



2007 Action Items presented by the Solo Events Board to the SCCA Board of Directors.

GENERAL

ITEM 1) Add to 1.4 the following new subsection Q:

Any areas of the event site designated for refueling of vehicles there will be at least one 10-pound minimum Class B fire extinguisher available in the event of a fire during refueling.

February Addendum 2006 FasTrack

ITEM 2) Add to 3.3.3:

For cars competing on non-DOT-approved tires, the vehicle safety requirements as referenced in each category's rule set, in addition to those in mandatory sections of the Solo Rules, shall be adhered to by all entrants.

October 2005 FasTrack

ITEM 3) Remove 4.4.C, add new section 4.5 as follows, and renumber subsequent sections accordingly:

4.5 CAR / DRIVER CHANGES

If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her/their runs in another vehicle which is legal in that class. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the Operating Steward.

A driver may change cars prior to the beginning of competition until the driver's class heat begins, at the discretion of the Chief Steward or Chief of Registration in consultation with the Chief of Timing.

August 2006 FasTrack

ITEM 4) Add the following new section 5.5 and renumber the subsequent sections accordingly:

5.5 CHIEF OF WAIVERS

The Chief of Waivers shall be responsible for ensuring that the waiver function complies with the requirements of the SCCA insurance coverage as regards Solo events. Specifically, the Chief of Waivers shall ensure that the following are met:

- 1) The waiver function follows the Solo department guidelines.
- 2) All waivers used at an event are correctly signed, witnessed, and completed, including the event designation, location, date, and all required signee and witness information.
- 3) Necessary supplies and equipment are maintained as applicable.
- 4) Waiver workers are on duty from the time the gate or site is opened until the event has been completed.
- 5) Waiver workers have been recruited, trained, and assigned in cooperation with the Chief of Workers.
- 6) Waiver workers are SCCA members.



- 7) Communication is provided between the waiver station(s) and event administration.
- 8) Waivers are properly stored for the number of years required by Solo department guidelines and local laws.

This position shall be filled by an SCCA member. It is strongly recommended that the Chief of Waivers perform no other duties for the event.

March 2006 FasTrack

ITEM 5) Add to 6.8.D:

Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under 9.1.F.

August 2006 FasTrack

ITEM 6) Change 7.3:

Each driver shall be allowed at least three official timed runs per course, subject to severe circumstances beyond the control of the event organizers. Reduction in the number of runs offered at the National Championships may only be done with the concurrence of the Chief Steward, Event Chair, SEB Chair, and the Solo Events Department.

August 2006 FasTrack

ITEM 7) Add to 7.9.2:

Reruns will only be given for down cones after the finish trip beam at the discretion of the Chief Steward.

In case a competitor is red flagged or stops for a downed cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.

August 2006 FasTrack

ITEM 8) Add to 7.9.3:

If the finish trip beam is broken while the front two wheels of the car are off-course, the run will be scored as a DNF. Additionally, if after breaking the finish trip beam a driver causes the finish trip beam to be broken again, stopping the timer for the following driver, the time for the first driver will be scored as a DNF and the second driver may be granted a rerun.

August 2006 FasTrack



ITEM 9) Change the second sentence of 10.4:

The NAC will be appointed by the SEB.

September 2006 FasTrack

ITEM 10) Add new definitions to Section 12:

MID-ENGINE

A mid-engine configuration is defined as one in which the engine is located behind the passenger compartment and in front of the rear axle.

May 2006 FasTrack

BLOW-OFF VALVE (BOV) / POP-OFF VALVE (POV)

A device intended to limit maximum boost pressure in the engine inlet system by opening to vent the inlet system to the outside atmosphere when a preset boost value is reached.

July 2006 FasTrack

COMPRESSOR BYPASS VALVE (CBV)

A device intended to allow a supercharger or turbocharger's compressor output to recirculate back to the supercharger or turbocharger inlet when the throttle plate is closed. The purpose of this recirculation is to reduce boost lag when the throttle plate is reopened. A CBV is referenced to intake manifold vacuum and opens when manifold vacuum exceeds a preset value. It is closed under boost. CBVs installed by OEMs operate as described above. Some aftermarket CBVs vent to the atmosphere, and are marketed as Blow Off Valves or Pop Off Valves, although their operation is otherwise identical to the OEM CBVs.

July 2006 FasTrack

ITEM 11) Change (update) Appendix D:

APPENDIX D - SOLO[®] TRIALS RULES

I. PURPOSE

Solo[®] Trials provides a venue for SCCA[®] members who wish to experience higher speeds than the current Solo[®] program allows and/or for whom the Time Trials program has not been available or desirable. Solo[®] Trials is a program for regions and drivers with a lower level of speeds, hazards, administrative complications and costs than Time Trials.

Background Motivation:

Several independent and marquee autocross clubs, although considerably less regulated, have offered this type of program for many years without competition from SCCA[®]. Since region and member input indicated a need SCCA[®] has developed this new program. An added incentive to formulate this program for our membership was the potential to attract new members from the independent clubs who run this type of event into the SCCA[®] Solo[®] Program.

The Solo[®] Trials Program has three primary goals:

- 1) to be a venue for our Solo[®] members to compete in a safe, higher speed Solo[®] event;



- 2) to give SCCA[®] Regions, previously unable for various reasons to conduct Time Trials, a different type of Solo event to offer current and potential members; and
- 3) to develop a cadre of new competitors and organizers experienced in Solo[®] Trials events who will be encouraged to consider involvement in Time Trial Events. With the achievement of these three goals the Solo[®] Trials Program will provide a more rounded Solo[®] program for our members.

II. CONCEPT

All Solo[®] Trials Events will generally be run on flat, expansive asphalt or concrete pavement with very minimal fixed objects present on the course site. Essentially, these events will be planned for sites such as airport facilities or very large parking areas that can have a defined perimeter to control access and be protected from unwanted entry. This program is not intended for racetrack facilities, which are used for Time Trials events or shopping mall-type parking lots that are commonly used for Solo[®] events. Extremely rare exceptions may be made for racetrack facility usage under special circumstances when the course design and locations of hazards present appropriate risks, such as an airport-based facility.

The course will be designated by pylons, and as in other Solo[®] events, displacement of these pylons will penalize drivers.

Solo[®] Trials events can be characterized as introductory Time Trials events, using pylon defined road courses and speeds in excess of those currently limited in the Solo[®] program are permitted but are more limited than for Time Trials events. Approved course designs will not normally permit potential vehicle speeds of the fastest Stock, Street Touring[®], or Street Prepared vehicles to exceed 95 MPH.

Solo[®] Trial events will fall under the authority of the Divisional Solo[®] Steward (DSS) and under the regulation of the National Solo[®] Rules (SR), except as exempted by these Solo[®] Trials Rules.

