

SOLO EVENTS BOARD MINUTES

SEB MINUTES | November 19, 2008

The Solo Events Board met by conference call November 19th. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Chris Dorsey, and Ron Bauer; Lisa Noble of the BOD; and Doug Gill, Nancy Downing, Howard Duncan, and Brian Harmer of the National Staff. Absent were Erik Strelnieks and Donnie Barnes. 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 1/1/2010.

Comments regarding items published herein should be directed to

GENERAL

- The Site Acquisition Committee remains available to Regions as a resource, and the SEB thanks them for their valuable work in this area.
- The SEB concurred with changes requested by the National Staff to Section 4.2.D, in support of plans for the 2009 Solo National Championships.
- The SEB is recommending to the BOD that the following Divisional Solo Events Steward appointments be approved:
Velma Boreen and Marlene Obenour – Great Lakes Division.
Robert Lewis – Southeast Division

Donna Hill – Midwest Division

Keith Brown – Northern Pacific Division

Sam Karp – Central Division

- The SEB is recommending to the BOD that Brian Nemy, Dave Feighner, and Iain Mannix be approved as 2009 SEB members.
- The SEB will be proposing a restructure plan for the membership of the Solo Events Board to the Directors. The proposal is intended to make SEB appointments able to take equally into account the expertise and experience of prospective board members, as well as their areas of geographic origin. Details will be published in next month's FasTrack.

STOCK

- The SEB approved the addition of Robert Carpenter to the SAC.
- The SAC and SEB thank Brad Lamont for his service to the Club with this committee.

STREET PREPARED

- The SEB approved the addition of Jinx Jordan to the SPAC.

STREET MODIFIED

- The SMAC feels that the prior proposal for SMF did not receive enough support to be considered for a national class at this time. The SMAC would like to propose the following for a possible SMF provisional class for 2009:
- SMF would encompass ALL FWD cars under the current SM weight formula: 1550 lbs + 125 lbs/liter
- All SM rules will apply, with the following exceptions: Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM. FWD vehicles originally classed in SSM (formerly known as SM2) add 100 lbs to min weights.
- This class would be a supplemental class that will run with SM at the Solo Nationals. SM-eligible cars will be eligible for and counted within SM for contingency, trophies, etc.

MODIFIED

- The Modified Advisory Committee would like member input on several items.
 - 1) The current maximum allowed front splitter length is 6". The current maximum rear spoiler height is 10" for a trunk-mounted spoiler and 4" for a roof mounted spoiler. Would D and E Mod competitors like to see the current legal splitter and spoiler sizes increased or changed in any other way?
 - 2) Wings are currently illegal in D and E Mod. Would competitors like to see wings legalized in these two classes? If so, with what if any restrictions? If not, why?
 - 3) Are any competitors interested in using electric or hybrid engines in the Mod classes?
 - 4) The MAC is formulating a proposal to allow certain kit cars to participate in D and E Mod. The committee's current thinking is that the MAC would evaluate each kit car individually and submit their recommendations to the SEB for a final decision.

The kit car eligibility evaluation would ensure that the kit car respected the current minimum allowed floorpan dimensions, and had no unusually advantageous aerodynamic features, no exceptionally low center of gravity, and no other unique features that would upset the competitive balance in D and E Mod. The intent would be to increase D/E Mod participation while preventing a "class-killer" from being introduced.

Examples of cars that might be allowed: the Beck 550 Spyder, Noble M400, Rossion, Tonic, Cobra, and GT40 kits. The Ariel Atom would be a borderline case. The Radical CSR and other sports racers would be a definite "no" even if not already automatically eliminated by the existing DM/EM floorpan minimum width rule. All kit cars would automatically take the existing Modified Tub weight penalties in each class. They would be allowed all the modifications that other D/E cars are allowed; they would have the same weight/displacement scale and weight bias penalties as all other cars.

Members desiring approval of a particular kit car would notify with information on the Kit and contact info, if available, for the kit manufacturer. For obsolete kit cars, the member would be expected to provide measurements and photos themselves for the SEB to keep on file.

TECH BULLETINS

- 1) Prepared: Per the PAC, at this time, update/backdate is not allowed for the limited preparation vehicles classed in G Prepared. The SEB will monitor the competitiveness of these newly listed vehicles for future consideration of an update/backdate allowance.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Dec. 17, 2008

The Solo Events Board met by conference call December 17th. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Chris Dorsey, Erik Strelnieks, and Donnie Barnes; incoming 2009 SEB members Brian Nemy and Dave Feighner; Lisa Noble and Robin Langlotz of the BOD; and Doug Gill and Brian Harmer of the National Staff. Absent was Ron Bauer. 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 1/1/2010.

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

GENERAL

- The SEB thanks departing board members Chris Dorsey, Jason Isley, Ron Bauer, and Dave Whitworth for their service to the Club.
- Brian Nemy, Dave Feighner, and Iain Mannix are welcomed as new SEB members for 2009.

STOCK

- Per the SAC: "The MS-R package Miata was offered for sale by Mazda in 2007. It was a stock package, available to anyone who ordered it.

The 2006+ Miata was uncompetitive in C Stock against the 1999-2005 Miata and the Pontiac Solstice, but it did not fit in any of the slower Stock classes. The SAC believed that by not excluding the MS-R option package, the 2007+ Miatas could compete more closely with the 1999-2005 Miatas and the Pontiac Solstice.

The actions of the Club Racing appeals board which led Mazda to discontinue the MS-R option package for 2008 were not foreseeable.

The Miata MS-R meets the requirements for eligibility in the Stock category. It has competed for over a year, including at the 2007 and 2008 National Championships. It has demonstrated parity but not dominance in C Stock. It would be unfair to those who have bought or converted to the MS-R package to exclude it now, without some competitive justification. In any case, excluding the MS-R package will not improve the competitive situation of 2006+ Miatas that do not have the package. (ref. 08-602)"

- Per the SAC, the previously published request for member comment on Canadian vehicle eligibility has been revised for clarity: Add to section 13.0, at the end of the first paragraph: "A Canadian-market vehicle is legal for Stock competition if it is identical to the US counterpart except for comfort and convenience modifications allowed in 13.2.A."
- In response to various items regarding "street tires," sway bars, shocks, etc. in Stock category (ref. 08-644, 08-652), the SAC refers the membership to the September '08 Fastrack, specifically the following item under the General section: "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 to encourage program growth."
- The SAC offers the following classing change proposal package for member comment:
 - Move models currently in B Stock into C Stock, merging the two classes.
 - Move models currently in A Stock into B Stock.
 - Move the following models into A Stock:
 - BMW Z4 M Coupe/Roadster ('06+)
 - BMW M3 ('08+)
 - Lexus IS-F
 - Mercedes C63 AMG
 - Porsche 911 Turbo ('95-'97)
 - Porsche 911 ('98-'04)
 - Porsche Cayman S ('05+)
 - Porsche Boxster S ('05+)

The SAC would like member input regarding whether to include the following models in this move:

- Chevrolet Corvette ('99-'04)
- Lotus Esprit Turbo ('96-'04)
- Mazda RX-7 ('93-'95)

The SAC is considering the base C5 Corvette and RX-7 as lower-cost entries that could increase participation. The relative

age, parts availability, and car availability are of particular concern. Additionally, the SAC is requesting comment on whether to include the Corvette Fixed Roof Coupes (FRC), as they were only produced in 1999 and 2000 with production numbers around 6000.

STREET TOURING

- The STAC recognizes the importance of monitoring new ST tires, and will remain diligent in tracking and analyzing issues of concern. (ref.. 08-651)

STREET MODIFIED

- The previously-published proposal to change 16.1.L has been revised, per SMAC input, to read as follows: Add to the end of the first paragraph of section 16.1.L, "Wings designed to be adjustable while the car is in motion must be locked in a single position."
- Chris Travis has been approved as the new SMAC Chair; Michael Feldpusch is the new Secretary.
- The SEB thanks Dave Hardy for his service to the Club as a SMAC member.
- An opening remains on the SMAC. Interested members should submit their qualifications in writing to the SEB via the email address above.

PREPARED

- The PAC is seeking member feedback on removing the "dual ignition distributor" specification from the alternate parts listings for the Porsche 911 in FP.
- The following rule change proposal is submitted for member feedback: Add to the end of the second paragraph of section 1.c under Prepared Class X in Appendix A: "Wings designed to be adjustable while the car is in motion must be locked in a single position."
- The following proposed listing change is submitted for member comment: Add to Prepared Class X, Superformance Cobra. (ref. 08-467)

F125 and FORMULA JUNIOR

- The KAC has submitted the following rule change proposals, published here for member review and comment:
 - 1) Add to section 19.2.A.1 as follows:
 4. Rotax Mini-Max
 - A. Fuel: Gas and Oil
 - B. 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.
 - C. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.
 - D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.
 - E. Weight: 275 lbs.
 - 2) Add to section 19.2.A.2 as follows:
 5. Rotax Micro-Max
 - A. Fuel: Gas and Oil
 - B. Carburetor, clutch, and Micro-Max specific Exhaust and Radiator as supplied with engine from manufacturer. Exhaust restrictor and carburetor sleeve throttle stop must be used in accordance with Rotax Micro-Max rules.
 - C. The Rotax Micro-Max Spec Gearing of 14-tooth drive gear and 73-tooth axle gear is required.
 - D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.
 - E. Weight: 245 lbs.
 - The SEB thanks Andy Bell for his service to the Club as a KAC member.
 - The KAC has a vacancy for 2009, and requests that members having experience with an interest in the kart classes submit their qualifications in writing to the SEB at the email address above.

NOT RECOMMENDED

- 08-468, Lotus weights in Prepared
- 08-644 and 08-652, Street tires, stock sway bars, 1-piece shocks, packages in Stock (see above, third bullet item under STOCK).

- 08-653, ST Appendix A listings, structure
- 08-656, Remove limited-slip restriction for ST (formerly STS)
- 08-669, ST MR2 2nd generation
- 08-690, ST wheel/tire allowances
- 08-722, ST inclusion/exclusion of various small turbo cars

TECH BULLETINS

- 1) Stock: Per the SAC, the following superfluous listing is deleted from G Stock: "Nissan Maxima ('04)." Note: this car is already covered by the "Maxima ('92+)" listing.
- 2) Street Touring, Errors and Omissions: Per the STAC, the Audi S4 V8 is deleted from the STU exclusion list. (ref. 08-637, 08-676)
- 3) Prepared: Per the PAC, the first line of the FP Porsche 911 listing is corrected to read "911 (non-turbo engines 3.6L and under)" (ref.. 09-639)
- 4) Prepared: Per the PAC, recaps which meet 17.3 (and thus the applicable portions of 3.3) are legal for use in the Prepared category. (ref. 08-543)
- 5) Prepared: The Mitsubishi Evo listing in FP is clarified to read "Evolution ('03-'07)" Note: this encompasses the newly-added listing for the Evo IX.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Jan. 29, 2009 (REVISED 2/24)

The Solo Events Board met by conference call January 29th. Attending were SEB members Tina Reeves, Steve Wynveen, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Lisa Noble and Robin Langlotz of the BOD; and 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 1/1/2010.

