the SAC, the MR2 Spyder is close in performance to the '99 Miata and would have a decisive advantage over current ES cars.
- Move Neon to HS (ref. #2397) Per the SAC, the 1st generation Neon has been demonstrated to be superior to many current GS cars, and is not a good fit for HS.
- Wider tire for 350Z in STR (ref. #1889) Per the STAC, performance in STR will be monitored and consideration will be given to items of this nature as the class achieves National status.

TECH BULLETINS

1. Stock: Per the SAC, members are reminded of the 3rd paragraph of section 13 (Stock Category), which states: "Except for modifications authorized below, Stock Category cars must be run as specified by the factory with only standard equipment as defined by these Rules." For example, section 13.2.I allows for up to four attachments between the harness bar and the chassis. No mention is made of attachments to any other component. Therefore attachment to any other component, such as the seat, is not allowed. (ref. #1868)
2. Stock: Per the SAC, the first sentence of the seventh paragraph of 13.0 is clarified to read as follows:
"Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, *fenders*, *trim pieces*, etc.) may be used provided they are essentially identical to the standard parts (e.g. have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit." (ref. #2413)

SOLO EVENTS BOARD

CLUB RACING BOARD MINUTES | October 5, 2010

The Solo Events Board met by conference call September 22nd. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; 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 1/1/2011.

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

GENERAL

- The SEB is seeking nominees for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards are found in the SoloRules in Appendix K, subsection V. Nominations should be submitted in writing via www.sebscca.com.
- The SEB has an opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.

DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published items have been recommended by the SEB to the Board of Directors. Effective date for all items shown herein is 1/1/2011.

GENERAL

- Change the last sentence of Appendix C, subsection A.2, to read as follows:

"In a closed car, *or an open car with a removable OE hardtop*, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."

- Change the second paragraph of 3.1 to read as follows:

"*Models and option packages* designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."

- Add to the end of 12.6.B as follows:

"...or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place."

- Change 3.3.2 to read as follows:

"3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. *The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.*

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car."

- Add a new definition to Section 12, as follows:

"12.17 Strut Bar

A transverse member connecting the upper or lower suspension mounting points, at the front or rear of the car. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A triangulated strut bar has a third area of attachment at the chassis, e.g. at the firewall/bulkhead. All connections to the vehicle must be bolted; no connection point to the chassis can be welded."

- Revise section V.E in Appendix E as follows:

V.E.

"Effective 1/1/09, following an initial one year licensing as a SSS, the SCCA *Central* Licensing Department shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application *and signature of the SSSI who presented the continuing education seminar*. During each three year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal.

Effective 1/1/11, all SSS must complete the requirements for 3 year licensing not later than 2 years after initial licensing."

Also add to the end of V.F as follows:

"Continuing education requirements for SSSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year."

- Delete 3.3.3.A.3 (Rule book requirement for Annual Tech).

- Change 7.9.1 to read as follows:

"A clearly-visible line around its base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible and this inner edge will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed."

- Change the second sentence of 2.3.B to read as follows:

"Any series of three or more course markers which are generally in a line..."

- Change the first sentence of 7.9.3 to read as follows:

"A 'DNF', or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event."

- Change 7.9.2 to read as follows:

"7.9.2 Displaced or Downed Pylons on Course

*A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed *off course* and will then be granted a rerun. However, if the competitor completes the run, the time will stand."*

In conjunction with the above, change 7.4 to read as follows:

"7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, or red flag, and will not be given because of mechanical or other failure of the competitor's car. A minimum of five minutes must have elapsed before a competitor may take a rerun.

Pylon penalties are not carried over to the rerun. A DNF on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will

be granted a rerun if appropriate. Failure to exit the remainder of the course at an *appropriately reduced speed* (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner *in order to avoid impeding the progress of the car following*, and to ensure the event remains on schedule.”