III. PROCEDURE FOR SCCA[®] SANCTION

Regions wishing to participate in the Solo[®] Trials Program shall:

1. Submit to the National Office an event site approval request which includes a proposed scale course design map with surrounding areas indicated; and
2. Submit sanction application to the DSS after receiving event site approval.

IV. SITE SELECTION AND COURSE DESIGN APPROVAL

Courses shall be placed on relatively level, smooth pavement surfaces and shall avoid incorporating elevation changes or abrupt high-speed maneuvers that could lead to loss of control.

The course design should limit straights (defined as a section of course where full acceleration is possible, regardless of whether it is totally straight or not) to a maximum of 1,200 feet, including the braking zone preceding a subsequent maneuver. The intent of this requirement is for the top speed of the fastest Solo Stock or Street Prepared-type cars to not normally exceed 95 mph at any point on the course.



The course shall be designed to provide the Chief Steward and the Safety Steward, or their designated representatives, a direct line of sight to all portions of the course or radio communications must be provided between all corner stations and those officials.

Prior event site inspection is mandatory and shall be coordinated with the Solo[®] Safety Committee (SSC). The inspection shall be made by the DSSS or a designated representative of the SSC. This inspection will ensure that:

1. The proposed course pavement and overall event facility is capable of supporting a safe event;
2. Proper worker safeguards are available and will be utilized; and
3. The event site can be appropriately secured from unwanted entry by unauthorized individuals.

A safety report on the acceptability of the site shall be filed with the SSC with copies to the Director of Solo[®] Events. This report shall form the basis of SCCA[®] sanction and insurance issuance. Once a course site has been approved, it need not be inspected again unless there have been changes in pavement or to surrounding course areas. However, each subsequent event must go through all other sanction requirements.

V. SCCA INSURANCE

Liability and Participant Accident coverage will be provided as indicated in the SCCA[®] Insurance Manual

VI. EVENT OFFICIALS

The Chief Steward shall be appointed by the DSS and the Chief of Safety shall be appointed by the Divisional Solo[®] Safety Steward (DSSS). The host region shall appoint all other officials. All event officials must be SCCA members in good standing. The selection of the Chief Steward and the Safety Steward shall be done with utmost care reflective of the type of event. It is recommended that the Chief Steward and Safety Steward have Time Trials experience but, as a minimum, these officials shall have five years Solo[®] experience as an Event Chairman or a Safety Steward.

VII. ENTRANT ELIGIBILITY AND LICENSING

Driver Eligibility:

Must be an SCCA[®] member, at least 16 years old, and possess a "full privilege" operator's (driver's) license from their state of residence.

Novice drivers may not participate in any Solo[®] Trials event. Drivers in a Solo[®] Trials event must have experience in at least four parking lot type Solo[®] events within the last two years. Proof may be in the form of event results or a letter from a Regional Executive, Divisional or National Solo[®] Official attesting to the experience level of the prospective entrant.

VIII. WORKERS

Events will operate primarily utilizing competitors, who are not competing at the moment, as course workers. This practice will duplicate the procedures currently in place for the Solo[®] Program. However, it is highly recommended that experienced Club Racing Flagging and Communications workers be used in a supervisory capacity. Prior to the beginning of competition runs, a workers training session will be held in order that each



worker (driver) be familiar with what will be expected of them when they are placed on station.

IX. EVENT SAFETY REQUIREMENTS

1. A fire vehicle shall be provided that will be equipped to fight car fires. This vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s).
2. An ambulance must be on call and available to respond within five minutes of a telephone call from the event site. A cellular phone must be available on site to minimize response time in the event of an emergency. At a minimum, one individual certified in Advanced First Aid by the American Red Cross, or equivalent, along with an extensively equipped First Aid kit must be present and available. If this individual is also a competitor, another certified individual must be on duty while he or she is competing. It is highly recommended that an ambulance be stationed on site and staffed with qualified personnel for the duration of the event.
3. A prearranged safety plan, approved by the SSC, must be in place to cope with major emergencies.
4. At least 20 pounds of dry chemical extinguisher (total capacity) must be provided at each flagging station. Each station shall also be equipped, at a minimum, with a red and a yellow flag.
5. Radio communication shall be provided from each flagging station to event officials at the event control point.
6. As a minimum, each station shall have two workers.
7. Each flagging station shall be on the inside approach of its respective corner and be placed a minimum of 75 feet from the course edge. It is highly recommended that the station be located behind a solid protection barrier such as, but not limited to, concrete, tire wall, Armco.

X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with the Solo[®] Rules, Section 3.3.3. must be successfully completed prior to competition. Competitors and officials are reminded that this inspection must be conducted with consideration to conditions of a Solo Trials event. The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be inadequate. In addition, vehicles must meet the following applicable requirements:

1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.
2. Vehicles prepared to Time Trials specifications must meet all current Time Trials safety equipment requirements.
3. Vehicles prepared to Solo[®] specifications must meet the following additional requirements:
 - a. Street Modified, Prepared and Modified category vehicles, and all open vehicles, must have a roll bar meeting current Solo[®] Appendix C standards (exception: open cars may substitute factory hardtops equipped with bolt-in fasteners). In addition, Stock, Street Touring[®], and Street Prepared vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo[®] prepared vehicles have roll cages/roll bars meeting current GCR requirements.



- Roll cages are highly recommended for all vehicles and, if installed, must conform to current GCR Section 18.
- b. A driver restraint system as described in the current GCR Section 20 is required for all Street Modified, Prepared, and Modified category vehicles, and for all Stock, Street Touring[®], and Street Prepared category vehicles equipped with a roll bar or roll cage. Stock, Street Touring[®], and Street Prepared category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.
 - c. A hand-held fire extinguisher meeting the current GCR Section 12.22.2 is highly recommended.
4. Karts are not permitted in Solo[®] Trials events

XI. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:

1. A helmet meeting the current Solo[®] requirements as a minimum.
2. All open cars and closed cars that do not have original equipment roll up windows must be equipped with a window net, or the driver must wear an approved arm restraint system. Vehicles with original equipment roll up windows may compete without either a window net or a driver arm restraint if the driver side window is rolled up during competition.
3. Drivers of open cars shall wear goggles or face shields.
4. SCCA approved fire resistant clothing as listed in the current GCR, Section 4.7, is highly recommended for drivers of Solo[®] Street Modified, Prepared and Modified category vehicles, and Club Racing GT, Production, Formula, and Sports Racing vehicles. This includes suits, gloves, socks, and shoes. Fire retardant clothing is highly recommended for all drivers.
5. All drivers must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot.

June 2006 FasTrack

ITEM 12) Update Appendix E (changes shown in *italics*):

APPENDIX E - SOLO SAFETY STEWARD GUIDEBOOK

I. INTRODUCTION

The Solo Safety Steward (SSS) program is an ongoing training and licensing program aimed at increasing the safety of SCCA Solo events by highlighting the potential hazards of uncontrolled spectator viewing areas, uncontrolled spectator movement adjacent to Solo courses, and driver/worker safety relative to course design or layout. It is the intention of the SCCA that all material contained herein is reviewed with all students during a Solo Safety *Steward* Seminar.

