

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 27, 2015

The Solo Events Board met by conference call May 27th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at www.soloeventsboard.com.

General

#15360 Roll bar material specs

In Appendix C, Section B.2, change the tubing size/car weight table as follows:

Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, **1.375 x 0.080**

1501-2500: 1.500 x **0.095**, **1.625 x 0.080**

2501+: 1.500 x 0.120, 1.750 x 0.095, **2.000 x 0.080**

For purposes of comparison, the current roll bar tubing minimum requirements per car weight are as follows:

Under 1000 lbs: 1.000 x 0.060

1000 - 1500: 1.250 x 0.090

Over 1500: 1.500 x 0.120, 1.750 x 0.095

Note: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

Street Touring

#15087 SC300 Move to STX Proposal

Change Appendix A classification **from STS to STX**:

Lexus SC300

Modified

#14946 Cooling fans in Formula F / CM

The MAC and SEB recommend the following change to the first paragraph Solo Rules section 18:

“18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) **and cooling fans** are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s).”

#15280 GCR Sports2000 Proposal

Change Appendix A, class C Modified, first sentence, as follows:

A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~

Note: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

Member Advisories

Street

The SEB and SAC thank Tom Reynolds for his service as a member of the committee.

#16532 Shock Attachment Clarification

The earlier SEB response to letter 16210 was ambiguous about the components involved, so we are issuing this response to letter 16532:

Although 13.5.B specifically permits replacement of the shock bushing in the upper mounting plate, it goes on to state “not allow other modifications to the plate itself or use of an alternate plate.”

The mount hardware identified in letter 16210 modifies the manufacturer’s mounting plate, which is specifically disallowed per 13.5.B.

#16862 Porsche Cayman GT4

The SAC will reserve its recommendation regarding classification of this car until it is available for purchase. In the event that this car becomes available this early, it will not be eligible for competition at the 2015 National Championship.

#16913 Classing for 2016 Subaru WRX

The SAC will reserve its recommendation regarding official classification of this vehicle until such time as it is available. This car will not be eligible for competition at the 2015 National Championships, in the event that it is available that early.

#16987 Remove the minimum participation requirement for SSR

Per the SEB, class SSR is guaranteed to exist for 2015 and 2016 regardless of participation levels (as per Street R Category subsection 4 in Appendix A of the 2014 Solo rules). We will continue to monitor the popularity of this class.

Street Modified

#16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Per the SMAC, “suspension” is defined in Section 12.

Modified

#16507 Wing Clarification

The area of the center section of a nose-attached front wing counts toward the allowed wing area total if any portion of the center section is characterized by a trailing edge, i.e. is not fully sealed to the body.

This question has also highlighted some potential ambiguities in the current rule that the MAC and SEB are considering addressing via a clarification and/or a rule change. We do not believe that either of these would increase the measured area of the subject current design.

Change Proposals

Safety

#16984 Discontinue 1 year SSS licenses

The SSC unanimously recommends the following change proposal.

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, we propose:

- 1) elimination of the One Year license
- 2) issuing Three Year licenses to all new Safety Stewards
- 3) requiring all renewals to be for three years and meet the continuing education requirement

This recommendation requires the changes to Appendix E indicated by strike-outs below, and dropping the One Year option from the Safety Steward Application and Renewal form dated 05/2010.

E. ~~Following an initial one-year licensing as a SSS,~~ SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. ~~Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.~~

General

#17064 Remove Section 7.5

Per the SEB the following change proposal is submitted for member comment:

Remove Section 7.5 TIMER FAILURE

Note: This section no longer reflects current practice at a majority of events.

Street

#16801 Air Oil Separator

Per the SAC the following change to 13.10.E is proposed for member review and comment:

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks *or oil separators* is allowed provided the PCV system *remains functional*.

#16834 Class change request for Mercedes-Benz CLA45

Per the SAC, the following classing change proposal is submitted for member review and comment:

Move the Mercedes-Benz CLA45 (2014-2015) *to AS* from SS.