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

GENERAL

- The Event Operations Committee (EOC) is working on the operations portions of the Solo Rules, Sections 1-12, to help reduce the size of the National Supplemental Regulations and to consider better documentation of the changes that the sport has undergone in the past 36 years. Members are encouraged to watch future issues of Fastrack for proposed modifications and significant rule changes.
- The SEB is presenting a proposal for restructuring its (the SEB's) membership to the BOD. This proposal removes the formal requirement for one board member per Division, and—while retaining certain requirements for geographic representation—provides the opportunity to populate the SEB with members needed to provide a full spectrum of experience and knowhow. More information regarding this proposal is available elsewhere in this issue of Fastrack.
- The following new definition is published for member comment: Add new subsection 12.10, and renumber subsequent sections accordingly, as follows:

“12.10 Canard

A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork.” (ref. 09-018, 09-019)

STREET MODIFIED

- The following rule change proposals are published for member comment:
- Add new subsection 16.1.S as follows: “OE pop-up headlights may be replaced with with static headlights, provided the replacement units are DOT compliant and are produced specifically for that vehicle.” (ref. 08-737)
- Add to 16.1.L: “Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.” (ref. 09-018, 09-019)
- Revise 16.1.O to read as follows: Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc. (ref. 08-728)

STREET PREPARED

- With regard to fuel, additives such as MTBE, ethanol, and methanol are considered to meet the requirement of 3.6.B, which states that such additives are only permitted if they are ones which are found in service station pump fuel as defined in 3.6.A. (ref. 08-725)
- The SPAC is proposing the following listing addition to CSP: Toyota MR2 Spyder ('00-'05)
- Per the SPAC, the following set of listing changes is proposed for member feedback:
 - Subaru WRX STi ('04-'07) BSP
 - Subaru WRX and STi ('08+) BSP, separate line from above

PREPARED

- The following rule change proposals, recommended by the PAC, are published for member feedback:
 - Remove the last sentence of 17.2.O, which currently reads: “When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.”

- Add to Appendix A, Prepared Class X, 1.b: "Unibody fenders may be replaced as described in 17.2.S."
- After further review by the PAC of the Production level 2 allowances in the GCR, it is now understood that update/backdate is allowed between models listed on the same line. Because of the oversight, the PAC has recommended and the SEB has agreed to retract the earlier Tech Bulletin on this subject, published in the January 2009. The limited-prep allowances in G Prepared should be equal to those used in the Production classes.

MODIFIED

- Per the MAC, the following rule change proposal is published for member comment: Add to 18.1.B.1.a: "8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads—such as rocker panels, floor pan, or frame—shall have reduced thickness or be replaced with lighter material." Note: The MAC notes that section 18.1.B.1 of the Modified rules is more restrictive than section 17.2.J of the Prepared rules, regarding the use of lightweight doors made of alternate materials without a weight penalty. Alternate material doors are only allowed currently in DM/EM in section 18.1.B.2, as one of the items between the front and rear bulkheads that are tied to the Modified Tub weight penalty. (ref. 08-579)
- With regard to the MAC's previously published request for input regarding kit cars in DM and EM, the membership is reminded that replicas of SCCA-recognized cars are currently legal in those classes, per the second paragraph of 18.1. The MAC is seeking feedback regarding other models of production-type kit cars which are capable of being licensed for the street. A few examples of manufacturers of such cars would be Noble, Ariel, Beck, Ultima.
- With regard to the MAC's previously published input request for increased DM/EM aero freedom, the membership is reminded to consider the following in formulating their replies: The current DM/EM 4 inch rooftop spoiler allowance is now exceeded by the recently-changed Prepared rules (17.2.P.2), which permit 7.5 inches.

NOT RECOMMENDED

- 08-672, Honda S2000 CR reclassification. Note: per the SAC, the car has not demonstrated dominance of its existing class to date.
- 08-470, Prepared roll bar exemption

TECH BULLETINS

- 1) Stock: Per 12.4, port-installed options provided by the factory are considered to be the same as those installed on the factory production line. (ref.. 08-712)
- 2) Stock: Effective immediately upon publication, the following new listing is added:

Nissan 370Z BS
- 3) Street Touring: The first line of 3.6.A should read: "Stock and Street Touring Category vehicles will use service station pump fuel only."
- 4) Street Touring: The last line of 3.6.C.1 should read: "This does not permit the cutting of vehicle sheet metal, e.g. the trunk floor, for tank installation in the following categories: Stock, Street Touring, Street Prepared, or Street Mod."
- 5) Street Touring: 14.10.6 should read: "All vehicles must comply with the EPA tailpipe emissions test requirements as a minimum."
- 6) Street Touring: Appendix A, page 168 under STX example classifications, "All STS Eligible cars." should instead be "All ST class eligible cars."
- 7) Street Touring: Appendix A, page 169, under STU example classifications, "All STS and STX Eligible cars." should be "All ST class and STX class eligible cars."
- 8) Street Prepared: 15.9.D, second sentence is clarified to read: An alternator or generator must have an *amperage* output equal to or greater than the original equipment unit. (ref. 08-714)
- 9) Street Prepared: The allowances of 15.10.R do not permit the alterations required to fit a limited-slip differential from one model into another which is not listed on the same line in Appendix A. Such an update/backdate interchange would also violate the requirements of 15.1.B (ref. 08-714)
- 10) Street Prepared: Per the SPAC, the "Subaru WRX" listing in ESP is clarified to read: "Subaru WRX (except STi) ('02-'07)"
- 11) Street Prepared: Per the SPAC, the "MR2 non-turbo ('91+)" listing in CSP is clarified to read: "MR2 non-turbo ('91-'95)"
- 12) Street Prepared, errors and omissions: The reference in 15.8.H.2 should read "...as allowed by 15.8.C, F, or G..."
- 13) Street Prepared, errors and omissions: The following changes should have been incorporated into Appendix A and were accidentally overlooked:

Add the New Beetle 1.8T to the same listing line in DSP as the Golf and Jetta ('99-'05)
Combine all 1st-gen Toyota MR2's onto one line in CSP

14) Street Prepared: Effective immediately upon publication, the following new listings are added:

Saab Sonnet ('68-'74 all)	FSP (ref. 08-732)
Audi RS4 ('07-'08)	ESP (ref. 08-636)

15) Prepared: Per the PAC, the following new listings are added and are effective immediately upon publication (ref. 08-467):

Factory Five Mk3 Roadster & Challenge Car	XP
Factory Five Type 65 Coupe	XP
Factory Five GTM Supercar	XP
Superformance MKIII	XP
Superformance GT40 MKII	XP
Superformance Shelby Cobra Daytona Coupe	XP
Mosler MT900S & MT900R	XP

16) Prepared: per the PAC, 17.2.G is clarified to read as follows:

“Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed, provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Bumper fascias integral to the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced or modified. Modified or replica bumpers/fascias must be of similar shape as original equipment, completely cover the area of the original bumper/fascia and not confuse the identity of the original vehicle.” (ref. 08-234, 08-720)

17) Prepared: per the PAC, update/backdate rules do allow fuel injection swaps within the specifications for makes and models listed on the same line in Appendix A. (ref. 09-046)

18) Prepared: per the PAC, the following listing correction should be made in Appendix A:

In Prepared Class G, Limited-Preparation Vehicles, change the line listings for the applicable Hondas to combine the Civic/Civic SI ('84-'87) onto one line, and (separately) the CRX/CRX SI ('84-'87) onto one line.

19) Modified, errors and omissions: Per the MAC, the following should be added to 18.A.7: “GCR restraint aging requirements do not apply.”

20) Modified: Recapped tires are permitted, provided they meet the requirements of 3.3.3.

SOLO MEMORANDUM

The following is an overview of the proposed Solo Events Board restructuring:

Overview

- Proposed SEB Structure:
 - Reduce from 9 to 7 members, with no more than 2 from any one Division.
- Selection Criteria for SEB members:
 - Qualifications and experience of SCCA members seeking appointment.
 - Level of commitment to serve the Club and the sport.
 - Current SEB need for specialty knowledge.
- Increased Role of Divisional Solo Event Stewards:
 - Collectively serve as an Advisory Committee to the SEB representing the members of their respective Divisions with respect to Regional/Divisional events, the Solo Rules, and the direction of the Solo program.
 - Develop and execute a Divisional Solo program that supports the National program, as well as local needs.
 - Serve as the primary Divisional Solo representative at Division meetings and Conventions.
 - Serve as an advisory resource for Regional Solo Chairman.
- Increased Role of the Chairman of each SEB Advisory Committee:
 - Serve as a primary contact with SEB, along with the SEB liaison to the AC, and take part in the appropriate portion of each SEB meeting or conference call.

Benefits:

- Increases the pool of potential SEB members by reducing the geographic restrictions.
- Allows for a better balance of knowledge and experience on the SEB.
- Divisional Solo Events Steward (DSES) position is strengthened and enhanced.
- Improves SEB event operation knowledge base and Division representation, with each DSES serving on the DSES Advisory Committee.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Feb. 22, 2009

The Solo Events Board met at the SCCA Convention February 22. Attending were SEB members Tina Reeves, Steve Wynveen, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; 2009 Solo Nationals Chair Kathy Barnes; Lisa Noble of the BOD; and Howard Duncan, Doug Gill and Nancy Downing 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 1/1/2010.

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

SAFETY

- The following rule change proposal is published for member review: Change the first sentence of 4.3.1 to read : "Helmets meeting one of the following standards must be worn while on course: Snell 2010, 2005, or 2000 (SA, K, or M); SFI standards 31.1, 31.1A, 31.2A, 41.1, 41.1A, or 41.2A; British spec BS6658-85 Type A/FR."
- Competitors and event administrators are reminded that finish areas require extra caution and margins. Rule changes providing increased mandated minimum margins, and additional requirements for finish areas, may be forthcoming.
- The following rule change proposal is submitted for member review: In 2.2.M, change the third sentence to read: "...such minimum viewing distances may not be less than 100 feet from the course edge in unprotected areas..."

GENERAL

- The preliminary supplemental regulations for the 2009 Tire Rack SCCA Solo Nationals were reviewed and various administrative updates were made.
- Per the SEB, the requirements of Appendix I (Sound Control) will be applied at the 2009 Nationals. The specified dB level will be 103 dBA.
- Preliminary run/work days were approved by the SEB. Specific heats will not be assigned until the first early-entry deadline (in August) has passed.
- The event entry cap used in prior years (1250) was deemed to be unnecessary and the SEB approved its removal.
- A preliminary list of Nationals specialty chiefs was approved.
- Course designers were selected; they will be Chris Cox and Mike Feldpusch. Roger Johnson and Karen Babb will assist.
- Class SMF was approved as a supplemental class; it will run within SM and if a sufficient number of SMF entries (25) is obtained it will be scored separately. Competitors will need to indicate if they are entering SM or SMF for the purposes of trophies and headcount.
- The SEB discussed the format for the Town Meeting to be held at the Nationals, and indicated a preference for having that meeting at the event site.

STOCK

- The SAC continues to seek feedback regarding the following rule change proposal, which would be incorporated into next year's rule book, becoming effective 1/1/2010:

Add new second paragraph to 13.0 as follows:

"A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car."

Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"

NOTE: this proposal would only affect the Stock classes.

- The SAC has provided an updated version of the options they are presently considering for re-organizing some of the classes in the Stock category, and is seeking member feedback on the revised options. These alternatives are now as follows:

Option 1:

Move models currently in BS into CS, merging the two classes.

Move models currently in AS into BS.

*Move the current SS to AS

*Move the following to SS:

Audi R8 (V8) '08+

BMW Z8 '00-'03

Chevrolet Corvette ZR1 '09+

Dodge Viper '08+

Lotus Elise SC '08+

Lotus Exige (supercharged) '06+
Porsche 911 Turbo '93-'98 (993)
Porsche 911 Turbo '98-'04 (996)
Porsche 911 GT3 '07-08 '07+ (997)

Option 2:

Move models currently in BS into CS, merging the two classes.