Since a major concern of this program is with spectator safety, the first important item to address is the definition of "spectator."

There are two groups of people that attend our events, non-participants and participants. Non-participants are those individuals that have not signed the SCCA waiver and participants are those individuals that have signed the waiver. The words "Non-



Participant” and “Spectator” can be interchangeable, as can the words “Participant” and Driver, Worker, Crew, or Guest

Therefore, for the purpose of the Solo Events program, a spectator is a non-participant and a casual observer that may be interested in viewing a Solo event. A driver, worker, crewmember, or guests are participants. A SSS has the responsibility and authority to require that these individuals not be allowed to congregate in areas surrounding the actual course that would place them in jeopardy from competing vehicles.

The vast majority of Solo events are sanctioned and insured as “non-spectator” events. Therefore, any non-participant lingering on the event premises for more than a few moments must sign the SCCA waiver or leave the facility. However, such casual observers are common so their safety and your protection must be addressed. Although is imperative that event waivers be signed, it is not the responsibility of the Safety Steward to execute this function. This responsibility lies with the event Chairman, who must reasonably assure that all participants and non-participants sign the required SCCA waiver. However, it is the responsibility of the Safety Steward to confirm that the Chairman, *the Waiver Chief*, or his/her designee is actively pursuing the SCCA waiver requirement.

Participant and non-participant safety is accomplished by establishing safe viewing areas and then controlling these areas through the use of physical barriers or the deployment of event workers as Crowd Control Marshals. It is a reality that participants and non-participants will typically congregate in areas adjacent to the course “where the action is.” Unfortunately, these action areas may also be the most dangerous because individuals rarely realize the danger they place themselves in when viewing a competition event. So they must, in effect, be protected from themselves *as is reasonably possible*. Further, it is important that it be understood that they can be very determined and will use every available means to accomplish their goal. A SSS must be constantly on the alert and prepared to act upon potential *hazardous* situations.

The benefit to be derived from non-participant and participant control at Solo events is not limited to safety alone but reaches out to other areas of concern for SCCA. It seems to be a fact of life that insurance premiums continue to rise on a yearly basis. Just as individual personal insurance policies are subject to rate increases, so are SCCA’s. The principle manner in which these rate increases can be held to a minimum is by reducing the overall exposure to the policy. Reduced exposure of the SCCA policy equates to stable premiums. This reduced exposure can be the result of safe event management.

SCCA’s Solo events have an excellent safety record and it is important that it be kept that way. Therefore, the SEB’s purpose in initiating the SSS program was twofold:

- 1) to improve overall event safety and
- 2) thereby stabilize insurance costs.

II. START OF THE SSS PROGRAM

In the spring of 1976, the SEB reviewed the procedures used to control spectator-viewing areas. Previously, SCCA’s efforts toward safety had been primarily directed at the competitors, IE: personal safety equipment, vehicle safety equipment, and course safety design. Because of the potential for non-participant injury resulting from an off-course excursion of a competition vehicle, it became clear that greater emphasis should be



placed on the establishment of safe viewing areas and the control of these areas during our events.

A SSS Sub-Committee was formed and, with the assistance of insurance company representatives, a training program began that would result in the licensing of SCCA members in the specialty of spectator control.

Initially, the training program was aimed at Solo I events and championship Solo events. However, because the growth of the Solo program had resulted in increased spectator numbers at regional events, the Safety Steward program was expanded to include every Solo event sponsored by an SCCA region.

With the success of the Safety Steward program established, the SEB approved a recommendation to expand a Steward's area of responsibility and authority to include driver and worker safety relative to course design. A SSS must now assure that Rule 2.1 "Course Safety and Layout Rules" is being properly followed for Solo events and that driver and worker safety, per the SCCA approved event site plan, is being followed for all Solo events. As with all recommendations made by a Steward for spectator safety, recommendations made for driver or worker safety must be addressed to the satisfaction of the Steward. Failure of the host region to make adequate corrections *may* initiate procedures for cancellation of the event for safety reasons and event insurance withdrawal.

Every Solo event must have a licensed SSS on duty at all times. Since this is necessary for insurance coverage, failure to meet this requirement will void the host region's insurance for the event.

III. DIVISIONAL SSS

The DSSS is responsible for the training and license recommendations (new or upgrades) of members in his/*her* division. Further, since it is mandatory for all Solo regions to have a Safety Steward in attendance at their events, it is the responsibility of the DSSS to make sure that this requirement is being fulfilled.

IV. APPOINTMENT OF SSS FOR SOLO EVENTS

The DSSS appoints Safety Stewards to serve at Solo Divisional Championship events within his or her division. The appointment of a Safety Steward for regional Solo events is the responsibility of the Regional Executive of the host region or his/*her* designee. In quite a few regions, this authority for regional Solo events is transferred to the region's Solo Chairman and this is an acceptable practice.

The SSC appoints the SSS, and deputies as required, for all National Solo Championship events, subject to the approval of the SEB.

The event manager will appoint the SSS for National Tour and Pro Solo Events. The hosting region normally suggests candidates.

V. PROCEDURES FOR BECOMING A SSS

A. **SSS LICENSING REQUIREMENTS**

There are two grades of Solo Safety Steward licenses.

1. **SOLO SAFETY STEWARD**
2. **SOLO SAFETY INSTRUCTOR**



- B. *Interested members, 18 years of age or older, should communicate with the DSSS of their division or their Regional Safety Steward/Instructor, expressing a desire to become a SSS. An application will be forwarded to the member, or the member can obtain the application from an instructor at a classroom seminar or at the SCCA web site: <http://www.scca.com/amateur/applications.html>*

This *application* must be completed and returned to the DSSS following the completion of the training requirements.

- C. Complete the SSS training. Training involves two phases:
- 1) Seminar (classroom) instruction; *Seminar instruction is mandatory for all members wishing to obtain a license and must be given by a qualified Safety Steward authorized by the SSC as an Instructor.*
 - 2) Practical instruction; Act as assistant (Deputy or logbook holder) to a licensed Safety Steward at two *separately sanctioned* Solo events.
- D. *The DSSS may, based upon the qualifications of the applicant, approve the license application. The Central Licensing Department shall be advised of each approval and will issue each license.*
- E. *The SCCA Central Licensing Department will make annual license renewals. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application. The renewal date is the same as membership renewal.*
- F. *The requirements pertaining to licenses may be waived by the SSC, except for the attendance at a seminar.*

VI. PROCEDURES FOR BECOMING A SSS INSTRUCTOR

- A. *Members that are licensed SSS may obtain an application from their DSSS or the SCCA web site at <http://www.scca.com/amateur/applications.html>*
- B. *The application must be completed and sent to the DSSS along with a letter of recommendation from an SEB member, a Director, an instructor who has worked with the applicant, or the applicant's Regional executive.*
- C. *the DSSS may, or may not, approve the application and he or she will forward it to the Solo Department for distribution to the SSC. The SSC will approve/deny the application based on the following criteria:*
1. *The applicant must have at least two years experience as a licensed SSS.*
 2. *The applicant must have officiated as a SSS in at least five events in the past two years.*
 3. *The applicant must have received a positive letter of recommendation from his/her DSSS.*

These requirements may be waived on an individual basis by the SSC.