Street Touring

#14254 RWD Wheel Width Limit Proposal

The STAC and SEB are working together to ensure we carry out a clear, strong vision for Street Touring, and STU as described below.

The Street Touring category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use. The Street Touring Ultimate class is meant to be the fastest class in the Street Touring category. It should provide members with competition in affordable high performance cars.

It is important that we continue to provide our membership with a category that offers good balanced competition, that is inclusive of different car types, and that respects the work that it took to grow into the strong class we see today. STU has also seen recent enthusiasm in the form of increased requests for expanded car classing and additional allowances that would enable fair and expanded classing.

In order to capitalize on this growth and enthusiasm, the STAC presents the following proposals for feedback to point STU in the direction of increased stability, increased performance, and increased opportunities for classing with simplified allowances.

Change the following language in 14.4 WHEELS:

STU ~~--unlimited 11"~~

Change the following language in 14.3 TIRES:

STU (2WD, Mid-Engine, Rear-Engine) - 255mm

STU (2WD, Other) - 285mm

STU (AWD) - 255mm

The STAC is considering allowing some mid-engined cars, such as the Porsche Boxster, into STU. Per the above proposal, these cars would be limited to the same tire size as AWD cars. After collecting data to review the performance potential of ST mid-engined cars, allowances could be adjusted, and/or the cars could be moved if appropriate.

Note: The STAC and SEB believe the new wheel restriction will improve parity between cars that have more room for extra-wide wheels and those that do not. This also directly addresses cost escalation issues that have been expressed as a barrier to entry. The STAC has queried many STU competitors and found none running wheels wider than 11" so this proposal should hopefully not be a takeback.

#16784 STP class proposal

The SEB and STAC would like to propose the following class, designated STP, for inclusion as a Supplemental class for all National level Solo events and optional inclusion in Regional events beginning 1/1/2016. The allowances will mirror those in the Street Touring category, with the following additions:

Tires:

STP, Independent Rear Suspension: 285 mm maximum width

STP, Live Axle Rear Suspension: 315 mm maximum width

Wheels:

STP, Independent Rear Suspension: 10" Maximum Width

STP, Live Axle Rear Suspension: 11" Maximum Width

Eligible Vehicles:

Chevrolet, Camaro (2010 - 2014) (SS) (V6) (excluding 1LE)

Chevrolet, Camaro (1993 - 2002) (SS, Z28, V6)

Dodge, Challenger (2008 - 2015) (N/A)

Dodge, Charger (2006 - 2015) (N/A)

Ford, Mustang (2005 - 2014) (GT, V6)

Ford, Mustang (1994 - 2004) (GT, V6)

American RWD V8 powered sedans, must be naturally aspirated with a wheelbase greater than 100" and a listed curb weight greater than 3200#, NOC (not eligible for national level competition)

The STAC and SEB would like member feedback on this new class proposal. In addition specific feedback is requested on the potential inclusion of '80s Mustangs/Camaros.

Some members will note that the 2015+ Camaro and Mustang are not included. The STAC and SEB are not planning on including these cars in the first year. After some time and performance data are available they may be considered if appropriate.

Street Prepared

#16443 Touring Car Clarification

The following rule change proposal, effective 1/1/2016, is provided for member review and comment.

Delete the following paragraphs from Section 15 Street Prepared introduction:

~~—Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.~~

~~—Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

~~—Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.~~

~~—Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D (DSP), 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 compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and 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.~~

~~—Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.~~

Note: The SPAC and SEB have become aware of the changes to the scope of modification allowed in Club Racing's Touring category. The modifications now allowed in Touring represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This exemplifies the risk of providing "crossover" allowances such as these, which create dependencies on the GCR and may result in unintended competition impacts. For this reason, the SEB is proposing to remove these allowances from the category.

Street Modified

#16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Change the verbiage of 16.1.E to:

*"Suspension components are unrestricted as long as they use the original attachment points. **Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.**"*

#16721 Subframe Bushing Clarification

The SMAC recommends the following rule change proposal, effective 1/1/2016:

Remove 16.1.H

Note: this will cause the SP allowances of 15.2.D to apply, as per 16.1.A. The SM allowance was inadvertently more restrictive than the SP rule; this change corrects that contradiction.