Move models currently in AS into BS.

*Move the following models into AS:

BMW Z4 M Coupe/Roadster '06+
BMW M3 '08+
Chevrolet Corvette '99-'04
Lexus IS-F '08+
Lotus Esprit Turbo '96-'04
Mazda RX-7 '93-'95
Mercedes C63 AMG
Porsche 911 '98-'04
Porsche Cayman S '05+
Porsche Boxster S '05+

* NOTE: The Porsche 911 Turbo has been withdrawn from these proposals

- The following rule change proposal is submitted for member feedback: Change 13.2J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. The resulting configuration may not result in a reduction in weight. Removal of the hitch for competition would require any modified or removed parts to be run in their Standard Part configuration" (ref 08-678)
- Regarding the classification of the Nissan 370Z, competitors are reminded that new listings are subject to the provisions of 3.2 and will be watched closely.
- The SAC offers the following two independent class change proposals for member comment:
 - Move Porsche Boxster (non-S) '97-'04 (986) from AS to BS
 - Move Porsche Boxster S '00-'04 (986) from AS to BS
- The following listing change proposals are submitted for member feedback:
 - Change the Acura Integra listing in GS to read: "Integra GS-R ('92-'01)
 - Move from GS to HS: Acura Integra ('90-'01) NOC

STREET TOURING

- The following rule change proposal is submitted for member comment: Add new subsection 14.11, as follows:
"14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance." (ref. 08-603)

STREET PREPARED

- The following listing change proposal is published for member feedback: combine the '86-1/2 to '92 Toyota Supra non-turbo and turbo onto one line.

FORMULA JUNIOR

- The membership is reminded that Formula Junior participation may only be allowed under conditions required by the Solo Rules (e.g. 2.7, 2.8, 19.2, Appendix G) and any applicable Tech Bulletins (Appendix F and Fastrack). Regions are especially cautioned to ensure that at no time does a kart, which may precede or follow a regular car on the course (G.II.e), come into close proximity with the car.

RECOMMENDED TO THE B.O.D.

- **ITEM 1)** Move the Mini Cooper S from GS to DS.

NOT RECOMMENDED

- Alternate carburetors in ST (ref. 08-734)
- Move RX7 TT to BSP (ref. 08-367)
- SP hub replacement (ref. 08-754)
- Move Mini Cooper JCW to DS from BS (ref. 09-076)
- Stock suspension/wheel update/backdate (ref. 09-060, 09-061) *Comment:* Expanding allowances in stock is contrary to a great deal of recent member feedback. This specific allowance has the potential for unforeseen consequences.

TECH BULLETINS

- 1) Safety: Add to the list of applicable SFI sections in the first paragraph of 4.3.1: 31.1, 41.1.
- 2) Safety: For the purposes of 4.3.1, Snell 2005 is considered the current standard for the remainder of 2009.
- 3) General: In 3.6.A, first sentence, the word "class" should be changed to "category."
- 4) Stock: Per the SAC, 13.5.E should read: "A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose." (ref. 09-082)
- 5) Stock: Per the SAC, the Appendix F clarification regarding air conditioning is revised to read:
"AIR CONDITIONING
Stock class cars for which air conditioning is a factory option are permitted to remove the air conditioning system. Any related components (springs, radiator, etc.) that are part of the air conditioning package must be replaced with the standard parts for the non air conditioned configuration of the car. If the air conditioning is available only as part of a package with other options, it may be removed only as part of a complete package conversion as described in section 13 of the Solo Rules.
Partial removal of the air conditioning system (i.e. only the belt or under-hood components) is permitted if and only if no other components of the car differ between air conditioned and non air conditioned configurations.
Air conditioning may be added to any car as a 'comfort and convenience item, provided it serves no other purpose and other components are not added or deleted unless otherwise authorized by the current Solo Rules." (ref. 09-081)
- 6) Stock: The following new listing, effective immediately upon publication, is added to Appendix A:
Mazda 3 ('10) HS
- 7) Street Touring: Per the STAC, the last sentence of 3.6.C.1 should read as follows: "This does not permit the cutting of vehicle sheet metal, e.g. the trunk floor, for tank installation in the following categories: Stock, ST, SP, or SM."
- 8) Street Touring: Per the STAC, 14.10.6 should read as follows: "All vehicles must comply with the EPA tail pipe emissions test requirements as a minimum."
- 9) Street Touring: Due to performance potential, the '09 Lancer Ralliart (turbocharged) is added to the STX exclusion list. It is legal for the ST category only in STU.
- 10) Street Touring: The '08-'09 Cobalt SS (turbocharged) is no longer being considered for exclusion from STX, and may compete there.
- 11) FJ: Add a new second paragraph to 4.3.1 as follows: "Junior drivers must use helmets meeting the above or SFI 24.1, Youth Helmets, or Snell CMR/CMS 2007 specifications.
- 12) Street Prepared: the DSP listing for the Toyota Supra should read ('82-'86), not ('82-'85).
- 13) Street Prepared: the ESP listings for the second-generation Toyota Supra (turbo and non-turbo) should read ('86-1/2-'92), not ('87-'92).
- 14) Street Prepared: the recently-published change to Toyota MR2 listings in CSP, concerning the separation of the second-generation '91-'95 and the MR2 Spyder, should have been identified as a Tech Bulletin, not a rule change. Comment: this was simply a correction to address an oversight in that the ('91+) item was not updated and might mistakenly be read to encompass the Spyder, a substantially different platform.
- 15) Prepared: The FP listing for the Toyota MR2 Supercharged should have the following added: "Alternate parts: '85-'87 chassis"
- 16) Prepared: The DP listing for the Toyota MR2 non-SC should say "('85-'89)" not "('84-'89)."

SOLO EVENTS BOARD MINUTES

SEB MINUTES | *March 25, 2009*

The Solo Events Board met by conference call March 25th. Attending were SEB members Tina Reeves, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Lisa Noble, Jim Christian, and Robin Langlotz of the BOD; and 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 1/1/2010.

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

GENERAL

- The following rule change is published here for member comment: Remove the last two sentences of 12.9 (Wing Area Computation).

STOCK

- At this time it is the opinion of the SEB that the demand for street tires in Stock classes can best be handled by individual Regions.

STREET TOURING

- The STAC and SEB are seeking input regarding a potential new ST class, tentatively named STR, which would encompass higher-powered 2-seat roadsters and perhaps typically having limited-slip differentials. Cars such as the S2000, MR2-Spyder, Z3, and later MX-5 would be considered for the class. The maximum tire size would be 245. Input is also requested as to the desirability of allowing aftermarket versus only standard limited-slip differentials in this class.
- The following rule change proposal is published here for member feedback: Add to 14.10.F.1 as follows: "Alternate software maps which violate these restrictions may not be present during competition, regardless of activation."

STREET PREPARED

- The SPAC is anticipating openings; members who are interested in serving on this committee should submit their qualifications in writing to the SEB via seb@scca.com.

STREET MODIFIED

- The SMAC has provided a revised version of their previously-published proposal for a new 16.1.S, regarding popup head-

lights, as follows: "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. All associated hardware may be removed, replaced or modified."

PREPARED

- The PAC and SEB request member comment on the on elimination of (2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s) as allowable carburetion for the Turner 1500 in G Prepared. Comment: This change provides similar allowances to other cars in GP.
- The PAC has recommended withdrawal of the previously-published proposal (in the February Fastrack) regarding removal of the dual-ignition distributor specification from the alternate parts listings for the Porsche 911 in FP.
- The following class listing addition proposals are submitted here for member feedback (ref. 09-096):
 - Noble M12, M12 GTO XP
 - Noble M400 XP
 - Rossion Q1 XP
- The following rule change proposals are published here for member feedback:
 - Add to the end of 1.c under Prepared Class X in Appendix A: "Wings designed to be adjustable while the car is in motion must be locked in a single position."
 - Add as a new paragraph to the end of 1.c under Prepared Class X in Appendix A.: "Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance." (ref. 09-019)

MODIFIED

- The following rule change proposals are submitted for member feedback:
 - In 18.1.E.4.a, change the sixth sentence to read: "Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork, measured as described above.." Also change the reference in 18.1.E.7 from "...maximum of 4" to "...maximum of 7.5"
 - Change 18.5 to read as follows:

"18.5 FORMULA SAE

 - A. Vehicles constructed to any single year's Formula SAE ruleset (1985 on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and that ruleset shall be provided by the entrant for viewing.
 - B. Non-students may build, own, and compete in FSAE vehicles.
 - C. In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.
 - D. Transponder and FSAE lettering shall not be required.
 - E. These vehicles are assigned to A Modified, subgroup FSAE, and must also meet the following minimum criteria:
 - 1. Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:
 - a) Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor
 - b) E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor
 - c) M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor
 - 2. Current year FSAE aerodynamic rules
 - F. FSAE vehicles may not mix and match specifications from multiple years except as specified above."

In conjunction with the above, change 3.8.E to read "Applicable Formula SAE specifications."

FORMULA JUNIOR

- Formula Junior restrictor plates and blueprints for building the plates are available from the SCCA National Office. Contact Doug Gill to obtain the parts.
- The KAC and SEB have been contacted by membership about the use of the Road Rat XK kid kart in regions approved for the 5-7 year old pilot program. The KAC and SEB will grant limited permission to evaluate this kart for the 2009 season. Based on performance and safety, the KAC will review the chassis and engine for inclusion in the rule set at the end of the year. The KAC and SEB reserve the right to remove the chassis immediately if it is determined to be unsuitable for this class of competition. Regions wishing to use this kart must be approved for the 5-7 year old kart program and will need permis-

sion to participate in this evaluation program. Please contact the SEB if your region is interested in participating.

NOT RECOMMENDED

- SSM Miata, eligibility for XP without roll bar (ref. 08-665)

TECH BULLETINS

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

Dodge Challenger SRT-8 ('08+)	FS
Dodge Challenger (V8 all) ('08+)	FS
Dodge Challenger (V6) ('09+)	GS
Hyundai Genesis Coupe (V6) ('10)	FS
Hyundai Genesis Coupe (4 cyl turbo) ('10)	GS
- 2) Stock: It is not permitted to modify the distributor cap for the purpose of using aftermarket ignition coils — aftermarket ignition coils may be used, but only if their installation does not require any unauthorized modifications.
- 3) Stock: The SAC would like to clarify the current Appendix A Super Stock listing for the 911 Turbo 930 2WD, as follows: "911 Turbo '74-'89 (930 chassis)".
- 4) Street Touring: The STAC has considered information regarding particular aftermarket motor mounts in Street Touring and has determined that a mount/bracket combination which has a single part number and contains no more metal than the standard part (for example, the Medieval Motorsports Mazdaspeed 3 rear motor mount) does meet the requirements of the allowance in 14.10.J regarding metal content. The restriction in the allowance limits metal content to no more than stock by volume. Such a mount which clearly has less metal meets the rules on that point. There is no restriction on mass of the part. Note that any replacement part must also mount in the factory location and not relocate the motor. (ref. 09-117)
- 5) Street Touring: Vane airflow meter springs (e.g. on '90-'93 Miata) may be adjusted, per 14.10.C. Modification of AFM components is not allowed.
- 6) F125: The "ME Shifter F1" system and similar units are not permitted, as indicated in 19.1.D.i.2. (ref. 09-178)

SOLO EVENTS BOARD MINUTES

SEB MINUTES | March 25, 2009

The Solo Events Board met by conference call April 22nd. Attending were SEB members Tina Reeves, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Marcus Merideth and Robin Langlotz of the BOD; and 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 1/1/2010.