Instructor licenses will be automatically renewed when the member's SSS License is renewed each year unless the SSC instructs the SD otherwise.



VIII. SOLO EVENTS AT RACING FACILITIES

With the dwindling availability of parking lot sites, some regions have utilized racetracks. Go-kart tracks have been used quite successfully by Solo regions and, on occasion, so have some road racing or stock car racing tracks. Unfortunately, road racing and stock car racing tracks usually offer hazards that are sometimes overlooked by the local region or, for that matter, by our Safety Stewards.

The word "hazard" is specifically mentioned in our rulebook because it is the word we use to define what is acceptable to the Solo program from a safety standpoint and what is not.

Section 1.3 of the SR states in part that "... hazards must not exceed those encountered in legal highway travel." At many race facilities where the racing surface is used for a Solo event, there usually are guardrails, concrete walls, fences and/or other structures in close proximity to the intended path of competing vehicles. If proper course design has not been followed, an incident may take place that can, at a minimum, result in vehicle body damage.

Our competitors are rarely, if ever, asked to perform maneuvers such as slalom during normal highway driving. When we do ask them to negotiate such a maneuver at a parking lot Solo event, we do so in an environment where they won't injure themselves or damage their vehicles if they fail to complete that aspect of the course. Simply put, there is nothing around for them to hit if they lose control of their vehicle.

Rule 2.1 states in part that "The course boundary shall not pass closer than 25 feet from solid objects" (walls, guard rails, fences, buildings, poles). It should be noted that racing surfaces at most racetracks are not much wider than 30-35 feet and normally do have solid objects on their pavement edges. Therefore, in such situations where we ask competitors to perform Solo maneuvers; we may provide the potential for having "hazards" that could exceed those that would be encountered under normal highway travel.

While race facilities are very well designed for the safety of workers and spectators, the track itself is usually not well designed for Solo events. In order to maintain top speeds within the acceptable range for Solo, it is necessary to slow cars down with maneuvers such as offset gates or slaloms. Two problems occur with this. One is that the usually narrow track affords very little runoff room between the course (i.e., edge of a gate or pylon) and the edge of the pavement. Worse, often the edge of the track at a road racing facility is an Armco barrier or cement wall. Secondly, the two typical situations arising in the effort to maintain Solo type speeds are the placement of pyloned maneuvers just as vehicles reach dangerous speeds (resulting in the potential for cars to get out of control at high speed) or the overabundance of pylons in an effort to keep speeds low resulting in a "busy" and unpleasant course. One approach to solving this dilemma is to control the exit speed of turns rather than the entrance.

Whatever solution is chosen, these problems must be dealt with carefully by experienced Solo Officials, in order to successfully meet the challenge of designing a safe and fun Solo course on a racetrack.



IX. RESPONSIBILITIES OF A SSS

A SSS is responsible for non-participant and participant safety. In order that this attention is directed toward event safety at all times, a Safety Steward may not serve in any other official capacity during an event. In fact, a Safety Steward may not compete in a Solo event at which he/she officiates unless another licensed Safety Steward is present to perform his/her duties while he/she is competing.

Spectator safety at an event means spectator control. If a Solo event is run at an approved racing facility, the management of the facility has probably already addressed spectator control by the use of fencing, concrete barricades and/or the use of bleachers in protected areas. It is important that the Divisional Solo Safety Steward visit the event site prior to the event to see if any physical barriers or Crowd Control Marshals are needed and to designate safe spectator viewing areas.

The DSSS, prior to the scheduled event, should make this advance visit with a representative of the host Region or the event's chairman so that ideas and recommendations for spectator control can be implemented. If an event site is to be used many times during the year, one visit to the site prior to the first event is usually all that is needed.

NOTE: *Spectator Solo events must also have prior approval pertaining to event safety and such approval and safety requirements are outlined in a letter and/or Insurance Certificate sent to the host region by the SSC Chairman and the SCCA Risk Management Department.*

Information and/or detailed maps pertaining to spectator, driver and worker safety requirements for Solo events can be obtained by contacting the event chairman. The SSS must implement such requirements prior to and during the running of the event. HOWEVER, this does not preclude further restrictions mandated by the SSS as the need arises.

In viewing an event site prior to or during an event, a Safety Steward must focus on taking proper precautions (those that would be taken by reasonable, prudent people) to eliminate danger to spectators from competing vehicles and to assure driver and worker safety through proper course design and layout. With the addition of karts to the Solo program, special attention should be paid to potential low-lying hazards adjacent to the course. In viewing all potential spectator areas adjacent to the course, the Safety Steward should consider the probability of competing vehicles entering this area due to driver error or mechanical failure. Consideration should also be given to vehicle component explosions, (i.e., engine, flywheel, and/or clutch) and proper precautions taken in this regard. If there is a reasonable expectation of spectator danger, appropriate recommendations for the safety of spectators shall be made to the Event Chairman or Chief Steward, whichever is applicable.

The Safety Steward's recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators further back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chairman or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the event.



Although it should be noted that the Event Chairman or Chief Steward is as concerned about safety as the Safety Steward, certain aspects of event safety are the sole responsibility of the SSS. Therefore, a Safety Steward's final recommendation(s) for the control of spectators, and driver or worker safety (relative to course design)-becomes mandatory for the host region. It is the responsibility of the host region to implement safety controls to the satisfaction of the SSS. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which include loss of insurance coverage as outlined in the Introductory Section, Rule 4 of the Solo Rules.

A. THE USE OF DEPUTY SOLO SAFETY STEWARDS

In order to increase safety control of Solo Events or for training purposes, Deputy Safety Stewards may be appointed by the SSS in charge of the event. They may be trainees (logbook holders) or licensed Safety Stewards. If trainees are used, proper instructions shall be given so that the students are familiar with their responsibilities and duties. Remember however, a trainee may not be utilized as a replacement for a licensed Safety Steward when that Safety Steward is competing, only a fully licensed Steward may be used in this situation. When Deputies are used at an event, their license *application*, or logbook, should be signed-off by the Safety Steward to indicate the proper performance of the duties assigned.