- Change the first sentence of 3.3.3.B.9 to read as follows:
“No excessive fuel, oil, water, or brake fluid leaks should be observed.”
- Change the second sentence of 10.2 to read as follows:
“For delayed protest decisions, an appeal and appropriate appeal fee must be received by the SD within *seven calendar days* of notification of the protest decision.”
- Change the first sentence of 10.6.3 to read as follows:
“The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *seven calendar days* from notice to the parties and no later than four weeks from said notice.”

SAFETY

- Change 3.3.3.B.9 as follows:
Replace the sentence beginning “All oil lines passing through...” with the following: “All oil lines passing through the driver/passenger compartment shall be made of metal braided hose *or equivalent (for example Nomex, Kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).”

STOCK

- Move from FS to DS and clarify listing as follows:
“BMW 335i ('07-'10), 335i xDrive ('07-'10), & 335d ('09-'10)”
- Move from GS to HS:
Dodge/Plymouth Neon 2.0L ('00-'05).
- Add as a new subsection 13.2.G (and re-letter subsequent sections accordingly):
“G. *Alternate shift knobs are allowed.*”
- Move from GS to HS:
Mazda Protégé MP3 ('01-'02)

STREET TOURING

- Change 14.2.G to read as follows:
“G. Strut bars (see Section 12) are permitted with all types of suspension, subject to the following constraints:
 1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
 2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
 3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
 4. *Except for standard parts, no connections to other components are permitted.*Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”
- Modify 14.2.C to read as follows:
“C. Factory rub strips, emblems, mud flaps, wings, bolt on front valance lips/spoilers, and *fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*”

- Modify 14.10.E.4 to read as follows:

"4.) Be used in the same location(s), relative to the chassis, as the OE converter(s). *If the volume of the replacement catalyst substrate/core is smaller than the original, the replacement must fit entirely within the extent of the original*".

- Change 14.3 to read as follows:

"14.3 TIRES

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

- A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- B. Tires may have section widths up to and including the following:
 - ST, STS, STR (AWD) – 225 mm
 - STX (AWD), STU (AWD) – 245 mm
 - STR (2WD) - 255 mm
 - STX (2WD) – 265 mm
 - STU (2WD) – 285 mm
- C. Tires must have a minimum UTQG tread wear rating of 140 *and a minimum molded tread depth of greater than 7/32", as manufactured.*
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa"

STREET PREPARED

- Change the 4th sentence of 15.1.C to read as follows:

"The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts *and specifications* of these units may not be interchanged."
- Change the second sentence of 15.1.C to read as follows:

"The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, *welded*, or otherwise changed to facilitate the UD/BD allowance."
- Add new subsection 15.2.P as follows:

"P. *Fog lights may be removed.*"
- Move from DSP to FSP:

Fiat 124 ('66-'74)
- Add new listing in DSP:

"Honda CRX Si & Civic Si ('84-'87)"
- Move 16V Saturn cars from DSP to FSP, with the listings in FSP to read as follows:

"Saturn
SL ('91-'95) & SW ('93-'95) & SC ('91-'96)
SL ('96-'99) & SW ('96-'99) & SC ('97-'00)
SL ('00-'02) & SW ('00-'02) & SC ('01-'02)"
- Change 15.10.Z to read as follows:

"Z. Any accessory pulleys and belts of the same type as standard (e.g. V-belt, serpentine) may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars *may not alter crankshaft/supercharger drive ratio*. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed, such as smog pumps and air conditioning compressors. They may serve no other purpose."
- Add new subsection 15.2.Q as follows:

"Q. *Interior rear view mirror and sun visors, and their mounting hardware (provided it serves no other purpose), may be removed or replaced.*"
- Add to the end of 15.2.M as follows:

"A *clutch pedal stop may be added.*"

- Change the fourth sentence of 15.9.C to read as follows:
 “Longer or shorter battery cables may be substituted to facilitate relocation.”
- Change 15.2.C to read as follows:
 “C. Strut bars (see Section 12) are permitted with all types of suspension, subject to the following constraints:
 1. A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.
 2. A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.
 3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.
 4. Except for standard parts, no connections to other components are permitted.