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

STREET TOURING

- The following rule change proposals are submitted for member feedback:
 - Add to 14.6.E, after the fifth sentence: "A functioning emergency brake, of the same type, operation and actuation as OE, must be present."
 - Revise the 7th sentence of 14.6.E to read: "Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake."
- The SEB has approved a new supplemental class as recommended by the STAC, to be added to Appendix A as "Supplemental Street Touring Class R" (Roadster), for competition in 2010.

The approval comes after considerable member support to expand the ST category to include a class for modern roadsters. While many cars are eligible, member feedback helped establish the Honda S2000 and Mazda Miata as the class' performance targets. Allowances will be tailored for eligible vehicles to establish performance parity.

The class will have the following requirements and restrictions:

- Two seat sports cars
- Engine displacements up to 2.8-liters
- No forced induction

Eligible vehicles will include, but are not limited to:

- All STS eligible vehicles per the requirements and restrictions, plus
- Honda S2000
- Mazda Miata
- Mazda MX-5 Miata
- Toyota MR2
- Toyota MR2 – Spyder
- BMW Z3 non-M
- BMW Z4 non-M
- Mazda RX-7 non-turbo
- Porsche Boxster
- ~~Porsche 968 (removed)~~
- Porsche 944 non-turbo
- Pontiac Solstice
- Saturn Sky

Excluded vehicles due to performance potential:

- Lotus cars

Additional class notes include:

- Tire Allowances (add to 14.3):
 - AWD – 225mm
 - 2WD – 245mm
- Wheel Allowances (add to 14.4):
 - AWD – 7.5"
 - 2WD – 8.5"
- Catalytic Converters (add to 14.10.E):
 - Same as ST, STS allowance.
- Limited Slip Differentials (add to 14.10.K):
 - STR: Only standard LSDs allowed OR Allowance same as STX, STU

The class will run with supplemental status in 2010, meaning that no National Champion will be crowned. Should the class show considerable interest, and meet participation requirements, it may be approved for full National status in future years.

The SEB is seeking input on the following items. Members should send any input on these items to seb@scca.com.

- 1) OE LSD vs. Aftermarket LSD: All of the target vehicles are available with Limited Slip Differentials (or electronic equivalents) as standard equipment in some optional configuration. Restricting all cars to OE limited slips would reduce

costs. That said, not all factory LSDs are equal and an argument can be made that, for reasons of parity, aftermarket parts should be allowed.

2) Inclusion of 2006-present Mazda MX-5: Is this car appropriate given the desired performance level of the class?

STREET PREPARED

- The SPAC would like to caution competitors who find themselves contemplating a significant change based on an "open ended" Appendix A listing (of the form Car Model (all)) to review Appendix F & obtain an official clarification before proceeding. (ref. 09-144)
- The following class change proposal is submitted for member comment: Move the Acura RSX from CSP to DSP (ref. 09-132)
- The following rule change proposal is submitted for member comment: Add new subsection 15.10. BB as follows: "Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function." (ref. 09-121).
- In conjunction with the related Tech Bulletins below, the following class listing change is submitted for member comment: Move the Subaru non-Sti WRX ('08-'09) from BSP to ESP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT. (ref. 09-093, 09-125)
- The following rule change proposal is published for member review: Replace the first four sentences of 15.2.C with: "Transverse members known as strut bars and suspension braces are permitted. They must be bolted on. Strut bars must be attached to the strut/shock tower. 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. Except for standard parts, no connections to other components are permitted."

FORMULA JUNIOR

- The following addition to the Formula Junior rules has been approved by the SEB and is effective immediately:

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.

- The previously-published FJ changes regarding the Rotax Mini Max have been approved by the SEB and are effective immediately. These changes are as follows:

1) Add to section 19.2.A.1.b as follows:

4. Rotax Mini-Max

A. Fuel: Gas and Oil

B. 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.

C. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.

D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.

E. Weight: 275 lbs.

2) Add to section 19.2.A.2.b as follows:

5. Rotax Micro-Max

A. Fuel: Gas and Oil

B. Carburetor, clutch, and Micro-Max specific Exhaust and Radiator as supplied with engine from manufacturer

Exhaust restrictor and carburetor sleeve throttle stop must be used in accordance with Rotax Micro-Max rules.

C. The Rotax Micro-Max Spec Gearing of 14-tooth drive gear and 73-tooth axle gear is required.

D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.

E. Weight: 245 lbs.

- The following rule change proposal package has been approved by the SEB and is effective immediately upon publication: Add new subsections as follows:

19.2.A.1.b.3.D Older versions of the Briggs World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system, Briggs & Stratton part number 557127.

19.2.A.2.b.4.E Older versions of the Briggs World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system, Briggs & Stratton part number 557127.

NOT RECOMMENDED

- ST fuel pumps (ref. 09-173)
- SP emergency brake assemblies (ref. 09-140)

TECH BULLETINS

1) Stock: The following new listings have been approved by the SEB and are effective immediately upon publication:

Ford Mustang GT ('10)	FS
Ford Mustang V6 ('10)	GS
Ford Mustang GT500 ('10)	AS
Nissan 370Z Nismo ('09)	AS

2) Stock: The Dodge Caliber non-SRT is added to the Appendix A list of excluded vehicles for reasons of stability.

3) Stock: Per the SAC, the current F Stock listings for the BMW 335i and BMW 335Xi are clarified to read: BMW 335 (all) ('07-'09) *NOTE:* This includes the 335d.

4) Street Touring: Per the STAC, 14.10.E.4 is clarified to read " Be used in the same location(s), relative to the chassis, as OE converters." *NOTE:* This does not limit the length of the tubing of allowed alternate headers, just the termination point. Alternate headers must meet all restrictions of 14.10.D, including emissions legality as defined in Appendix F. Long header tubes may interfere with proper catalytic converter operation resulting in excessive emissions.

5) Street Prepared: The following new listing is effective immediately upon publication:

Volvo C30('06-'09)	DSP (ref. 09-119)
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6) Street Prepared: The previously-published clarification regarding 15.10.R and the fitting of limited-slip differentials has been reviewed, and is replaced with the following: Add to the end of 15.10.R as follows: "Any other modifications or substitutions required to accommodate the installation of the limited-slip differential must meet the requirements of 15.1.B and 15.1.C." (ref. 09-104)

7) Street Prepared: Section 15.10.J is intended to permit alternate motor mounts, but may not be used to make adapters. A motor mount assembly compliant with 15.10.J will be functionally identical in terms of bolt spacing, length, reach and angle to a legal, OEM mount. (ref. 09-144)

8) Street Prepared: Clarify 15.8.i.5, second paragraph, to read: "Methods of attachment and attachment points are unrestricted, but may serve no other purpose (e.g. chassis stiffening). This does not authorize removal of a welded-on part of a subframe or bodywork to accommodate the installation." (ref. 08-601)

9) Street Prepared, Errors and Omissions: The BSP listings for the BMW M Coupe, M Roadster, and Z3 (6-cyl) should all be on the same line, as follows: "M Coupe, M Roadster, Z3 (6-cyl)"

10) Street Prepared: The following correction to the BSP listing for the Subaru WRX is effective immediately upon publication (ref. 09-093, 09-125):

Subaru WRX STi ('04-'07)
Subaru WRX STi ('08-'09)

11) Street Prepared: The following new listing, effective immediately in conjunction with the above, is added (ref. 09-093, 09-125):

Subaru Impreza GT ('09)	BSP (same line as '08-'09 WRX STi)
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SOLO EVENTS BOARD MINUTES

SEB MINUTES | June 4-5, 2009

SOLO EVENTS BOARD

The Solo Events Board met in Blytheville, AR, June 4th and 5th. Attending were SEB members Dave Feigner, Iain Mannix, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2010.

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

RECOMMENDED TO THE BOD

- The following previously-published items are being recommended to the BOD:

ITEM 1) Add to 16.1.L, "Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position." (ref. 08-680)

ITEM 2) Add to 16.1.L: "Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance." (ref. 09-018, 09-019, 09-102, 09-109, 09-130, 09-100, 09-128, 09-107)

ITEM 3) Revise 16.1.0 to read as follows: "Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc." (ref. 08-728, 09-102, 09-109, 09-130, 09-100, 09-128, 09-107)

ITEM 4) Add new item 16.1.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. All associated hardware may be removed, replaced or modified." (ref. 08-736, 08-737, 09-102, 09-109, 09-130, 09-094, 09-100, 09-112, 09-128, 09-107, 09-214, 09-219, 09-233, 09-316)

ITEM 5) 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."

ITEM 6) Change Appendix A listings in Street Prepared as follows: Delete from CSP, Acura RSX. Add to DSP, Acura RSX.

ITEM 7) Add new second paragraph to 13.0 as follows:

"A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car."

Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"

GENERAL

- The SEB reviewed and updated its Strategic Plan, which is available via the SCCA website.
- Nominees are requested for the Solo Cup and Driver of Eminence awards. Descriptions of these awards are found in Appendix V of the Solo Rules.
- The following package of rule change proposals is published for member comment (ref. 09-282):
 - 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 sentence of 3.3.2 to read as follows: "A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the GCR, is required in all non-production vehicles in A, B, C, and F Modified, and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified."
 - Change the last sentence of the first paragraph of 3.3.2 to read as follows: "For open cars using DOT tires, the roll bar height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."

SOLO NATIONALS

- The SEB is revising its previously-published item concerning the application of Appendix I (Sound Measurement Procedures) such that measurements will be taken at the 2009 Tire Rack Solo National Championships, and the results of those measurements will be recorded and posted but will be used for informational purposes only. It is anticipated that in the future the enforcement portions of Appendix I will be implemented for National events.
- The SEB discussed compliance checks for cars in various categories at the Solo Nationals, and will be making recommendations to the Chief of Impound.

STOCK

- The SAC is proposing modifications to the previously-published class reorganization proposal and is seeking member feedback on the proposal (see Fastrack, April 2009) as a whole and on these specific changes:
 - The Audi R8 (V8) listing in Option 1 of the proposal is withdrawn.
 - Change Option 2 of the proposal to read as follows:
Option 2:

Move models currently in BS into CS, merging the two classes.
Move models currently in AS into BS.
Move the following models into AS:
 BMW Z4 M Coupe/Roadster '06+
 BMW M3 '08+
 Chevrolet Corvette '99-'04
 Lexus IS-F '08+
 Lotus Esprit Turbo '96-'04
 Mazda RX-7 '93-'95
 Mercedes C63 AMG
 Porsche 911 '98-'04
 Porsche Cayman S '05-08
 Porsche Boxster S '05-08

The addition of the following models will be considered separately:
 Porsche Cayman S '09
 Porsche Boxster S '09
- The following revision to a previously published rule change proposal is submitted for member feedback:
 - Change 13.2.J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration." (ref. 09-148, 09-166)

STREET TOURING

- Openings are anticipated on the STAC. Interested members are invited to submit their qualifications in writing to seb@scca.com.