B. VISITING SOLO SAFETY STEWARD

The officiating Solo Safety Steward is responsible for his/her own event. A visiting SSS has no authority to alter a decision of the officiating SSS unless that visiting SSS is also the Divisional Solo Safety Steward for the Division in which the event is being held, or is a member of the National Solo Safety Committee. Such intervention on the part of the DSSS or SSC member should be used infrequently and only after suggesting altered safety procedures to the officiating SSS. It should be limited to a situation in which the DSSS or SSC member identifies a serious safety risk, which he/she feels, is not being adequately addressed by the officiating SSS.

All visiting Solo Safety Stewards should make their recommendations known. However, these recommendations shall not be binding unless issued by one of the parties listed above.

NOTE: it is the responsibility of every SSS to file a report concerning the conduct of an event with the DSSS and the SD if such conduct is sub-standard to the safety requirements of the Solo Rules.

C. MINIMUM VIEWING DISTANCES

A minimum distance of 75 feet from the course edge shall be maintained for all unprotected viewing areas (areas without adequate barrier protection such as concrete walls or highway dividers).

For Spectator Solo events, minimum viewing distances and viewing area locations have been predetermined by SCCA after reviewing information submitted by the host region(s). It is the responsibility of the officiating SSS to obtain this viewing restriction information prior to the event and implement the stated requirements. However, the officiating SSS may require additional restriction as the situation warrants.



In all cases when reviewing potential viewing boundaries, special attention should be paid to the START and FINISH areas, timing truck and scoreboard areas, and any areas where a competitor is directed towards people, as well as turns near potential viewing locations.

D. ADMINISTRATIVE DETAILS ON THE DAY OF THE EVENT

1. Verify that the SCCA Insurance Certificate for the event has been issued and is posted in clear view of all competitors. This should be done either by visual inspection of the certificate or by telephone confirmation with SCCA Risk Management.
2. Review course to ascertain that all reasonable precautions have been taken with regard to non-participant and participant safety, that driver safety relative to course design (see rule 2.1 of the current Solo Rules) has been followed and that all worker stations have been located in safe areas. At Spectator Solos, assure compliance with the Course Inspection/Approval Report.
3. Site boundaries should be designated by permanent barrier (fence, wall, railing, etc.) and/or a temporary barrier (barricade tape, streamers, barricades, rope, etc.). Such site designation would include course area and paddock. Event officials should control access only to participants.
4. Review event operations with other key event officials.
5. Conduct a meeting with Crowd Control Marshals and/or course workers prior to start of the event.
6. Make final course inspection just prior to the start of competition each day, or at resumption of competition when the event has been stopped for any extended period.
7. The Solo Safety Steward has the authority to disapprove a site for karts only when there are upright solid objects (light poles, fence posts, etc.) on the site within 50 feet of the actual course, or low-lying objects adjacent to the course area. This does not include curbs. While safety systems for karts provide acceptable driver protection for most incidents, upright solid objects and low-lying objects present potential hazard for which kart safety systems are not well suited. This rule gives the Solo Safety Steward the option of excluding karts without having to declare the site unsafe for everyone. It is the *judgment* of the Solo Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix. In most cases, the situation can be resolved by a course design change.
8. In case of non-compliance with safety requirements, the following steps shall be taken:
 - a. Advise the Chief Steward (Solo Championship events) or Event Chairman (Solo regional events) of infraction and request immediate corrective measures is taken before next car runs.
 - b. If step a. above has not resulted in corrective action, inform the Chief Steward or Event Chairman that the event is shut down until such corrective action is taken.
 - c. If step b. above is not sufficient, advise the Chief Steward or the Event Chairman that the insurance and sanction for the event is SUSPENDED and continued operation of the event is at the individual's own risk. All participants shall be notified by whatever means possible. A copy of a memorandum of record (a hand-written note) shall be given to the Chief Steward or Event Chairman suspending the event for safety reasons.



- d. If step c. above does not result in immediate corrective measures, phone the appropriate persons to cancel the event for safety reasons. **ONCE THIS STEP IS TAKEN, IT IS IRREVERSIBLE.**

E. CANCELLATION OF EVENT BY A SSS

As noted above, the SSS has the authority to cancel the event for safety reasons if there is a lack of spectator control and spectator safety is in jeopardy, if course design does not adhere to Rule 2.1, or if participant safety is in jeopardy. Both SCCA and its insurance broker give this authority.

However, every attempt should be made to correct the safety problem before cancellation of the event is contemplated. Insurance/sanction cancellation is irrevocable and should only be utilized as a last resort.

If it becomes necessary to cancel an event for safety reasons, SCCA Risk Management's emergency weekend telephone number is 1-800-770-9994.

F. REPORTING AN INCIDENT

If one of the following incidents occur:

- a). Spectator, or participant fatality
- b). Serious participant injury (requiring *off-site* medical treatment).
- c). Any spectator injury.

1. **Call SCCA Risk Management's emergency number 1- 800-770-9994, immediately!**
2. Complete and mail the SCCA Incident Report Form and original waiver to Risk Management.
3. Complete and mail the *postage pre-paid* Insurance Claim Form card to Acordia-Wisenberg Insurance, Inc.
4. *Within one business day of the event, call the DSSS and report incident.*

If one of the following incidents occurs:

- a). Minor participant injury (no medical assistance required).
- b). Property damage. Damage to a competition vehicle is considered property damage and must be reported to SCCA Risk Management and the Divisional Safety Steward;

Then:

1. Complete and mail the SCCA Incident Report Form to Risk Management *and the DSSS.*
2. Within one business day of the event, call the DSSS and report incident.

X. A FINAL WORD

Since the inception of the SSS program in 1976, a Solo event has never been canceled for safety reasons. This is a direct result of the understanding by the membership of the importance of safety at our Solo events.

The cooperation of all event officials toward the goal of having a safe event has been most evident. However, the past safety record should never be taken for granted or SCCA's safety concerns relaxed — the potential for injury is always present.



Solo Safety Stewards, Chief Stewards, Event Chairmen, and host regions have the ability to *reduce* the possibility of injury and, by so doing, protect the insurability of all future Solo events. It is extremely important that this ability be utilized to its maximum extent.

XI. GENERAL SUMMARY

PURPOSE:

To *enhance the safety of Solo events by defining the responsibilities, authority and role of SSS's concerning spectators and participants at all Solo events.*

AUTHORITY:

Per Section 4 of the Introductory Section of the Solo Rulebook.

SOLO SAFETY COMMITTEE:

This committee administers the program.

LIABILITY OF SAFETY STEWARDS:

Each official is protected by *being an additional insured under the SCCA liability insurance policy.* SCCA will stand by any action or decision made by a SSS in the course of his or her duties.

REASONABLE ACTION:

A SSS is responsible for taking *reasonable* action to protect the safety of participants and non-participants. A SSS will not be held responsible for any incident *or hazard* that could not be reasonably foreseen and protected against.

DEFINITION OF A SPECTATOR:

A spectator is defined as any non-participant or one not signing the waiver.