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”

- Move from ASP to BSP:
 - Porsche
 - 911 non-turbo (NOC)
 - 911 Club Sport
 - 911 Carrera 2 and Carrera 4
 - 914 / 6
 - 924 turbo & N/A
 - 944 turbo & N/A
 - 968
 - Toyota
 - MR2 turbo & N/A ('91-'95)
- Note: remove N/A from CSP*

- Move from CSP to DSP:
 - Mercedes
 - 190 ('84-'93)
- Change 15.10.P to read as follows:
 “P. Any metal clutch assembly, metal flywheel or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g. clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. *Replacement or substitution* of the slave cylinder is permitted, but this does not allow non-original methods of clutch actuation (e.g. pull type versus push type).”
- Add to the end of 15.10.A as follows:
 “Any power steering fluid cooler may be added.”

STREET MODIFIED

- Add to Appendix A, Street Modified Category, Engine Classifications:
 “4. *Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight of 2900 lbs. for SSM and 3100 lbs for SM. Category weight adjustments (e.g. for tire size) are allowed.*”
- Change 16.1.S to read as follows:
 “S. OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. *Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may serve no other purpose.* All associated hardware may be removed, replaced or modified.”
- Change 16.1.D.3.a as follows:

Replace the two sentences beginning with "Any fuel line(s) may be used..." with the following: "Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal, of metal braided hose, or of metal braided hose or *equivalent* (for example *Nomex, Kevlar, or nylon braided hose*) with AN Series threaded couplings, or entirely covered and protected with a metal cover."

PREPARED

- Add the following listing items for Appendix A, GP Limited-Preparation:

"BMW

1600 ('68-'71) - 1574 - 1575 - 13x7 - 1.65/1.38 - 56.5/56.5

Carburetion

Comp. ratio limited to 11.0, valve lift to .450"

Alt. intake manifold #CAM-6618

Toyota

Corolla ('71-'74) - 1588 - 1590 - 15x7 - 1.61/1.42 - 57.9/57.5

Carburetion

Comp. ratio limited to 12.0, valve lift to .450"

- Change 17.2.F to read as follows:

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps, intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers, and superchargers* may not intrude into the clearance areas authorized herein."

- In Appendix A – Prepared Class X, change the second bullet item following AWD specification in subsection 9.b. to read as follows:

"- Cars equipped with traction/stability control: + 50 lbs."

- In Appendix A, Prepared Class X, replace subsection 4 with -

4. BRAKES

"Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

- Add the following wording to the end of rule 17.2.S.

"Front hoods and engine covers may be vented and/or louvered. The total area for all vents and/or louvers on a vehicle may not exceed 500 square inches, 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 one half inch (1/2").

The location, number, and shape of vents and/or louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents and/or louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch above the original surface. No additional scoops, cowls, bulges, or ducts are permitted, unless specified in Appendix A."

- Change 17.10.E.1 as follows:

Replace the two sentences beginning with "Any fuel line(s) may be used..." with the following: "Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose or *equivalent* (for example *Nomex, Kevlar or nylon braided hose*) with AN Series threaded couplings or entirely covered and protected with a metal cover."

- Change the wheel sizes for all variants of the Saab Sonett in GP from 16x6 to 16x7
- Change the wheel sizes for the Saab 93/96 Sedan in GP from 16x6 to 16x7

- Remove "(2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s)" as one of the allowable carburetion items for the Turner 1500 in G Prepared.

