

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 23, 2015

The Solo Events Board met by conference call November 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Dave Hardy, Eric Hyman; Howard Duncan and 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 1/1/2017.

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

Recommended Items for 2016

The following subject has been recommended to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Prepared

#16443 Touring Cars

Modify the 5th paragraph in the introduction of Section 15, Street Prepared, as follows:

"Cars listed as eligible in and prepared to the current Club Racing Touring T2-T4 Category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring T2-T4 cars are permitted to interchange preparation rules. Touring T2-T4 cars may use tires which are eligible under current Touring T2-T4 rules even if they are not eligible in Street Prepared."

Note: The SPAC and SEB have become aware of the changes in the magnitude of modifications allowed in Club Racing's T1 class. The modifications now allowed in this class represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This proposal has been updated from its previously published form to reduce its scope to dealing with the T1 concerns.

Member Advisories

Street

#17753 Stability Control Defeat

Anything outside of the specific limited alterations permitted by 13.9.G is not compliant for Street. The current allowance does not permit changes through factory diagnostic tools.

Other Items Reviewed

Street

#17790 FS classing

Thank you for your input. The SAC continues to monitor the competitive mix in FS.

#17803 F-Street Lincoln Test Report

Thank you for your input. We sincerely appreciate competitors' efforts towards allowing us to get good data comparisons between the different vehicles in FS.

Street Touring

#17759, 17762, 17765, 17767, 17768, 17771, 17776, 17777, 17778, 17779, 17791, 17799, 17872 E36 M3 Street Touring Comments

Thank you for your comments. This subject is still under consideration as a possible 2017 change.

#17800, 17973, 18013, 18014, 18101, 18104, 18106, 18115, 18124 Alternate steering wheel and radiator comments

Thank you for your comments. These proposals were recommended in the November Fastrack (#16682 and #16987) for the 2016 season.

Not Recommended

Street

#17143 E92 M3 ZCP Competition Package bump to BS?

The SAC feels that this car is appropriately classed in FS.

#17284 Ecoboost Mustang from FS to DS

The SAC continues to monitor the competitive mix regarding non-V8 pony cars.

#17884 V6 pony cars

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17889 Move V6 Mustangs and Camaros out of FS

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17930 Mustang EcoBoost to DS/GS

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17975 Subaru Impreza reclassing

Thank you for your input. The SAC is looking into the competitive mix in GS and HS for 2017.

#18088 Consider Moving Scion FR-S (no TRD) and Subaru BRZ to DS

Thank you for your input. The SAC continues to monitor the competitive mix regarding the FRS and BRZ.

#18287 13.7.C ANTI-ROLL (SWAY) BARS - Lateral Member Proposal

The SAC does not feel that the addition of lateral members for sway bar mounting is appropriate for Street.

#18315 SSR eligibility

The SAC does not feel that including all AS cars in SSR is appropriate at this time.

Handled Elsewhere

Street

#17561 Ford Mustang GT350 classing

Please see the response to letter 17443 in the October Fastrack.

#18012 Move non-Z06 C7 Corvettes from SS to AS

Thank you for your input. This is currently out for member comment under item #17748.

#18165 2016 Camaro SS classing

Please see the response to letter 17890.

#18172 6th gen camaro to FS

Please see the response to letter 17890.

Street Touring

#17674, 17678, 17681, 17683, 17827, 17828, 17830, 17832, 17842, 17846, 17863, 17866, 17877, 17885, 17917, 17981, 18004, 18051, 18125, 18133 STU Proposal Feedback

Thank you for your comments. See letter #14254.

#18116 E36 M3 Street Touring Comments

Thank you for your comments. Please see item #17171.

Tech Bulletins

Street

#17392 Classing request for 2015 Audi A3

The SAC would like to clarify their prior response to item 16999 regarding the Audi A3 as follows:

2015 Audi A3 1.8T FWD - GS

2015 Audi A3 2.0T FWD, AWD - DS

2015 Audi S3 Quattro - BS

#17890 New car classing

Per the SAC, add the following new listings in Appendix A, Street Category:

FS

Chevrolet

Camaro LT, SS (2016)

#18206 classing request/clarification

Per the SAC the following new listing is added in Appendix A:

HS

Kia

Forte5 (2014-2016)

Street Touring

#18111 Initial classification of 2016 Mazda MX-5 Miata

Add the following new listing to Appendix A:

STR

Mazda MX5 Miata (2016)

Prepared

#18271 Please create a classification for the 944 turbo

The PAC/SEB have provided the following new vehicle classification effective immediately:

Appendix A, Class F-Prepared

Porsche

944 Turbo (1985-1991)

Note: This vehicle has been delisted from the Solo (B-) Prepared Rules for over a year and appears to be a good fit for the F-Prepared class.

Modified

#18580 Proposed wording for Modified

Remove from Section 18.4.B.7 (changes in red):

"A roll bar conforming to Appendix C is required.

~~Exception: The bar must extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar is required."~~

And move the requirement to Appendix C as follows:

"The top of the roll bar shall not be below the top of the driver's helmet when the driver is in normal driving position, and shall not be more than 6 inches behind the driver. **EXCEPTION: For Modified Category Specials (Section 18.4), the bar must extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated**

position and a head restraint keeping the driver's head from going under or behind the roll bar is required. It is strongly suggested that the roll bar extend at least 3 inches (3", 76.2 mm) above the driver's helmet. In case of two-driver cars, both drivers must be within the roll bar height requirement, however only one (1) driver must be within 6 inches (6", 152.4 mm) of the roll bar. In a closed car or an open car with a removable OE hardtop which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."

NOTE: This is not a change to the roll bar requirements for Modified Category Specials. This places all roll bar requirements into Appendix C. The reasoning is to position the needed information in a better, easier-to-find location for all Solo event Safety (Tech) Inspections.