DEFINITION OF A PARTICIPANT: DRIVER, CREW, WORKER, OR GUEST:

A driver, crewmember, worker or guest or any other individual who has signed the waiver is a "participant." Participant safety, other than driver personal safety equipment or vehicle safety is the responsibility of the SSS.

VIEWING DISTANCE:

Except as noted below, the SSS for the event has the authority and responsibility to initiate and maintain safe viewing distances (75 feet minimum) from the course. The exceptions to this authority and responsibility regard Spectator Solo events, which require prior approval by the SSC and SCCA Risk Management Department.

OVERLAPPING RESPONSIBILITY:

A SSS is responsible for his or her own event. A SSS visiting other regional events has no authority or responsibility to alter a decision of the officiating SSS in attendance unless that visiting SSS is the Divisional Solo Safety Steward for the Division in which the event is being held or a member of the National Solo Safety Committee. However, a visiting Safety Steward does have a responsibility to notify SCCA of any substandard safety related problems.

PLURALITY OF DUTIES:

A SSS may not hold any other positions while administrating the duties of a Safety Steward.



DEPUTY STEWARDS:

A SSS may appoint a deputy or deputies to help in the administration of his/her duties. SSS license applicants may be used in this capacity for the purposes of training.

CROWD CONTROL MARSHALS:

The Safety Steward’s recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators farther back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chairman or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the event.

If Crowd Control Marshals are used, they do not need to be licensed Solo Safety Stewards or even Solo Safety Steward trainees. They do, however, need to be RESPONSIBLE adults - not minors. Crowd Control Marshals shall be appointed by and responsible to the designated Event Solo Safety Steward and shall be briefed about their responsibilities by that Safety Steward prior to the start of the event.

Crowd Control Marshals, if used, should be on duty during every heat and should, if possible, wear some type of distinctive clothing (like bright orange baseball caps, highly visible tee shirts, or reflective mesh vests) to distinguish them from other workers or event officials.

LOGBOOK:

The Logbook is not required to be submitted to the National Office. It is available herein for SSS use in tracking events worked.

SOLO SAFETY STEWARD LOGBOOK

Grade of License _____ Valid Until _____

Name of SSS _____
(Print full name)

Address _____

City _____ State _____ Zip Code _____

Region _____ Member No. _____

HOW TO USE THIS LOGBOOK

Licensed Solo Safety Stewards:

1. Event Solo Safety Stewards and Deputy Solo Safety Stewards should record events worked in their logbooks.
2. License renewal requires that you serve as event or deputy Solo Safety Steward for at least two events per year.

Trainees:

1. Trainees assisting licensed Solo Safety Stewards should record events that are worked in their logbooks. However, the licensed Solo Safety Steward with whom you worked must sign off your verification of working at these events on your license application.
2. License attainment requires that you serve as a Solo Safety Steward Trainee for at least two *separately sanctioned* events within 12 months of the seminar.



- 3. Complete license application and send it to your Divisional Solo Safety Steward. His or her name can be found *on the SCCA web site at <http://www.scca.com/Inside/Index.asp?IdS=0CEA4F-38CCD00&Reference=RegionalSites&~=>*

EVENT LOG

Date	Event	Region

GENERAL DISCLAIMER OF LIABILITY:
The above Appendix E is not intended to be and shall not be a warranty or representation that its adoption shall mean that Solo events are free from hazards or risks. Solo events are motorsports events that involve activities that may be hazardous or dangerous to both spectators and participants. All such participants and spectators attend and/or participate in such events at their own risk. Further, SCCA can not and does not guarantee that the adoption of this Appendix shall mean that any or all of its requirements will at all times be enforced or implemented and SCCA assumes no liability with regard to such enforcement or implementation or lack thereof.

September 2006 FasTrack

STOCK CATEGORY

ITEM 13) Change the second paragraph in Appendix A - Automobile Classes:

All unclassified cars will compete in Super Stock until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from Super Stock and work down the classes until a class is found. **Such unclassified cars will not be eligible for Divisionals, Tours, or the National Championships. Members should look for a Tech Bulletin in an early current-year FasTrack for details, or contact the National office.**

March 2006 FasTrack

ITEM 14) Split listing for the Mazda 6 in GS:

Stock Class G (GS)
 Mazda
 6 (6-cyl)

Stock Class H (HS)
 Mazda
 6 (4-cyl)



Comment: The Mazda 6 is presently listed only in GS; this change provides a separate HS listing for the 4-cylinder version.

May 2006 FasTrack

STREET TOURING® CATEGORY

ITEM 15) Replace the content of 14.2.B:

The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered: The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added.

August 2006 FasTrack

ITEM 16) Change the wing area portion of 14.2.F:

...Total surface area of all spoilers, splitters and rear wing may not exceed 5 square feet as seen from above (see 12.9)....

August 2006 FasTrack

ITEM 17) Replace the first three sentences of 14.2.E:

Fenders may not be cut or flared, but the inside lip may be rolled to gain additional tire clearance. Flares that are part of body kits may be attached to the stock fender. Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The intention is to permit fitting the maximum allowable tire size, and the modifications may serve no other purpose (e.g., air intake, brake ducts, etc.).

August 2006 FasTrack

ITEM 18) Add to 14.9:

The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. Holes may be drilled for mounting only. This does not permit the use of electrical enhancement components such as condensers, voltage controllers, etc."

August 2006 FasTrack

ITEM 19) Add new subsection to 14.10:

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 function.

July 2006 FasTrack

STREET PREPARED CATEGORY

ITEM 20) ~~Move the Spec Miata from DSP to FSP (as allowed in the 7th paragraph of 15.0), and remove all references to Divisional rule sets as well as the last sentence of that paragraph:~~



Cars eligible for the current Spec Miata rules are permitted to compete in class D Street Prepared, with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata allowed wheels and within the allowed bodywork. Spec Miata cars in DSP may not intermix preparation of Spec Miata nor Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.

April 2006 FasTrack (strikeout withdrawn June 2006 FasTrack)

ITEM 21) Add to 15.8:

On MacPherson strut equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the stock location. Any change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.

June 2006 FasTrack

ITEM 22) Remove listing from ASP:

MINI "Works" Package

Comment: This will allow the MINI Cooper S w/ JCW tuning kit to be covered by the MINI Cooper S listing in DSP.