MODIFIED

- Change 3.8.E to read as follows:
 - "E. Formula SAE (FSAE) - *Applicable* Formula SAE specifications."
- Add as a new 3rd sentence in subsection C.2.m in Appendix A, Modified Class F, as follows:
 - "A reverse gear is not required."
- Replace the fourth paragraph of 18.0 with the following:
 - "The exhaust system/length of a car 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 devices 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."*
- In Appendix A, under Modified Class B, delete subsection G.
 - Note:* This will permit the FE (formerly FSCCA) and ESR (formerly SRSCCA) cars to fall back to being covered by subsection C.
- Replace the last sentence of 18.1.C.2.f with the following:
 - "Rear doors, if present, may be eliminated or changed as necessary. Front doors and door openings may be altered to accommodate legal wheelbase changes."*
- Add to Appendix A, Modified Class F, Section C.2.s (Solo Vee allowances) as follows:
 - "A device for locking out reverse gear may be used."*
- In Appendix A, Modified Class C, change item B under "Exceptions to the GCR..." to read as follows:
 - "B. For S2000 minimum weight with driver is as follows:
1280 lbs. for cast iron head and no cam change
1305 lbs. for aluminum head OR cam change"*

KART

- Add as a new item at the start of Section 19, before the item beginning "Data acquisition systems..." as follows:
 - "If a modification is not specifically authorized in this or previous applicable sections of these Rules, it is not allowed."*
- Revise 19.1.A.5 to read as follows:
 - "5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent said weight from becoming separated from kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16" or 8mm Grade 5 bolt, or larger, must be used along with a locking nut, pinch nut, double nut or safety wire. No more than 5 lbs. of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."*
- Replace 19.1.D.2 with the following:
 - "2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a water-cooled single cylinder 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition and transmission parts must be CIK-FIA homologated except where otherwise specified. However, parts may be interchanged between model years of the SAME engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tires regulations of the SCCA Solo rules, Section 19.1, and incur a 35-lb. weight penalty.*
 - a. Cylinder: Polishing, grinding and cleaning of the port area are allowed. Resurfacing of cylinder mating surfaces is allowed. Reed block, reed cage and reeds are open. No ports may be added. Total exhaust duration must not exceed 199 degrees.
 - b. Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc.
 - c. Induction: Air box required and must meet current or prior CIK homologation. The carburetor must meet

current or prior CIK homologation, and not exceed 30.6 mm maximum bore.

- d. Exhaust Pipe: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe.
- e. Exhaust Silencer: Make and manufacturer are open spec. Must meet sound requirements.
- f. Transmission: Transmission components must be standard parts. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the standard part. The outside diameter and tooth count of the replacement gears must be the same as the standard part. Grinding or polishing transmission parts to provide a better mesh is legal.
- g. Ignition: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer.
- h. Spark Plug: Must be stock, commercially available spark plugs. The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5mm; pitch X 1.25. Note this is checked with gasket or temp sending unit in place.
- i. Crank, Rod and Flywheel: Crank, Rod, and Flywheel assembly must be standard parts. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing and small end bearing, piston, piston pin, ring and clips are all non-tech items.
- j. Cooling: an electric water pump may be added to allow circulation of coolant while stationary. The pump, battery and associated plumbing shall serve no other purpose.
- k. Shifting: Mechanical gearbox control only. No ignition interrupt systems are allowed.”

STOCK

- Members interested in serving on the SAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET TOURING

- In light of further member input received since its prior meeting, and per the unanimous recommendation of the STAC, the SEB has reconsidered its earlier decision and is recommending the following change to the BOD, effective **1/1/2011**:
 - Delete 14.2.F
- Members interested in serving on the STAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET PREPARED

- Per recommendation of the SPAC, the pending proposal to move the Mitsubishi Evo from BSP to ASP has been tabled.
- Per recommendation of the SPAC, the following additional previously-published proposals have been tabled:
 - Move from BSP to CSP:

- BMW
 - M3 (E46)
 - M3 (E36)
- Datsun
 - 240Z
 - 260Z
 - 280Z
- Honda
 - S2000
- Mazda
 - RX-8

Comment from the SPAC: moving these cars would not make them any more competitive in CSP than in BSP. At Lincoln the playing field appears to have been leveled between the Evos and the other cars in the class. In addition, cars such as the M3 and RX8 are dissimilar to the rest of CSP.