STREET PREPARED

- In conjunction with the related Tech Bulletins (#10 and #11) in the June 2008 Fastrack, the following correction to the previously-published class listing change regarding the Subaru WRX is submitted for member comment:
 - Move the Subaru non-Sti WRX ('08-'09) from ESP to BSP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT. (ref. 09-093, 09-125)
- The following rule change proposal, per the SPAC, is published for member comment:
 - Add new subsection 15.10. BB as follows: "*BB. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.*" (ref. 09-121)
- The following group of listing change proposals, per the SPAC, is published for member comment (ref. 09-336):
 - Delete current listings:
 DSP
 Toyota Matrix
 Pontiac Vibe
 - Add new listings:
 DSP

Pontiac/Toyota
Matrix XRS (03-06), Corolla XRS (05-06), Vibe GT (03-06)
Matrix/Vibe AWD (03-08)

FSP

Pontiac/Toyota
Matrix/Corolla/Vibe (03-08) NOC

- In light of recent changes to FSP, the SPAC believes that some restructuring for Hondas within D and FSP is appropriate. The committee is requesting member feedback on the following proposals:

- Delete current listings:

DSP

Civic SOHC, VTEC ('92-'95)
Civic VTEC, SOHC ('96+)
delSol ('93-'97)

FSP

Civic ('92-'95) NOC
Civic ('96+) NOC
Civic non-Si ('96-'00)

- Replace with new listings:

DSP

delSol ('94-'96) DOHC
Civic Si ('99-'00)

FSP

Civic ('96-'00) NOC
Civic ('92-'95) All, delSol ('92-'96) NOC

- The SPAC is proposing the following listing change for member comment:

Delete the following listing (ref. 09-205):

FSP

Scirocco (8v all)

Comment: This listing is redundant with the coverage under the listing elsewhere in FSP which reads:

Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75- '92) (A-1 chassis)

- The following rule change proposal is submitted for member comment (ref. 09-313):
 - 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."

STREET MODIFIED

- The following rule change proposal is recommended by the SMAC and published here for member comment:
 - Add new subsection 16.C.2.d as follows:
 - d) Included vehicles: Porsche Carrera GT

PREPARED

- Per the PAC, the following rule change proposals are published for member comment:
 - Remove sub-section 17.4.G.2, which currently reads: "Wheels greater than 16" in diameter will receive a 200 lb penalty."
 - Appendix A, Prepared Class C – (last two paragraphs before weights), revise to read as follows:

"All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50

lbs to minimum weight.

Unlimited wheel diameters are allowed in C Prepared.”

Comment: This eliminates wheel diameter weight penalties for CP.

- Remove sub-section 17.4.J.2, which refers to class FP and currently reads: “Wheels greater than 16” in diameter will receive a 100 lb penalty.”

Comment: This eliminates wheel diameter weight penalties for FP.

- The following cars have previously been published for member comment to be classed in XP. The PAC/SEB are requesting member feedback on the following allowance restricting the minimum engine size (and therefore minimum weight) allowed in these vehicles. Classifications would be effective 1/1/2010. (ref. 09-096)

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion

Q1

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Comment: The intent of displacement restrictions for kit cars is to permit commonly-installed engines, while restricting the construction of ultra-lightweight tube-frame cars in order to maintain a competitive balance with the tub-based small cars currently competing in XP.

- The PAC/SEB are seeking member feedback on classing the following vehicles in XP effective 1/1/2010 (ref. 09-096):

Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

MODIFIED

- Per the MAC, the following rule change proposal is published for member comment: Replace the first five paragraphs (before the current 18.1.A) with the following, and re-letter current subsections 18.1.A through 18.1.E accordingly:

“A. Eligibility

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

1. Kit Cars

Kit cars which were originally designed, constructed, and licensable for street use may participate in D and E Mod if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the

member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:

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

Constructed examples of approved kits are subject to the following:

- g) they will automatically take the Modified Tub weight penalty (see Appendix A).
- h) they will have the same weight/displacement scales and weight bias penalties as production-based cars.
- i) they will be allowed all the modifications that production-based cars are permitted,
- j) they are subject to the same engine/transmission restrictions as production-based cars.
- k) they must meet the same safety requirements as production-based cars.

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

The list of currently approved models is as follows:

(no models are currently listed).

2. Clones

Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

- a) They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.
- b) Their specifications do not violate any rule stated herein.

3. Other Models

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.

4. Specifications

Weight and displacement specifications are as shown in Appendix A."

NOT RECOMMENDED

- Hyundai Genesis classification (09-212)

TECH BULLETINS

1. General: Revise 12.6.A to read: "An open car is a convertible (with or without a full windshield), a car with a retractable hardtop, a targa-top-type car with less than a full windshield, or a T-top-type car with less than a full windshield."
2. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Audi R8 4.2L ('08-'09)	SS (ref. 09-207)
Tesla Roadster (all) ('08-'09)	SS (ref. 09-273)
MINI John Cooper Works Clubman ('09)	BS

(Note: It is the SEB's intent that the MINI Clubman models be classed alongside the corresponding MINI Cooper models. When the Cooper S moves from GS to DS in 2010, the Clubman S will also move to DS)
3. Stock: Section 13.7.A.1 is clarified to read: "Substitution, addition or removal of any front anti-roll bar and its supporting hardware (brackets, endlinks, bushings, etc.) is permitted."
4. Stock: For the purposes of defining "interior panels" as in 13.5.F, the trunk is considered part of the interior (ref. 09-275).
5. Street Prepared, Errors and Omissions: Per an overlooked change passed late in 2008, correct certain DSP and FSP listings as follows:

Delete the following listings:
DSP

Sentra SE-R & NX2000 ('91+)

FSP

NX2000

Sentra 1.6L(91+)

Sentra & SE-R ('91-'94)

Add the following listing:

FSP

Nissan Pulsar, NX2000, Sentra, & SE-R ('91-'94) all

6. Street Prepared: The following new listing, effective immediately upon publication, is added to Appendix A:

Tesla Roadster ('08-'09) ASP (ref. 09-273)

Comment: The SPAC will be providing proposals addressing modifications to electric and hybrid vehicles.

7. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added to Appendix A:

Audi TT FP

Mazda RX-8 FP

Nissan 350Z FP

Pontiac Solstice DP

Pontiac Solstice GXP FP

Saturn Sky DP

Saturn Sky Redline FP

8. Prepared: Per the PAC, modify the following sentence in Appendix A section on limited preparation vehicles (page 206) as follows: Replace the last sentence of the 2nd paragraph under "Limited preparation vehicles" with: "The listed allowances for *limited preparation vehicles* supersede the Section 17 rules and other Appendix A allowances where applicable."

9. Prepared: Per the PAC, cars competing in G Prepared under the Appendix A allowances for Limited Preparation vehicles may use either unmodified stock camshafts or non-stock camshafts meeting Limited Preparation restrictions. (ref. 09-185)

SOLO EVENTS BOARD MINUTES

SEB MINUTES | June 24, 2009

SOLO EVENTS BOARD

The Solo Events Board met by conference call June 24th. Attending were SEB members Dave Feigner, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Lisa Noble of the BOD; Doug Gill 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 1/1/2010.

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

STOCK

- Regarding Item 7 recommended to the BOD in the SEB minutes of 6/4-5 (as published in the July Fastrack), the text of this item should read: "A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes."
- The SAC will be making its final recommendation regarding moving the Boxster to BS after the Solo Nationals. (09-163)
- The following rule change proposal is published for member comment:

Revise 13.2.1 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.*" (ref. 08-686)

STREET TOURING

- Per the STAC, the following rule change proposal is published for member comment:
Change subsection 14.10.1 to read as follows:
"Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic *and/or acoustic function.*"
- Per the STAC, the following revised version of the STR proposal is published for member comment (significant changes are shown in *italics*):

"Street Touring Class R (STR)

Class requirements and restrictions:

- *Only those cars listed below are eligible*

Eligible vehicles are:

- Honda S2000
- Mazda Miata (*except Mazdaspeed*)
- Mazda MX5 Miata ('06-'09)
- Toyota MR2 (*non S/C, non-turbo*)
- Toyota MR2 Spyder
- BMW Z3 (*non-M*)
- BMW Z4 (*non-M, non-turbo*)
- *BMW M Coupe & M Roadster (1998 to 2000)*
- Mazda RX7 (*non-turbo*)
- Porsche 924 & 944 (*non-turbo*)
- *Porsche 911 (1984 to 1989 Carrera 3.2)*
- *Porsche 968*
- Pontiac Solstice (*non-turbo*)
- Saturn Sky (*non-turbo*)
- *Datsun 240Z & 260Z & 280Z & 280ZX (non-turbo)*
- Nissan 350Z

Additional class notes include:

- Tire Allowances (add to 14.3):
 - AWD - 225mm
 - 2WD - 255mm
- Wheel Allowances (add to 14.4):
 - AWD - 7.5"

2WD - 9"

- Catalytic Converters (add to 14.10.E):
Same as ST, STS allowance.
- Limited Slip Differentials (add to 14.10.K):

Aftermarkets units allowed per STX/STU rules."

NOTE, per the STAC: Classing for STR will not be formula based, but will utilize a list of eligible vehicles. Cars *not* on this list are not eligible. However, as in all subjective classing, cars may be petitioned by the membership for inclusion and will be reviewed on a case by case basis.

STREET PREPARED

- The SEB thanks Jim Crider for his service to the membership on the SPAC.
- Per the SPAC, the following listing change proposal is published for member comment:

Remove from FSP the listing "Mazda Protégé" and add the following in its place:

Mazda

Protégé ('89-'98)

Protégé ('99-'03)

- The following revised group of listings change proposals, previously published in the July Fastrack, is submitted for member comment (changes from the previous version are shown in italics):

- Delete the following current listings:

DSP

Civic SOHC, VTEC ('92-'95)

Civic VTEC, SOHC ('96+)

delSol ('93-'97)

FSP

Civic ('92-'95) NOC

Civic ('96+) NOC

Civic non-Si ('96-'00)

- Replace with new listings:

DSP

delSol ('94-'96) DOHC

Civic Si ('99-'00)

Civic Si ('02-'05)

Civic Si ('06-'09)

FSP

Civic ('96-'00) NOC

Civic ('92-'95) All, delSol ('92-'96) NOC

Civic ('01-'05) NOC

Civic ('06-'09) NOC

FORMULA JUNIOR / F125

- Per the KAC, the following is added effective immediately:

Add new 19.2.A.3 as follows:

"3. Formula Junior C [This is a Regional-Only, **Restricted Availability** class. Available by prior approval from the Solo Competitor Manager only.]

a. AGE: 5 years to 7 years

b. ENGINES:

1. Comer 50/51 only.

A. Fuel: Gas and Oil

B. Carburetor, exhaust and clutch as supplied with engine from manufacturer.

C. Weight: no weight restriction is imposed at this time.

c. CHASSIS:

1. "BabyKart", "Kid Kart" and "Cadet Kart" size racing-style chassis only. Intermediate and full-sized racing chassis' are inappropriate for this class, regardless of any adaptation or modifications.

d. TIRES:

1. SL-compound racing slicks, factory durometer (hardness) listings of 60 or higher. Size 10 X 4.50 - 5 or 10 X 4.60 - 5 front and rear."

NOT RECOMMENDED

- Mini Cooper Classing (09-323) *Comment:* The SAC believes the non-S Mini Cooper is classed appropriately in HS at this time, and will continue to monitor the class.
- Minivan classing (09-355) *Comment:* The SSF guidelines will not be changed.