May 2006 FasTrack

ITEM 23) Move from ASP to BSP:

Porsche

911 (1965-89) (3.2L max displacement, normally-aspirated)

June 2006 FasTrack

ITEM 24) Combine listings in DSP onto one line:

Nissan

Sentra SE-R, NX2000

July 2006 FasTrack

ITEM 25) Re-class the BMW 323, 325 & 328 (E36 chassis) from DSP to BSP and combine with M3 (E36), M3 Lightweight listing in BSP on the same line:

BMW

323, 325, 328, M3, M3 Lightweight (E36 chassis)

Move to BSP:

BMW

3 series (E46 chassis, 6-cyl) except M3

Lexus

IS300



Re-class from DSP to CSP (on separate line from M3 E30):

BMW

325, 328 (E30 chassis)

July 2006 FasTrack

ITEM 26) Cleanups of Audi listings which may alter some update/backdate allowances:

In CSP, replace Quattro (NOC) with:

Audi

Turbo Coupe Quattro

In DSP, replace Coupe with:

Audi

Coupe, Coupe Quattro

In ESP, replace 200 V8 and 5000 Turbo with:

Audi

5000 Turbo, 5000 Turbo Quattro, 200, 200 Quattro

V8 Quattro

A8, A8 Quattro

July 2006 FasTrack

STREET MODIFIED CATEGORY

ITEM 27) Add to 16.1:

A splitter may be used. It may extend maximum of six inches (6") forward of the front bodywork when viewed from above and not past the centerline of the front wheels. The width of the splitter may extend one inch (1") beyond the widest portion of the front bodywork forward of the front wheels.

January 2006 FasTrack

ITEM 28) Add to 16.1.C:

Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, per 12.4, are exempt from this restriction.

November 2005 FasTrack

ITEM 29) Replace 16.1.L:

Aerodynamic Aids

Wings may be added, removed, or modified. Non O.E. wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface



area when viewed from the top of the airfoil section(s) of all wings shall not exceed 8 square feet. The area shall be computed by multiplying the width and depth of the wing without regard to the curvature of the element(s). The number of wing elements is limited to 2 and the area of each must be added separately. Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g. trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 square inches each and limited to a maximum of two.

Comment: While this proposal addresses many of the safety concerns associated with the current SM/SM2 wing rules, the SEB is still concerned with the overall area of the wing (i.e. 8 square feet). In addition to feedback regarding the overall direction of the above proposal, the SEB and SMAC are soliciting feedback regarding the memberships' view on wing area in respect to aerodynamic effectiveness and safety. Front splitters are allowed and shall be installed parallel to the ground (within +/-3 degrees fore to aft) and may extend a maximum of 6 inches forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper/fascia as viewed from above. Plastic under trays and covers below the engine compartment may be removed or modified as necessary to facilitate other legal modifications, but not added or enlarged.

May 2006 FasTrack

In addition to the wing proposal add the following wording regarding wing height:

For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof.

June 2006 FasTrack

ITEM 30) Revise section 16.2 MINIMUM WEIGHTS:

Classes, displacements, and minimum weights are listed in Appendix A. For the purpose of determining minimum weights, a mid-engine vehicle is defined as one having a chassis configuration where the engine block is not located entirely in front of the driver's seat and is not far enough back to be considered a rear-engine vehicle.

March 2006 FasTrack

ITEM 31) Allow in SM2:

Lotus Exige (hardtop version of the Elise)

June 2006 FasTrack

ITEM 32) Replace Street Modified Category section of Appendix A:

STREET MODIFIED CATEGORY



Class SM

A. Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts).

B. Excluded Vehicles:

Porsche (all)
Lotus (all)
Nissan/Datsun Z car 2 + 2 (Pre '90)
Honda CRX
MGB GT
Triumph (all)

Class SM2

A. Eligible Vehicles:

1. All two-seat cars not excluded below.
2. All SM eligible sedans/coupes excluded from SM.
3. All SM eligible vehicles.

B. Excluded Vehicles:

Lotus (all except Elise, Exige, and Esprit)
Minimum Weight

A. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of the above engine will be classified on a basis of adding 1.4 liters to the actual piston displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to 1.8 liters plus the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

B. SM Minimum Weight Calculations

All listed weights are without driver.

FWD: 1550 lbs + 125 lbs/liter

RWD: 1800 lbs + 200 lbs/liter

AWD: 1800 lbs + 275 lbs/liter

Cars with engine located behind driver: +25 lbs/liter

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

C. SM2 Minimum Weight Calculations

All listed weights are without driver.

FWD: 1350lbs + 125 lbs/liter

RWD: 1600 lbs + 200 lbs/liter



AWD: 1600 lbs + 275 lbs/liter
Cars with engine located behind driver: +25 lbs/liter

Regardless of the weight formulas above, no car will be required to weigh more than 2900 lbs.

SMAC Comment: In reference to 06-050, 06-065, and based on the overall perception of SM and SM2 competitors, the committee has seen a need to change the weights to have them actually fit better with the current competitive cars. The committee also would like to see the class grow with newer model cars, and the current rules potentially allow for older model cars that tended to be lighter, to gain the most weight performance benefits. The new proposal also opens up both classes for over displacement vehicles, FI on any engine type, and keep F-body cars from having to bump into SM2. The new proposal also follows the formula concept of XP, keeping the transition similar between SM/SM2. We decide to make the multiplier into adders for both the FI and rotary, that way, on percentage basis, small motors are penalized more. This really isn't unfair, as the larger the motor gets the less benefit FI will be, considering that much beyond 400whp is relatively unusable. Hopefully, this will address the concerns that we have heard about small displacement, FI cars potentially dominating the class.

July 2006 FasTrack

PREPARED CATEGORY

ITEM 33) Change 17.4.E:

The manufacturer's original wheel size may be used; this is axle specific relative to original-size wheels. Track dimensions must comply with those specified in Appendix A, as applicable. Any weight penalties listed in Section 17.4 must be complied with. Original equipment size wheels exceeding 17.4.A are allowed with no additional penalty beyond those specified.

Comment: Weight penalties for wheels must be taken even with OE wheels, otherwise update/backdate would allow some cars to use larger wheels without a penalty. Example: A B Prepared C6 Z06 Corvette with a 7.0 liter engine which competes with the factory optional Z06 wheel package (i.e. 18" x 9.5" front and 19" x 12.0" rear), would be required to weigh 2950 lbs. 2800 lbs for an engine over 6.5 liters; +100 lbs for wheels greater than 16" in diameter; +50 lbs for wheels greater than 10" wide.

May 2006 FasTrack

ITEM 34) Remove from Appendix A, Prepared Class X (XP):

Displacement is rounded to the nearest whole liter

Add:

All weights are calculated based on displacement as listed per Appendix A, 10.a. For example: weight for a 1837cc RWD car is $1200 + (1.837 \times 200) = 1567\#$

April 2006 FasTrack

ITEM 35) Add to Appendix A, Prepared Class X (XP):



Aerodynamic Aids

Wings may be added, removed, or modified. Non O.E. wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area when viewed from the top of the airfoil section(s) of all wings shall not exceed 8 square feet. The area shall be computed by multiplying the width and depth of the wing without regard to the curvature of the element(s). The number of wing elements is limited to 2 and the area of each must be added separately. Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g. trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 square inches each and limited to a maximum of two. For convertibles and roadsters, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle.