- Change the 280ZX and 300ZX listings in BSP to the following:
 - “Nissan/Datsun
 - 280ZX, 280ZX Turbo ('79-'83)
 - 300ZX, 300ZX Turbo ('84-'89)
 - 300ZX, 300ZX Turbo ('90-'96) “

Comment from the SPAC: The original intent was to merge all the Zs onto generation lines. The only feedback received on the proposal was that there have long been '90-'96 300ZX NA cars running in ESP. We do not want to disenfranchise these competitors.

- Move from CSP to DSP:

Audi

- TT 1.8T, FWD & Quattro ('98-June '06)
- TT 3.2L, Quattro ('98- June '06)
- TT 1.8T, 2.0T, 2.5T, FWD & Quattro (August '06-'10)
- TT 3.2L Quattro (August '06-'10)

Comment from the SPAC: The only letters received in this regard were against one or more of the TT's going to DSP. Initial thoughts were that the TT was similar to the R32 already in DSP, but looking closer, the TTs have the potential for more performance than first thought and we would be better off not possibly upsetting a popular class.

- Members interested in serving on the SPAC should submit their qualifications in writing to the SEB via www.sebscca.com.

PREPARED

- Members interested in serving on the PAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET MODIFIED

- Members interested in serving on the SMAC should submit their qualifications in writing to the SEB via www.sebscca.com.

MODIFIED

- The following rule change proposal is published here for member comment:
 - In Appendix A, under Modified Class F, change subsection C.2.r to read as follows:

"r) Valve covers are unrestricted and *must* be bolted on."
- Due to the continuing discussions regarding changes to Section 4.9, class B Modified is not considered by the SEB to be subject to 4.9-based changes at this time.
- Members interested in serving on the MAC should submit their qualifications in writing to the SEB via www.sebscca.com.

FORMULA JUNIOR / F125

- Members interested in serving on the KAC should submit their qualifications in writing to the SEB via www.sebscca.com.

TECH BULLETINS

1. Errors and Omissions: The following items were approved for 2010 implementation, but were inadvertently omitted from the Solo Rules. They will be added for 2011.
 - Revise 13.2.I to read: "Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points and is bolted at those locations. A "C" type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) *Truss type harness bars are not allowed.*"
 - Change the 4th sentence of 15.1.C to read as follows: "The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts *and specifications* of these units may not be interchanged."
 - Add to the end of the specifications under Supplemental Class Street Modified Front Wheel Drive (SMF) as follows: "Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM."

SOLO EVENTS BOARD

SEB MINUTES | Oct. 27, 2010

The Solo Events Board met by conference call October 27th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; BOD members Dick Patullo and John Sheridan; Doug Gill, Nancy Downing, Brian Harmer and Ryan Miles 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 1/1/2012

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

GENERAL

- In addition to those items reflected elsewhere in these and last month's minutes, the following member items regarding General and Event Operations matters have been reviewed by the EOC and SEB: #'s 2011, 2016, 2017, 2051, 2273, 2293, 2295, 2454, 2462, 2468, 2562, 2563, 2572, 2666. The SEB and EOC thank these members for their input.

DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.

STOCK

- A vacancy is anticipated on the SAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- In addition to those items reflected elsewhere and in last month's minutes, the following member items regarding Stock category matters have been reviewed by the SAC and SEB: #2316. The SEB and SAC thank this member for his input.

STREET TOURING

- The BOD has directed the SEB to further discuss the proposal to delete 14.2.F. The proposal has been referred back to the STAC.
- In addition to those items reflected elsewhere in these and last month's minutes, the following member items regarding Street Touring category matters have been reviewed by the STAC and SEB: #'s 2188, 2201, 2481, 2496. The SEB and STAC thank these members for their input.