TECH BULLETINS

1. Street Touring: Per the STAC, the following is added to 14.6.E, as a new second sentence: "*Thickness includes the individual plates of a vented rotor, as well as the overall dimension.*" Note: 14.6.E is intended primarily to facilitate popular track-day big brake kits, not as a means of weight reduction. (ref. 09-193)
2. Formula Junior: Per the KAC, revise the first sentence of 19.2.D to read as follows: "*Unless otherwise stated, for all classes wet or dry clutches are allowed.*" (ref. 09-361)
3. Formula Junior: Per the KAC, adjustments to Formula Junior weights are made (effective immediately) as follows:
 - 19.2.A.1.b.1.B. Weight: 265 lbs for gas-fueled karts and 270 lbs for methanol-fueled karts.
 - 19.2.A.2.b.4.C. Weight: 255 lbs.(ref. 09-361) Note: these are parity adjustments, based on available power levels.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | July 29, 2009

The Solo Events Board met by conference call July 29th. Attending were SEB members Dave Feigner, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Lisa Noble, Robin Langlotz, and John Sheridan 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 1/1/2010.

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

RECOMMENDED TO THE BOD

- Per the PAC, remove subsection 17.4.J.2, which currently reads: "Wheels greater than 16" in diameter will receive a 100 lb. penalty." *Comment:* This eliminates wheel diameter weight penalties for FP.

TIRE RACK SOLO NATIONALS

- The SEB has reviewed a variety of suggested Impound inspection items for the Solo Nationals. Competitors should be ready for these inspections. Prepared class entrants are advised to bring engine gasket sets in case an inspection requires partial disassembly.

GENERAL

- The following rule change proposal, effective 1/1/2011, is submitted here for member comment (ref. 09-282):
 - Change the third sentence of 3.3.2 to read as follows: "The intent of this requirement is that all open cars using racing slicks, *and all open cars which have removed any portion of the original windshield or its frame*, must at a minimum have roll bars which meet Appendix C, regardless of Regional variations in category definitions and/or preparation allowances.

STOCK

- The following listing change proposal is published for member comment:
 - Effective 1/1/2011, move the BMW 335i from FS to DS. (ref. 09-416)
- The following correction to the Stock reorganization proposal has been provided by the SAC:
 - In Option 2 as published in the July Fastrack, the line for the Corvette should read "Corvette ('97-'04)" instead of "('99-'04)"

STREET TOURING

- Per the STAC, the following rule change proposals are being published for member comment:
 - Add under "Excluded" in Appendix A for ST, STX, STU, and STS: "All vehicles with pure electric or hybrid electric drive-trains."

Comment: Competitors should note that the Solo rules, as currently written, do not take into account non-traditional power-trains (e.g. hybrids and pure electrics.). At this time it is the SEB's intent to allow for no modifications to such systems until their implications are better understood. Competitors are urged to write to the SEB detailing modifications which they wish to make to vehicles of these types, and providing further explanation of why and how those modifications would best fit into existing (or new, if necessary) class structures.

STREET PREPARED

- Per the SPAC, the following rule change proposals are being published for member comment:
 - Change the first sentence of 15.9 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."
 - Change the first sentence of 15.10 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein."

Comment: See applicable item under STREET TOURING.

PREPARED

- The following amended version of a previously-published set of rule change proposal is provided here, in response to member input, for further comment:
 - Change sub-section 17.4.G.2 – to read: "Wheels greater than 16" in diameter will receive a 50 lb. penalty."

- Appendix A – Prepared Class C – (the two paragraphs after the alternate hood item) are to be revised to read as follows:
 - All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50 lbs. to minimum weight.
 - Wheels greater than 16 inches in diameter must add 50 lbs to minimum weight.*
- Remove sub-section 17.4.J.2, which currently reads: “Wheels greater than 16” in diameter will receive a 100 lb penalty.” *Comment:* This proposed change eliminates wheel diameter weight penalties for FP.
- After reviewing member comment, the PAC has recommended an amended version of the previously-published proposal to permit some kit cars in XP, as follows:
 - The following cars to be classed in XP with allowances restricting the minimum engine size (and therefore minimum weight):
 - Factory Five
 - Mk3 Roadster & Challenge Car
 - Type 65 Coupe
 - GTM Supercar
 - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.
 - Superformance
 - MKIII
 - GT40 MKII
 - Shelby Cobra Daytona Coupe
 - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.
 - Noble
 - M12
 - M12GTO
 - M400
 - All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.
 - Rossion
 - Q1
 - With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.
 - Mosler
 - MT900S
 - MT900R XP
 - All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.
 - The PAC is reviewing the possibility of recommending the addition of some limited-availability, non-domestic-market cars into class X Prepared on a case-by-case basis, and is requesting member opinion on this potential change, and on possible types and makes/models which should be considered.

STREET MODIFIED

- The following rule change proposal has been recommended by the SMAC and is being published for member comment:
 - Effective 1/1/2011, 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.”

NOT RECOMMENDED

- Stock, exclusion of AWD cars (ref. 09-410, 09-413). *Comment:* Drivetrain configuration is considered along with a host of other vehicle attributes when classing cars in Stock.
- Stock, move of MINI Cooper S Works (ref. 09-412). *Comment:* The SAC does not believe that the performance potential of the Cooper S John Cooper Works Edition has changed relative to the MINI Cooper S since its initial classing.”
- Prepared, AWD vs. 2WD cars (ref. 09-413). *Comment:* The PAC believes that Prepared classes have accounted for AWD versus 2WD differences by properly classing cars and adding appropriate weights and/or other restrictions. Currently there are no issues which would suggest a change.

TECH BULLETINS

1. Stock: Per the SAC, the current HS listing of the Scion tC applies to all factory-installed option packages, including the Release Series 5.0. (ref. 09-367)
2. Stock: The previously-published initial classification of the Audi R8 has been rescinded due to member feedback, and the car is placed on the Stock exclusion list effective immediately. *Comment:* The SAC will be monitoring this car's performance. At this point the SEB and SAC still do not consider the car to be an overdog in its US configuration, and the intention is to classify it in SS as of 1/1/2010. (ref. 09-382, 09-398, 09-420)
3. Prepared: Per the PAC, replace "(17.2.L, 17.2.M)" with "(17.2)" in Appendix A, Prepared Class X, 1.b, BODYWORK AND STRUCTURE
4. Prepared: Per the PAC, the following correction is made to the previously-published new FP RX8 listing (effective immediately upon publication):
RX8 (bridge or peripheral porting allowed). Alternate engines 12A or 13B. Original equipment intake manifold may be used.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Aug. 26, 2009

SOLO EVENTS BOARD

The Solo Events Board met by conference call August 26th. Attending were SEB members Dave Feighner, Tina Reeves, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble and Robin Langlotz 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 regarding items published herein should be directed to seb@scca.com.

GENERAL

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

SAFETY

- The Solo Safety Committee meeting minutes appear elsewhere in this issue of Fastrack.
- Safety Stewards are reminded that incident reports should include photos of the applicable course section(s), vehicles, damage, impacted obstacles, and any other relevant items.

STOCK

- The SAC continues to review feedback on the pending class reorganization proposals (ref. 09-381, 09-390, 09-418, 09-458)
- The SAC is also monitoring feedback regarding the proposal to move the Boxster to BS (ref. 09-163, 09-164, 09-197, 09-198, 09-201, 09-337, 09-474)

STREET TOURING

- Based on positive member feedback, the updated STR rules published in the August Fastrack are considered final, and are effective 1/1/2010.
- The STAC would like feedback on opening up 14.10.F to allow ECU "piggybacks" that directly control or modify engine functions such as fuel injectors and ignition timing (ignitor, coil, etc). Current allowances restrict piggybacks to acting only as "signal modifiers" on the ECU inputs. Direct control would be restricted to fuel, ignition, and VTEC switchover points. Sensors must be OE. Emissions legality as defined in Appendix F and 14.10 would still need to be maintained, which means that OBDII systems must be intact and operating as the manufacturer intended. NOTE: The goal with this proposal is to allow an alternative, cost-effective method of performing the same functions allowed by current rules. This is not final rules language. This proposal would be effective 1/2011.
- The STAC believes that the Street Touring classes have accounted for AWD versus 2WD differences by properly classing cars and using restrictions such as tire sizes. Currently there are no issues which would suggest a change. (ref. 09-413)
- The following rule change proposal, effective 1/1/2010, is published here for member comment: Change the first sentence of 14.2.G to read: "Strut bars may be added, removed, modified, or substituted with all types of suspension."

STREET PREPARED

- The following previously-published (October '08) class change proposal has been recommended by the SPAC and is published here for further comment: Move from DSP to FSP, Saturn 16V models as follows (ref. 09-532):
Saturn
S-series('91-'95)
S-series ('96-'02)
- The following rule change proposal, effective 1/1/2010, is published here for member comment: Change the first sentence of 15.2.C to read: "Strut bars may be added, removed, modified, or substituted with all types of suspension."
- The following rule change proposal, effective 1/1/2011, is published here for member comment: Add new subsection 15.2.P as follows: "Fog lights may be removed as long as the resulting holes are not used for any other purpose, and are completely covered."
- The following rule change proposal, effective 1/1/2011, is published here for member comment: 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."

NOT RECOMMENDED

- Stock stainless brake line allowances (ref. 09-444).
- Stock roll bar installation (ref. 09-471)

- Driveline configurations (ref. 09-468) *Comment:* The SEB and its advisory committees consider all applicable factors, including drivetrain type and layout, when classing cars.
- Nissan GTR OE tire (ref. 09-430) *Comment:* the STAC sees no demonstrable evidence at this time to support excluding this tire, but will remain vigilant.

TECH BULLETINS

1. Stock: Per the SAC, add to 13.2 as follows: "The allowance to install a roll bar does not permit the removal of factory roll hoops."
2. *Street Touring:* Per the STAC, OE bumper covers may be modified as part of the "Body Kit" allowance (14.2.F), including cutting holes for the passage of air. *NOTE:* The STAC is looking to rework or remove 14.2.F for 2011, since its original "Sport Compact" cosmetic intent is no longer relevant and it is being primarily used instead for performance benefit.
3. *Street Touring:* Per the STAC, only the inner lip of a fender may be rolled, per 14.2.E. The outer fender contour may not be changed to provide additional tire clearance.
4. *Street Touring:* The 2006-2010 BMW 3-series (E90) is added to the STX exclusion list in Appendix A, but is eligible for STU.
5. *Street Prepared:* Per the SPAC, the Toyota Celica listings in FSP are corrected to read as follows:
 - Toyota
 - Celica ('71-'77)
 - Celica ('78-'81)
 - Celica ('82-'85)
 - Celica ('86-'89)
 - Celica ('90-'93) (NOC)
 - Celica ('94-'99)
6. *Street Prepared:* Per the SPAC, the Toyota Celica '00+ listing in DSP is corrected to read as follows:
 - Toyota
 - Celica ('00-'05)
7. *Street Prepared:* The Saturn Ion listing in DSP is clarified to read "Ion (all) & NOC." (ref. 09-532)
8. *Street Prepared:* Under the allowances of 15.8.H.1, if one A-arm is changed to a non-OE length and is non-adjustable, it is legal so long as no adjustment or change is made to the other A-arm on the same corner. (ref. 09-368)

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Sept. 23, 2009

The Solo Events Board met by conference call September 23. Attending were SEB members Dave Feighner, Tina Reeves, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; 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.