Modified

#14819 B Mod Request for Input re: Direct Injection

In light of the changes to 2-stroke motors as a result of fuel injection in general and direct injection in particular, the MAC and SEB would like the opinion of members on possible revisions to the BM rules to maintain future equity between 2-stroke and 4-stroke engine options, or to exclude 2-stroke engine options from the class.

#16612 BM Aero Rules Comments

Per the MAC, the previously-published B Modified proposal is amended as follows:

Change subsection E.2 to read:

“2. Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of **50** lbs. and must be constructed within the following limitations:”

Note: This reduces the subject weight penalty from 100 to 50 lbs.

Other Items Reviewed

Street

#16935 Car Class Rules

The SAC does not believe that the cars mentioned are considered the top cars in the class. We will continue to monitor the competitive mix in FS.

Street Modified

#16657, 16613, 16616, 16619, 16620, 16621, 16622, 16634, 16640, 16650, 16654, 16669, 16676, 16677, 16690, 16799, 16832 Weights with Driver Comments

Thank you for your input; the SMAC, PAC, and SEB have not yet reached a decision on weighing with driver.

Modified

#16483, 16485, 16495, 16496 CM Cooling Fan Comments

Thank you for your input. Please see item #14946.

Junior Kart

#16632, 16788, 16793 FJ Tire Comments

The SEB and KAC thank you for your input and have not reached a decision yet.

Not Recommended

Street

#16757 Lotus Class Change Proposal

The SAC feels the Elise S, Elise (supercharged) and Exige S do not currently fit the competitive profile in SS, but will monitor going forward. Please note, the non-supercharged Elise (2005-2011) and Exige (2006) are currently classed in SS.

#16854 Allowance for oil coolers in Street Class

The SAC does not recommend adding an allowance for oil coolers in the Street category. The committee feels this would not be consistent with category philosophy.

#16813 Classing with 2013 Mini Cooper Hardtop JCW GP

Per the SAC, the JCW GP Mini Cooper hardtop is not considered appropriate for the Street Category. Please see a related item under Tech Bulletins..

#16900 Request to re-class 2004-2005 Mazdaspeed Miata out of ES

The SAC does not believe that the Mazdaspeed Miata presents a competitive advantage over the other competitive cars in the class. We will continue to monitor the competitive mix in ES.

#16794 Fiesta ST Classing Comments

Thank you for your input. The SAC will continue to monitor the competitive mix in GS and HS.

#16942 Tire Eligibility Deadlines

The SAC does not feel there is a need to change the current tire eligibility rule. We feel that moving this to an earlier date could make important tires illegal and possibly create shortages with tires being phased out by the manufacturers.

Prepared

#11872 Civic and Integra on Same Line Proposal

This change is not recommended. The PAC/SEB will monitor the developing competitive balance in the EP after the 2015 reorganization. The PAC thanks the member for the inquiry.

#15274 DP/EP/FP Displacement Multiplier Proposal

In view of member feedback the PAC/SEB are withdrawing the proposed weight formula amendment to use actual displacement.

The PAC thanks the members for the following feedback: 16625, 16637, 16709, 16749, 1660, 16787, and 16800

#16835 Prepared Front Splitter Rules

This change is not recommended. The PAC and SEB note that C-, D-, E-, or F-Prepared have similar spoiler/splitter allowances as Street Prepared thereby providing a vehicle/competitor development path independent of that which exists from Street Modified into X-Prepared. Noting that not all vehicles benefit equally from all allowances, the proposed aerodynamic allowances (splitter size increase) will increase complexity/cost barriers to entry, and as the member acknowledged, such an allowance is unlikely to attract new members (e.g. from Street Prepared), the PAC and SEB do not believe expanded aerodynamic allowances to be appropriate for the category outside of XP. The PAC/SEB thanks the member for the well-written proposal letter.