STREET PREPARED

- Vacancies are anticipated on the SPAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.
- Per the SPAC, the following class listing change proposal is being presented for member review and comment:
 - Move from CSP to DSP:
Datsun Roadster (1500, 1600, & 2000)

PREPARED

- Per the PAC, the following rule change proposals are being presented for member review and comment:
 - Add the following to Appendix A for Prepared Class C:
"Stock front subframes attached by removable fasteners may be modified and/or replaced without penalty, as long as the modified/replaced subframe meets all requirements specified in Section 17, with the exception of 17.2.D."
(ref. #2687) Comment: The intent of this proposal is to allow the use of commonly available bolt-on front subframes (commonly referred to as K-members) without penalty.
 - Change the weight formulas in Appendix A, Prepared Class D to read as follows:
*"Weight formulas (lbs):
Engines with displacement less than or equal to 1667cc:
1.06 x displacement (cc)
Engines with displacement greater than 1667cc:
0.91 x displacement (cc) plus 250 lbs"*
(ref. #2733) Comment: The purpose of this proposal is to help increase participation in DP. The proposed 4% minimum

weight reduction better aligns the weight of DP cars with their CSP equivalents. It also brings DP weights in closer alignment with E Production listings in the GCR, which would facilitate the future addition of E Production Limited Prep vehicles to DP.

- Change 17.4, subsections H and J, to read as follows:

H. For class EP, wheels up to 7" in width are allowed with no penalty.

- 1. Wheels greater than 7", and up to 10" in width will receive a 75 lb. penalty.*
- 2. Wheels greater than 10" wide will receive a 150 lb. penalty.*

J. For classes DP and FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty.

(ref. #2734) Comment: This proposal eliminates the penalty in DP for wheels up to 10" wide, and reduced the penalty for wheels wider than 10". The intended purpose of this proposal is to provide a smoother migration path from CSP to DP and address the issue that new tire development is increasingly focused on wider wheels.

MODIFIED

- The MAC and SEB are aware of the ongoing CRB and BOD discussions regarding legalizing 600cc motorcycle engines in Club Racing's F500 class, and of member concern about the potential effects of this action on the Solo F Modified class. The committee and SEB will be prepared to address such concerns if and when GCR changes to F500 are finalized. (ref. #2065, 2804, 2834)
- Per the MAC, the following rule change proposal is presented for member review and comment:
 - In Appendix A under MODIFIED CLASS B (BM) change subsection F to read as follows:

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current GCR with the following Solo allowances:

- 1) Wings front and rear shall not exceed sports racer maximum aero height.*
- 2) Front wings shall not exceed overall front width as measured at the tires, and width of rear wings shall not exceed 43.33". Vertical Gurney flaps on endplates are not included in these widths.*
- 3) Sidepod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).*
- 4) Ground sealing is permitted on cars 66" or wider at the rear tires and which also meet a weight of 1180#.*

Also change the last sentence of subsection H to read: "All cars must prepare to Formula Atlantic aerodynamic rules as specified in F." (ref #2660, 2706, 2719)

- In addition to those items reflected elsewhere in these and last month's minutes, the following member item regarding Modified category matters has been reviewed by the MAC and SEB: #'s 2231. The SEB and MAC thank this member for his input.

FORMULA JUNIOR / F125

- A vacancy is anticipated on the KAC. Members interested in serving on this committee should submit their qualifications in writing to the SEB via www.sebscca.com.