GENERAL

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

RECOMMENDED TO THE BOD

- The following General items effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 1)** 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."
 - **ITEM 2)** Change the second sentence of 3.3.2 to read as follows: "A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the GCR, is required in all non-production vehicles in A, B, C, and F Modified, and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified."
 - **ITEM 3)** Change the last sentence of the first paragraph of 3.3.2 to read as follows: "For open cars using DOT tires, the roll bar height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."
 - **ITEM 4)** Remove the last two sentences of 12.9 (Wing Area Computation).
 - **ITEM 5)** Add new subsection 12.10 as follows and renumber subsequent sections accordingly:
 - "12.10 Canard
 - A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork."
 - **ITEM 6)** 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."
- The following previously-published Safety items, effective 1/1/2010, are being recommended to the BOD:
 - **ITEM 7)** In 2.2.M, change the third sentence to read: "...such minimum viewing distances may not be less than 100 feet from the course edge in unprotected areas..."
 - **ITEM 8)** Change the first sentence of 4.3.1 to read: "Helmets meeting one of the following standards must be worn while on course: Snell 2010, 2005, or 2000 (SA, K, or M); SFI standards 31.1, 31.1A, 31.2A, 41.1, 41.1A, or 41.2A; British spec BS6658-85 Type A/FR."
- The following previously-published items pertaining to the Stock category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 9)** Add to section 13.0, at the end of the first paragraph: "A Canadian-market vehicle is legal for Stock competition if it is identical to the US counterpart except for comfort and convenience modifications allowed in 13.2.A."
 - **ITEM 10)** Add new second paragraph to 13.0: "A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes."
- Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"
- **ITEM 11)** 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."

- **ITEM 12)** Change 13.2.J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration."
- **ITEM 13)** Move models currently in BS into CS, merging the two classes. Move models currently in AS into BS. Move various models into AS. The results of this group of changes will be as follows:

Move from SS to AS:

BMW
 M3 ('08-'10)
 Z4 M Coupe/Roadster ('06-'08)
 Chevrolet
 Corvette ('97-'04, C5 chassis, non-Z06)
 Lexus
 IS-F ('08-'10)
 Lotus
 Esprit Turbo ('96-'04)
 Mazda
 RX-7 ('93-'95)
 Mercedes
 C63 AMG
 Porsche
 911 ('98-'04, 996 chassis)
 Boxster S ('05-'08)
 Cayman S ('05-'08)

Move from AS to BS:

Acura
 NSX
 Audi
 RS4
 RS6
 S5 ('08-'10)
 BMW
 M Coupe/Roadster ('01-'05)
 M3 (E46 chassis)
 M5 ('04-'10)
 Z4 Coupe/Roadster ('06-'09, non-M)
 Chevrolet
 Corvette (C4 chassis, all)
 Chrysler
 Crossfire SRT-6
 DeTomaso
 Pantera
 Mangusta
 Ford
 Mustang Shelby GT500
 Mustang GT500 ('10)
 Honda
 S2000 (all)
 Jaguar
 XKR Coupe
 Maserati
 Gran Sport, Spyder, Coupe ('02-'10)
 Mercedes
 C32 AMG
 SLK32 AMG
 SLK350
 SLK55, CLK55
 Mitsubishi
 Lancer Evolution (all)
 Pontiac
 Solstice GXP
 Porsche
 911 ('95-'98, 993 chassis, non-turbo)
 Boxster ('05-'08, non-S)
 Cayman ('05-'08, non-S)

Saleen
 Mustang (normally aspirated)
 Saturn
 Sky Redline
 Shelby
 Cobra
 Subaru
 Impreza WRX STI
 Toyota
 Supra Turbo ('93½ -'98)

Move from AS to CS:

Porsche
 Boxster ('97-'04, 986 chassis)
 Boxster S ('00-'04, 986 chassis)

Move from BS to CS:

BMW
 M Coupe/Roadster ('96-'00)
 M3 (E30 chassis, E36 chassis)
 Z3 (6-cyl) NOC
 Chrysler
 Prowler
 Ferrari
 308, 328
 Jaguar
 XKE
 Lotus
 Elan (RWD)
 Esprit (non-turbo)
 Europa
 Maserati
 BiTurbo
 Mazda
 RX-7 Turbo ('87-'91)
 RX-8
 Mercedes
 SLK
 Morgan
 Plus 8
 MINI
 Cooper S JCW ('06-'10)
 Clubman S JCW ('09-'10)
 Nissan
 300ZX Turbo ('90-'96)
 350Z (all)
 Plymouth
 Prowler
 Pontiac
 Solstice (non-GXP)
 Porsche
 911 (non-turbo) NOC
 911 Club Sport
 914-6
 928
 Carrera 2, Carrera 4 (964 chassis)
 356 Carrera (4-cam)
 Toyota
 MR2 Turbo

- **ITEM 14)** Move from FS to DS: BMW 335i
- **ITEM 15)** Move from GS to DS: Mini Cooper S
- **ITEM 16)** Move from GS to HS: Acura Integra ('90-'01) NOC
- **ITEM 17)** Move from GS to HS: Ford Focus SVT
- **ITEM 18)** Change the GS listing "Acura Integra" to: "Integra GS-R ('92-'01)

- The following previously-published items pertaining to the Street Touring category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 19)** Add a new subsection 14.2.H as follows (ref. 08-535):

“H. Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:

 1. *They must only connect previously unconnected boxed frame rails on unibody vehicles.*
 2. *Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).*
 3. *SFCs must be bolted in place and not welded.*
 4. *No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.*
 5. *No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.*
 6. *SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.”*
 - **ITEM 20)** Change the first sentence of 14.2.G to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
 - **ITEM 21)** Add to 14.6.E, after the fifth sentence: *“A functioning emergency brake, of the same type, operation and actuation as OE, must be present.”* Also revise the 7th sentence of 14.6.E to read: *“Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake.”*
 - **ITEM 22)** Add to the end of 14.10.F.1 as follows: *“Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”*
 - **ITEM 23)** Change subsection 14.10.I to read as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”*
 - **ITEM 24)** Add new subsection 14.11, as follows:

“14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.” (ref. 08-603)
 - **ITEM 25)** In Appendix A, add under “Excluded” for ST, STX, STU, and STS: *“All vehicles with pure electric or hybrid electric drivetrains.”*
- The following previously-published items pertaining to the Street Prepared category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 26)** 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.”*
 - **ITEM 27)** Change the first sentence of 15.2.C to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
 - **ITEM 28)** Replace the first four sentences of 15.2.C with: *“Transverse members known as strut bars and suspension braces are permitted. They must be bolted on. Strut bars must be attached to the strut/shock tower. 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. Except for standard parts, no connections to other components are permitted.”*
 - **ITEM 29)** Change the first sentence of 15.10 to read: *“Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein.”*
 - **ITEM 30)** Add new subsection 15.10.BB as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”* (ref. 09-121)

- **ITEM 31)** Change the Subaru WRX STI listings in BSP to read as follows:
 - Subaru
 - WRX STI ('04-'07)
 - WRX and STI ('08-'10)
- **ITEM 32)** Move the Subaru WRX non-STi ('08-'09) from ESP to BSP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT.
- **ITEM 33)** Add to CSP: Toyota MR2 Spyder ('00-'05)
- **ITEM 34)** Move from CSP to DSP: Acura RSX.
- **ITEM 35)** Delete current listings in DSP:
 - Toyota Matrix
 - Pontiac Vibe
 - Add new listings in DSP:
 - Pontiac/Toyota
 - Matrix XRS ('03-'06), Corolla XRS (05-06), Vibe GT ('03-'06)
 - Matrix/Vibe AWD ('03-'08)
 - Add new listings in FSP:
 - Pontiac/Toyota
 - Matrix/Corolla/Vibe ('03-'08) NOC
- **ITEM 36)** Delete from DSP:
 - Honda
 - Civic SOHC, VTEC ('92-'95)
 - Civic VTEC, SOHC ('96+)
 - Del Sol ('93-'97)
 - Add in DSP:
 - Honda
 - Del Sol ('94-'96) DOHC
 - Civic Si ('99-'00)
 - Civic Si ('02-'05)
 - Civic Si ('06-'09)
 - Delete from FSP:
 - Honda
 - Civic ('92-'95) NOC
 - Civic ('96+) NOC
 - Civic non-Si ('96-'00)
 - Add in FSP:
 - Honda
 - Civic ('96-'00) NOC
 - Civic ('92-'95) all, del Sol ('92-'96) NOC
 - Civic ('01-'05) NOC
 - Civic ('06-'09) NOC
 - **ITEM 37)** Move from DSP to FSP, Saturn 16V models as follows (ref. 09-532):
 - Saturn
 - S-series('91-'95)
 - S-series ('96-'02)
 - **ITEM 38)** Combine the '86 1/2 to '92 Toyota Supra non-turbo and turbo onto one line.
 - **ITEM 39)** In FSP, change the Mazda Protégé listing:
 - Mazda
 - Protégé ('89-'98)
 - Protégé ('99-'03)
 - **ITEM 40)** Delete the following listing in FSP:
 - Volkswagen
 - Scirocco (8v all)
 - The following previously-published items pertaining to the Street Modified category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 41)** Add new subsection 16.C.2.d as follows:
 - d) *Included vehicles: Porsche Carrera GT*

- **ITEM 42)** Add to the end of the first paragraph of section 16.1.L, *“Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.”*
- **ITEM 43)** Add to 16.1.L: *“Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.”*
- **ITEM 44)** Revise 16.1.O to read as follows: *“Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.”*
- **ITEM 45)** Add new 16.1.S with wording as follows: *“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. All associated hardware may be removed, replaced or modified.”*
- **ITEM 46) Add new supplemental class SMF as follows:**
 - New 16.B.3: *“Street Mod FWD (SMF), a supplemental class for two and four seat front wheel drive cars.”*
 - New 16.C.3: *“Street Mod FWD (SMF) Supplemental Class:*
 - a) *All front wheel drive vehicles.”*
 - Add in Appendix A as follows:
 - Supplemental Class SMF
 - Eligible Vehicles:
 - All front wheel drive vehicles.
 - Minimum Weight Calculations:
 - All listed weights are without driver.
 - 2 Seat FWD: 1650 + 125lbs/liter
 - 4 Seat FWD: 1550 + 125lbs/liter
 - Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM.
- The following previously-published items pertaining to the Prepared category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 47)** Remove the last sentence of 17.2.O. which currently reads: *“When bumpers are retained, the spoiler and bumper shall appear to be two separate parts”*
 - **ITEM 48)** Remove sub-section 17.4.G.2, which currently reads: *“Wheels greater than 16 inches in diameter will receive a 200 lb penalty.”*
 - **ITEM 49)** Remove sub-section 17.4.J.2, which currently reads: *“Wheels greater than 16” in diameter will receive a 100 lb penalty.”*
 - **ITEM 50)** Add to Appendix A, Prepared Class X, 1.b: *“Unibody fenders may be replaced as described in 17.2.S.”*
 - **ITEM 51)** Add to the end of the second paragraph of Section 1.c. under Prepared Class X in Appendix A: *“Wings designed to be adjustable while the car is in motion must be locked in a single position.”*
 - **ITEM 52)** Add as a new paragraph in Appendix A, Prepared Class X at the end of 1.c:
 - “Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of the Canard area and rear wing area may not exceed the total wing allowance.”*
 - **ITEM 53)** Add to Prepared Class X:
 - Superformance Cobra
 - **ITEM 54)** Add to Prepared Class X:
 - Noble M12, M12 GTO
 - Noble M400
 - Rossion Q1

- **ITEM 55)** Change Appendix A – Prepared Class C – (last two paragraphs before weights) to read as follows:

“All vehicles may use wheels up to 12 inches in width. Vehicles using greater than 10 inch wheel widths must add 50 lbs to minimum weight. Wheels greater than 16 inches in diameter must add 50 lbs to minimum weight.”