Front splitters are allowed and shall be installed parallel to the ground (within +/-3 degrees fore to aft) and may extend a maximum of 6 inches forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper/fascia as viewed from above.

June 2006 FasTrack

ITEM 36) Change Appendix A, Prepared Class X (XP):

Delete 1.b:

4WD/AWD systems may be modified or replaced.

Comment: This is already allowed by Section 17 rules.

Delete 4.a.

Comment: This already allowed by 17.6.

Delete 7.b.

Comment: This is covered by 17.2.F

Delete 7.e.

Comment: This is covered by 17.D.3

Delete all of 9.



Comment: These are covered in 17.10.E.3, 17.10.F.1, 17.10.F.2, 17.10.M.1, 17.10.M2, AND 17.10.M2.

July 2006 FasTrack

ITEM 37) Combine listings into one line in DP:

Prepared Class D

Datsun

SRL310 and 311 Roadster

February Addendum 2006 FasTrack

ITEM 38) Move from DP to GP:

Prepared Class G (GP)

Turner

1500

Min weight 1550#

Max wheels 14x6

Max valve sizes 1.45i/1.20e

Max track width 49/49

Carburetion

(1) 28/36 DCD 22, (1) 32/36 DGN, (1) 36 DCNF w/30mm choke(s),

(1) 40 DCNF w/ 30mm choke(s), (2) Weber DCOE on I.R. manifold
w/ 30mm choke(s)

April 2006 FasTrack

ITEM 39) Move from EP to GP:

Prepared Class G (GP)

Austin-Healey

100-4

Min weight 2200#

Max wheel size 16x7

Max valve size 1.73i/1.42e

Max track width 53.5/55.5

Alternate part: louvered hood

August 2006 FasTrack

MODIFIED CATEGORY

ITEM 40) Add to Section 18:

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

At locations where the required sound limit is 95 dB or below, the GCR requirement for the length of the exhaust system/length of car may be extended 8 additional inches to further allow for the installation of noise suppression devices. The resulting new length and the brackets to accomplish such installation shall be permitted as a "temporary"



remedy to be used at these limited db events only. If more length is necessary to install such a device(s), the point at which the extra exhaust length reaches the 8 inch additional measurement, the exhaust must be turned 90 degrees, as would be measured from a horizontal line, parallel with the ground and running the length of the car. The intention of this allowance is solely to reduce the exhaust noise emanating from these cars by allowing the installation of a noise limiting device(s) to meet local db requirements, and in so doing, keep the total exhaust length to a minimum for safety reasons. This allowance shall serve no other purpose than that stated and only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

May 2006 FasTrack

ITEM 41) Delete the current text of section 18.1.E. (except for 18.1.E.6. which will remain unchanged) Aerodynamic Aids and insert the following as the new 18.1.E:

E. Aerodynamic aids

1. These classes are restricted downforce classes No aerodynamic tunnels, wings, or sealing skirts may be added. No non-O.E. bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified.
2. No body section such as hood, tub, roof, rear fenders, or rear deck may be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters. Such reshaping shall retain the overall outline of the original bodywork as viewed from above, except that it may be widened to rear body width as specified below. Legal fender flares are considered original bodywork in this context.
3. Front Aero
 - a. The standard O.E. or a non-standard front spoiler or air dam may be used. A non-standard front spoiler shall not protrude forward beyond the overall outline of the car as viewed from above, or aft of the forward-most part of the front fender opening, and shall not be mounted more than four inches above the horizontal centerline of the front wheel hubs.
 - b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork, or it may replace the bodywork it would otherwise cover.
 - c. The front spoiler may be no wider than the rear bodywork, measured as in E. 4.c. below. The front spoiler may not function as a wing, and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the bodywork above the spoiler.
 - d. Front splitters are allowed but shall be installed parallel to the ground (within +/- 3/16 inch. fore to aft) Splitter front and side radii shall be no less than 1/8 inch.



Splitters shall be no more than 6 inches from the front edge to the edge of attachment to the bodywork or spoiler.

4. Rear spoilers

a. The standard O.E. or a non-standard rear spoiler may be used. If a non-standard rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, no further forward than the base of the rear window. The spoiler may extend no more than 10 inches from the original bodywork, measured from the forward attachment edge to the free edge of the spoiler.

b. 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 4 inches from the original bodywork, measured as described above.

c. The spoiler may be no wider than the rear bodywork, measured as the minimum width of the wheel well opening or fender flare opening around the rear wheel at axle height. The spoiler shall not protrude beyond the overall perimeter of the bodywork as viewed from above.

d. The spoiler may not function as a wing. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.

5. Add: Diffusers are allowed at the rear of the car only and shall have no more than 25-inches front to back of expanding chamber. Vanes or strakes are allowed inside the diffuser. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure.

6. No change

7. The use of front and rear spoiler endplates is allowed. Endplate area shall not exceed spoiler height squared. The spoiler angle of attack is free.

May 2006 FasTrack

ITEM 42) Add to the end of the first paragraph in Appendix A, Modified Category:

In the Solo Rules sections where preparation allowances are specified, if there are conflicts with GCR allowances the Solo Rules shall take precedence.

July 2006 FasTrack

ITEM 43) Add to Appendix A, Modified Category, Modified Class A:

GCR-legal ASRs may compete in this class.

July 2006 FasTrack



ITEM 44) Add new A.7 to Appendix A, Modified Category, Modified Class F (FM):

Rotax 494/493 and AMW 500 engines may only use one (1) exhaust expansion chamber.

Comment: An omission in the GCR and reflects the late 2005 clarification.

March 2006 FasTrack

ITEM 45) Add new A.8 to Appendix A, Modified Category, Modified Class F (FM):

The stock spec intake plenum on the Rotax 493 engine may be removed and the resulting openings blocked or the plenum may be left intact on the engine. If left on the engine, no alterations to the plenum may be made.

Comment: Reflects the late 2005 clarification. Also, in order to address other differences in need between the two programs, the MAC is recommending an additional rule pertaining to water cooling and noise control. As with the clarification additions, both of these additions are member driven responses to direct comments or emails received by MAC members.

March 2006 FasTrack

ITEM 46) Add new A.9 to Appendix A, Modified Category, Modified Class F (FM):

All F440/500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used.

Comment: Solo cars are in need of better cooling alternatives than required/restricted in the GCR when ambient temperature reach higher summer levels. Idling while waiting to enter the course, multiple drivers, and less cooling air flow through the radiators at Solo speeds require these alternatives. Being snowmobile engines, they are designed to run at about 100 -110 degrees. During the summer months, engine temperatures in the 150 - 170 degree range are not uncommon. This is at least 45% higher than the design range and will stress the engine, causing future durability problems, if not abated. The alteration or outright removal of the water thermostat should help increase water flow and aid the limited cooling capabilities in these cars.

March 2006 FasTrack