NOT RECOMMENDED

- OE Roll bar removal in Stock (ref. #2402) The SAC feels it is not appropriate to allow such a modification in the Stock category.
- Colt Turbo listing in ST (ref. #2639) The STAC feels this car is appropriately classed.
- Corvette classing in ST (ref. #2731) The STAC does not feel this addition would be consistent with class philosophy.
- Fender liner removal in ST (ref. #2858) The STAC believes this change would not be consistent with category philosophy.
- 2nd-generation MR2 Turbo classing in STR (ref. #2960, 3032) The STAC feels the addition of this car would not be consistent with class philosophy.
- Methanol injection in SP (ref. #2254) This is not felt to be consistent with category philosophy.
- Honda Civic Si move to FSP (ref. #2379) Per the SPAC, the car is appropriately classed in DSP.
- CRX/Civic listings in GP (ref #2498) Per the PAC, the Limited Prep classing for GP is based on specifications developed over an extended period of time by the Club Racing Board, who saw fit to keep the CRX and Civic listing separated. The PAC is concerned about the possible unintended consequences of combining these listings, as sees no compelling reason

to do so at this time.

- GP Limited-prep competitive adjustments (ref. #2694) Per the PAC, after thorough review of GP results from the 2010 Solo Nationals, the committee doesn't see any compelling evidence of dominance by the Limited Prep cars. Other than a 2 second margin of victory by the winning driver, times and placings appear to be well distributed between "new" and "old" GP cars. It's also worth noting that other Solo champions had similar winning margins (e.g. Mike Maier in CP), which indicates the GP winner may have simply driven very well.

The PAC recommends monitoring the situation in GP, to watch for the development of a statistically significant trend of dominance by Limited Prep cars.

- EP/DP classing changes (ref. #2717) After considerable discussion, the PAC feels the RWD cars currently classed in EP are a better fit in their current class than they would be in DP. The PAC continues to monitor the relative competitiveness of various vehicles in EP.
- Yaris reclassification to GP (ref. #2808) After considerable discussion, the PAC is not in favor of classing the Toyota Yaris or other current vehicles in GP, due to the wide disparity in technology between the Yaris and every other car currently classed in GP. Thus far, the CRB has chosen to class three current vehicles in H Production Limited Prep - the Toyota Yaris, Honda Fit, and Mini Cooper. Only a single Yaris was present at the 2010 Club Racing Runoffs, so there isn't much data available to verify the validity of the GCR listings for these vehicles in a road racing setting, let alone determine they are a good fit for competition with current GP Solo cars. It's important to note that classing the Yaris in GP wouldn't be a re-classification, it would be a new listing, as the Yaris would be a Limited Prep vehicle in GP, subject to a different set of allowances than those available in EP. Therefore, the Yaris, Fit, and/or Mini Cooper could be added to GP under Limited Prep rules at any time in the future, as sufficient data is available to better evaluate competitiveness as compared to current GP cars.
- V8 S10 in CP (ref. #2998) Per the Pac, since the S10 was never manufactured with a V8 engine, allowing a V8 swap for the vehicle would require modifying the CP rule that requires engine swaps to have the same number of cylinders as the OE engine. The PAC feels that such a loosening of the engine swap rules would have significant unintended consequences.
- FJ Minimum weights (ref. #1628). The KAC feels that in FJB the only fair thing to do is set a weight based on average weight for kids in this age group. Unfortunately the lighter drivers may need as much as 50 lbs. or more to make weight, like it or not. As far as strength goes, there is no way of determining how much strength a driver has. Therefore, we can't realistically adjust weight for these situations. Many underweight Junior drivers have already dealt with this same problem in the past, so it is not insurmountable.