#16958 Wings for live axle sedans and coupes in DP and FP

This change is not recommended. The PAC/SEB note that the solid axle vehicles in DP/FP were given a competitive adjustment of 50lbs during the reorganization of 2015 to account for mechanical grip differences. The parity between the drivetrain configurations will continue to be monitored for further competitive adjustments as the situation warrants.

Handled Elsewhere

Street Touring

#14684 AWD in STU Wheel Allowance

Thank you for your input. Please see item #14254.

#14918 Requesting Boxster Non-S to STR

Thank you for your input. Please see item #14254.

#14442 AWD Tire Allowance Proposal

Thank you for your input. Please see item #14254.

#14611, 14722, 16159 Boxster Classing Proposals

Thank you for your input. Please see item #14254.

#14729 350Z in STU Comments

Thank you for your input. Please see item #14254.

#14804 STU Tire Size Proposal

Thank you for your input. Please see item #14254.

#14805 AWD vs 2WD Allowance Proposal

Thank you for your input. Please see item #14254.

#14837 STU Classing Proposal

Thank you for your input. Please see item #14254.

#15076, 15080, 15130 AWD Tire Size Proposals

Thank you for your input. Please see item #14254.

#16372 STU Comments

Thank you for your input. Please see item #14254.

Prepared

#16625, 16637, 16709, 16749, 16787, 16800 Weight per Engine Displacement, Multiplier Comments

The PAC thanks the members for their responses to #15274

Modified

#16484, 16486 S2000 Comments

Please see item #15280.

Tech Bulletins

Street

#16813 Classing with 2013 Mini Cooper Hardtop JCW GP

Per the SAC, add the 2013 Mini Cooper Hardtop JCW GP to the exclusion list for Street.

#16951 BMW M3/M4 (F80/F82) street classing

Per the SAC, effective immediately upon publication add the following listing:

AS

BMW

M3/M4 (F80/F82) (2015)

Note: These models were classed in the December Fastrack; the listing was inadvertently omitted from the rule book.

#16952 Audi S7 - Request to Class Vehicle

Per the SAC, effective immediately upon publication add the following listing:

BS

Audi

S7 (2012-2015)

#16828 Exhaust Clarification

Per the SAC, clarify the first sentence of 13.10C to:

“Any part of the exhaust system beyond (downstream from) the *last* catalytic converter in the system may be substituted or removed provided the system exits the car in the original location and meets the requirements of Section 3.3.3.B.16, Section 3.5 and Appendix I where applicable.”

#16930 Requesting Classing of Volkswagen Eos 2.0T

Per the SAC, add the following listing effective immediately upon publication:

HS

VW

Eos 2.0T (2007-2015)

Street Prepared

#16467 Miata hard top attachment

Add to Appendix F in the Street Prepared section:

Miata Hardtop Brackets

An NA or NB Mazda Miata in SP may have an OE hardtop attached using the standard Spec Miata brackets rather than the OE top latches per the 13.2.A allowance for comfort and convenience modifications.

Street Modified

#14756 Front Fascia Clarification

Clarify parts of Section 16 as follows

16.1.I “front and rear fascia”...replace with “front and rear *bodywork*”

16.1.L last paragraph “front bodywork/fascia”...replace with “front *bodywork*”

16.1.M first sentence “front bodywork/fascia”...replace with “front *bodywork*” and the last sentence “front bumper/fascia”...replace with “front *bodywork*”

Note: This is intended to clear up definition issues as to what is and is not a front or rear fascia.

Junior Kart

#16458 Classify Honda GX50 in JB/JC categories

Per the KAC, revise 19.2.A.3.b as follows:

b. Engines

1. Comer® 50/51

a. Fuel: Gasoline and oil

b. Weight : No restriction is imposed at this time.

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

2. Honda GXH50

a. Fuel Gasoline only.

b. YELLOW OIL ALERT WIRE MUST BE DISCONNECTED OR CUT.

c. Weight : No restriction is imposed at this time.

d. Must comply with requirements of GXH50_Class_Rules.pdf; see SCCA website or contact Staff for details.