- **ITEM 56)** Add specific kit cars with associated restrictions in Appendix A, Prepared Class X after 9.b. and before Prepared Supplemental Class B using a line above the section as follows:

“The following cars are classed in XP with allowances restricting minimum engine size (and therefore minimum weight):

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion Q1,

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.”

- The following previously-published items pertaining to the Modified category and effective 1/1/2010 are being recommended to the BOD:

- **ITEM 57)** Replace the first five paragraphs (before the current 18.1.A) with the following, and re-letter current subsections 18.1.A through 18.1.E accordingly:

“A. Eligibility

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

1. Kit Cars

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

- a) follows current D and E Mod rules regarding minimum floor pan dimensions (see 18.1.B.1.j).*
- b) has no unusually advantageous aerodynamic features.*
- c) has no exceptionally low center of gravity.*
- d) has no exceptionally high strength to weight ratio.*
- e) has no other unique features that would upset the competitive balance in D and E Mod.*

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

Constructed examples of approved kits are subject to the following:

g) *they will automatically take the Modified Tub weight penalty (see Appendix A).*

h) *they will have the same weight/displacement scales and weight bias penalties as production-based cars.*

i) *they will be allowed all the modifications that production-based cars are permitted,*

j) *they are subject to the same engine/transmission restrictions as production-based cars.*

k) *they must meet the same safety requirements as production-based cars.*

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

The list of currently approved models is as follows:

(no models are currently listed).

2. Clones

Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

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

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

3. Other Models

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.

4. Specifications

Weight and displacement specifications are as shown in Appendix A."

- **ITEM 58)** Add to 18.1.B.1.a: "8. *Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads—such as rocker panels, floor pan, or frame—shall have reduced thickness or be replaced with lighter material.*"

- **ITEM 59)** In 18.1.E.4.a, change the sixth sentence to read: "Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork, measured as described above.." Also change the reference in 18.1.E.7 from "...maximum of 4" to "...maximum of 7.5"

- **ITEM 60)** Change 18.5 to read as follows:

"18.5 FORMULA SAE

Vehicles constructed to any single year's Formula SAE ruleset (1985 on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and that ruleset shall be provided by the entrant for viewing.

Non-students may build, own, and compete in FSAE vehicles.

In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.

Transponder and FSAE lettering shall not be required.

These vehicles are assigned to A Modified, *subgroup FSAE*, and must also meet the following minimum criteria:

Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:

Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor

E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor

M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor

Current year FSAE aerodynamic rules

FSAE vehicles may not mix and match specifications from multiple years except as specified above.”

In conjunction with the above, change 3.8.E to read “Applicable Formula SAE specifications.”

- The following previously-published item pertaining to the Kart classes and effective 1/1/2010 is being recommended to the BOD:
 - **ITEM 61)** Remove the second portion of the last sentence from 19.1.c.2, such that the sentence reads: “The addition of front brakes is optional.”

STOCK

- The pending classification actions regarding the BMW 335i and Kia Optima have been tabled by the SAC and will be re-presented with a planned effective date of 1/1/2011.
- Per SAC recommendation, the Audi R8 is remaining on the Stock exclusion list at this time. Per Solo Rules Section 3.2, this car may be re-classed at any time until the July 2010 Fastrack.

NOT RECOMMENDED

- Stock ignition coil replacement (ref. 09-389).
- Stock wording removals (ref. 09-448)

TECH BULLETINS

1. Stock: Per the SAC, the following new listing, effective immediately upon publication, is added to Appendix A (ref. 09-496):
Peugeot 505 (all) GS

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Oct. 28, 2009

The Solo Events Board met by conference call October 28th. Attending were SEB members Tina Reeves, Dave Feighner, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- Compliance checks are a recognized part of the Impound procedure. Regardless of the an individual competitor's opinion of the inspection or the outcome of these checks, it remains the competitor's responsibility to present a fully compliant car for competition.

Competitors are advised to recall SR Section 8.0, which states in part: "... it should be remembered that Solo events are sporting events, to be conducted in a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best, that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the competition."

In that spirit, it is expected that all entrants and their guests will conduct themselves in an appropriate manner at all events. Disrespect for event officials and members of the Protest Committee is considered unsportsmanlike conduct and is protestable under SR Section 9.1.

- An opening is anticipated on the SEB for 2010. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office.
- There will be a presentation on sound measurement and enforcement at the 2010 SCCA Convention.
- The SEB is recommending that Appendix I, Sound Measurement Procedures, be made mandatory at all National Solo events in 2010, including the Solo National Championships in Lincoln, with a specified limit of 100 dBA. This will be implemented via an addition to the event Supplemental Regulations.

SAFETY

- In response to member input, the previously-published (April Fastrack) proposal to revise 2.2.M to require minimum viewing distances of no less than 100 feet has been withdrawn. Per the existing rule, Solo Safety Stewards may require additional distances where deemed appropriate. Course designers are reminded to take special care in laying out, and allowing ample room for, finishes and exit lanes.

RECOMMENDED TO THE BOD

- Items 2 and 3 in last month's list of SEB recommendations to the BOD are being withdrawn, per the PAC and SEB. This subject will be addressed in a future change proposal
- Per the SAC, the recommended proposal to move the BMW 335i from FS to DS (SEB minutes Item 14) is corrected to read "BMW 335i ('07-'10), 335i xDrive ('07-'10), and 335d ('09-'10)". (ref. 09-416, 09-497). In addition, this was intended as a **2011** proposal and should not be implemented for 2010.
- Per the SAC, Item 13 in the list of SEB recommendations to the BOD should have reflected the following: The Boxster ('97-'04) (986 chassis) (non-S) should be shown as moved from AS to CS. The Boxster S ('00-'04) (986 chassis) will stay in the new BS.
- Per the SPAC, Item 29 in last month's list of SEB recommendations to the BOD should have been of the following form:
- Change the first sentence of 15.9 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."
- Change the first sentence of 15.10 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein."
- Per the SPAC, Item 32 in the list of SEB recommendations to the BOD is corrected to read as follows:
- Move the Subaru WRX non-STi ('08-'10) from ESP to BSP onto the same line as the '08-'10 WRX STi and the '09 Impreza GT, new listing to read: "WRX ('08-'10), WRX STi ('08-'10) & Impreza GT ('09-'10)". Also clarify the WRX listing in ESP to read "WRX ('00-'07)

STOCK

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

STREET PREPARED

- The SEB approved the addition of Nate Whipple to the SPAC.
- An additional opening is anticipated on the SPAC for 2010. Interested member should submit their qualifications in writing to the SEB via the National Office.

PREPARED

- Based on data collected at the 2009 Solo National Championships, the PAC and SEB are seeking feedback on adjustments to the X Prepared weight formula in Appendix A, subsection 9.b (proposed changes shown in italics):

RWD: *1275* lbs + 200 lbs/liter

FWD: *1275* lbs + 150 lbs/liter

AWD: *1275* lbs + 250 lbs/liter

- Cars with engine located behind driver: +20 lbs/liter
- Cars equipped with traction/stability control: +25 lbs/liter
- Cars equipped with active/reactive suspension: +100 lbs
- Cars equipped with ABS: +50 lbs

Explanation: The proposed adjustment would increase minimum weights for all XP cars by 75 lbs. The intent of this adjustment would be to provide a greater percentage of eligible cars with a reasonable opportunity to reach the minimum weights. The proposal also reduces the adjustment for traction control to 25 lbs/liter. Feedback on other Prepared class minimum weights is also welcomed.

MODIFIED

- The following rule change proposal has been recommended by the MAC and is published here for member comment:
- 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." (ref. 09-486)
- The MAC is considering the possibility of allowing Legends cars (e.g. per www.600racing.com) to compete in class F Modified. Specifications of these cars are as follows:
 - Wheelbase: 73.00 in (1,854 mm)
 - Overall Width: 60.00 in (1,524 mm)
 - Overall Length: 10 ft 6 in (3,200 mm)
 - Height: 46 in (1,168 mm)
 - Engine: Yamaha 1250cc (sealed)
 - Horsepower: 122 hp (91 kW)
 - Weight: 1,300 lb (590 kg). with driver
 - Tires: 205/60R13 BF Goodrich Tires Comp TA HR4
 - Wheels: Width: 7" / Diameter: 13"
 - Suspension: Coil Over with Bilstein Shocks
 - Frame: Full Tubeframe with Integral Rollcage
 - Harness: FIA approved Five-Point

Membership feedback is requested on this possibility, and on details of additional allowances which might be permitted for these cars. Such allowances might include tires, wheels, engine substitutions, limited-slip differentials, and/or suspension changes. (ref. 09-528)

KART

- The KAC is investigating the possibility of amending FJA weights with a small increase for all ages, depending in part upon findings within the general karting community. (ref. 09-640)

NOT RECOMMENDED

- Mod, Nissan Skyline JDM classification (ref. 09-422). *Comment:* The MAC notes that this car does not meet the fundamental eligibility requirements of 18.1, and is concerned about the precedent of making an exception to those requirements without careful consideration of all reasonable alternatives.
- ST, remove E36 from exclusion list (ref. 09-537)
- ST, aftermarket clutches, flywheels (ref. 09-546)

- ST, steering wheel allowances (ref. 09-529)
- ST, Toyo R1R (ref. 09-572)
- ST, catalytic converter locations (ref. 09-540)
- ST, high-flow catalytic converters (ref. 09-588)
- ST, weight-based tire and wheel allowances (ref. 09-559)
- ST, rename classes (ref. 09-616) *Comment:* the STAC plans to propose a reorganization of ST classes which should address class naming issues.
- ST, wider tires (ref. 09-574)
- ST, allow fender flares (ref. 09-492)
- ST, Corvette C4 in STR (ref. 09-654)
- ST, limit RPM (ref. 09-589)
- FJ, additional engines (ref. 09-646). *Comment:* the KAC believes there are enough engines available for the FJ classes.
- FJ, on-board starters (ref. 09-517). *Comment:* the KAC and SEB are investigating possible alternative solutions.

TECH BULLETINS

1. Stock: Per the SAC the following new listings, effective immediately upon publication, are added (ref. 09-551):

Kia Forte & Koup 2.0L	HS
Kia Forte & Koup 2.4L	GS
Kia Optima	HS
2. Stock: The BMW Z4 sDrive 35i is covered by the current listing for the Z4 non-M, which is in the 2009 AS moves to BS for 2010.
3. Street Touring: The previously-published clarification provided by the STAC (October Fastrack, TB #4) is corrected to read as follows: "The '06-'10 BMW E90 M3 is added to the STX exclusion list in Appendix A, but is eligible for STU." (ref. 09-424)
4. Street Touring: Add to the end of the first paragraph of 14.10.J: "All components between the engine and the mounting structure are considered to be part of the motor mount assembly and therefore comprise the motor mount." (ref. 09-588)
5. Street Touring: The Stock class option package conversion rule (13.0, third paragraph) applies in the Street Touring classes. (ref. 09-634)
6. Street Touring: The following new listing, effective immediately upon publication, is added to the new STR class list of eligible models: "Pontiac Fiero (all)"
7. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added:

Toyota Yaris	EP
Nissan/Datsun 720 2WD ('80-'86)	EP
8. Prepared: Per the PAC, the following is added to the Prepared Class X section in Appendix A, as a new subsection 7.a (re-lettering the following subsections accordingly): "a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted."
9. Modified: In Appendix A, under Modified Class F subsection E.1 in the second paragraph, the sixth sentence should read as follows: "Any single carburetor (*regardless of the number of venturis*) is permitted." (ref. 09-338)