TECH BULLETINS

1. Event Operations: The following clarification is being made to the recently-approved Section 7.9.2: Change the second sentence to read as follows: "If the competitor stops, he or she must proceed *per Section 7.4*, and will then be granted a rerun." (ref. #2267)
2. Event Operations: The former second paragraph of 7.9.2 was inadvertently omitted from the published proposal and is intended to remain in that section. It should read as follows: "Reruns for displaced or downed cones after the timing finish line will only be given at the discretion of the Chief Steward."
3. Event Operations: The first sentence of the new 7.4 is clarified to read "Reruns will be granted only for timing failure, object on the course, *red flag*, or for other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car." (ref. #2405, #2638)
4. Per the SAC, the Neon listings in GS are clarified to read as follows (ref #2436):
 - Chrysler Neon ('95-'99) N/A
 - Dodge Neon ('95-'99) N/A
 - Plymouth Neon ('95-'99) N/A
5. Per the SAC, the following new listings, effective immediately upon publication, are added to Appendix A:
 - Cadillac XLR AS (ref. #2866)
 - Chevrolet Cruze HS (ref. #2867)
 - Volkswagen Golf TDI HS (ref. #3025)
 - Honda CR-Z (2011) HS (ref. #3026, 3192, 3201, 3204, 3206, 3232)
6. Per the SAC, the VW Jetta listing in HS is change for clarification from "Jetta (1.9L TDI) (2005-06)" to the following:
 - Volkswagen Jetta TDI (2005-06, 2009-11) (ref. #2915)
7. Per the STAC, the following clarification is provided: Add a new third sentence to 14.7 which reads: "*This does not authorize the cutting of holes to route the bar or links.*" (ref #2714)
8. Per the SPAC, the following new listings, effective immediately upon publication, are added to Appendix A:
 - Infiniti G20 FSP (ref. #2280)

Ford Mustang S-197 ('05-'11)	ESP (ref. #1732)
Chevrolet Camaro ('10-'11)	ESP
Dodge Charger ('06-'10)	ESP
Dodge Challenger ('08-'10)	ESP

9. Per the SPAC, 15.2.C permits more than one transverse lower suspension brace, but those braces may not be connected to each other (ref. #2505)
10. Per the SPAC, in the previously-published clarification to 15.2.I.1 regarding splitters, the reference to the front of the car means the leading edge of the front bumper. (ref. #2551)
11. Per the SPAC, 15.7 specifically disallows cutting of holes to route a sway bar or links. The SPAC also feels that the language of the rulebook does not preclude the sway bar from being routed through the passenger compartment. Method of attachment is unrestricted and does not put limits on the bar's location or method of attachment. (ref. #2939, 10-273)
12. Per the SPAC, as to the replacement of a concentric shock/spring combination where the spring is actually seated on a control arm, the committee feels that this is not legal per 15.8.A, as it would be changing the spring attachment point. (ref. #2939, 10-273)
13. Errors and Omissions, SP: The listing for the Kia Forte Koup is mistakenly in ESP, due to a typo in the original Fastrack publication of its initial classification. The car should be listed in DSP. (ref. #2942)
14. Errors and Omissions, SP: The following previously-withdrawn item was inadvertently left in the list of changes which were sent to the BOD: move the Honda Civic/CRX ('84-'87) from CSP to DSP.
15. Formula 125: The following correction, per the KAC, is being made to the 19.1.D.2 changes recently approved for 2011 by the BOD: 19.1.D.2.b should read as follows: "Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc as measured with a LAD tool. *Marvel Mystery Oil is the required fluid.*"
16. Errors and Omissions: The following item was approved for 2010 but inadvertently omitted from the rule book: Under "Formula Junior Class B" add as follows:

"19.2.A.2.b.4.B Restrictor: A specific restrictor must be installed in the intake manifold at the carburetor attachment location. The restrictor has a center hole of 0.475 inch. Contact the SCCA Solo Competition Manager's office to obtain a restrictor."

Restrictors for the Briggs World Formula, and device dimensions, are available through the SCCA Solo Competition Manager's office at SCCA's Headquarters. Note that mention of the required use of a specific restrictor for that engine in the FJB class was an omission from the 2009 rule book, page 270. Use of the World Formula engine in FJB is not legal without the restrictor. The guide for use of the restrictor will be available online in the 'Solo Cars and Rules' section with the Formula Junior (Karting) Guidelines."