

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | January 27, 2016

The Solo Events Board met by conference call January 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek and Bob Dowie 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 2017

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. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Touring

#17171 Reclass E36 M3

Per recommendation of the STAC, the following previously-published classing change proposal is recommended to the BOD:

Move *from STU to STR*:

BMW

M3 (E36, non-LTW) (1995-1999)

Comment: As the SEB and STAC strive to improve and maintain the competitive options within Street Touring, while considering its history and its participants, it is important to acknowledge that ST has been in-flux from the beginning - not for the sake of change, but in pursuit of its original vision - a vision we remain committed to today. Unfortunately, type-based classing has not been as adaptable as the rules, and classing new and additional cars competitively has become difficult without major disruption to existing competition, limiting the long term potential of the category. To help steward proactive evolution - a trait common to long-running healthy racing series - additional car classing will consider a number of vision-specific criteria to help evaluate its viability and classing within Street Touring. In this context, the opportunity to clarify and expand STR's role between STU and STX seems not only prudent, but necessary. As such the STAC recommends moving the E36 M3 to STR to continue to provide competitors with a variety of well supported, affordable, and popular car options in ST while helping to further shape the future of ST.

Member Advisories

Tire Rack Solo Nationals

Course Designers

The SEB is inviting course designers who are interested in providing a course for the Solo Nationals to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street

#18639 Steering wheel wraps

Per recommendation of the SAC, a steering wheel wrap is covered under comfort and convenience in section 13.2.A.

#18726 Common Sense Repairs - S2000 TCT

Per the SAC, please reference section 13, prior to 13.1, regarding alternate components. As long as the part complies with section 13, meets the definition of a Standard Part, and provides no performance benefit, it would be acceptable to use. From the data given by the requestor, the SAC believes that the subject aftermarket replacement part is not compliant with the section regarding alternate components.

Street Touring

#16833 Suspension Clarification

In the opinion of the STAC, caster is an alignment parameter which is specifically allowed to be changed per 14.8.J,

and alignment parameters are not subject to restrictions on suspension geometry. Additionally the opinion of the STAC is that when allowed to change the length of a "wishbone" style control arm the effective lengths of the front and rear lengths may be adjusted separately.

#17142 Camber Kit Allowance Clarification

In the opinion of the STAC standard cam or eccentric bolts are allowed to be replaced per 14.8.H as a camber kit.

#18775 Join the STAC

The SEB has approved the addition of Jonathan Lugod to the STAC.

Street Modified

#18865 Interested in SMAC Position

The SEB has approved the addition of Aaron Shoe to the SMAC.

#18869 Application for SMAC membership

The SEB has approved the addition of Matt Glagola to the SMAC.

Other Items Reviewed

Street

#18678 Porsche Boxster/Cayman moves - Item #17901

Thank you for your input.

#18685 2016 Mustang GT Classification

Per the SAC, look for updated year listings in 2016 Solo Rule Book.

#18765 Porsche Reclassification Feedback

Thank you for your input.

#18767 Proposed changes in classing for Porsche in Solo for 2016

Thank you for your input.

#18769 Item #17748 further comment

Thank you for your input.

#18770 Porsche classing feedback

Thank you for your input.

Street Touring

#17824 Stp comments

Thank you for your input.

#17829 Comment on the Recent November Ft Preview - STU and STP

The STAC thanks you for your input.

#17847, 17852, 17865, 17867, 18352, 17849, 17850, 17856 STP rules comments

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17855 Thank you for STP

Thank you for your input.

#18214 STP Exclusions-Boss 302 and others.

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18787 STAC opening

Thank you for your resume. We will keep your information on file for future consideration.

Street Modified

#18407 Proposal #17411 feedback.

Thank you for your input.

Not Recommended

Street

#14880 SSR wheel diameter allowance - down to 19

Thank you for your input.

#18751 Wheel allowance.

Thank you for your input. Numerous retailers have a wide variety of 15x6 wheels available in NA Miata fitments.

#18783 Request to reclassify 95-99 Neon to HS

Thank you for your input. The SAC feels that this car is appropriately classed at this time.

Street Touring

#17839 Additional cars to STF

Per the STAC, while these cars may fit the performance potential of the requested class, they are not considered consistent with the philosophy of the category.

#17871 1999-2001 Porsche 911 3.4L to STU

The STAC and SEB are not in favor of classing the Porsche 996 into STU at this time.

Street Modified

#17411 Request for modification on mirror size

Per the SEB, the previously-published proposal to change 16.1.R regarding mirror area is withdrawn.

Handled Elsewhere

Street

#17238 Air-Oil-Separator - 13.10.E

Please see item #16801 in the January Fastrack.

Street Touring

#17838 Another STP Letter

The STAC thanks you for your input, please see letter 17833.

#17861 Third-generation Camaros and Firebirds in the new STP class

The STAC thanks you for your input, please see letter #17833.

#18137 STP 1982-1992 Firebirds and Camaros

The STAC thanks you for your input, please see letter #17833.

#18754 981/987 Porsche Cayman/Boxster Base 2.7/2.9 in STU and tire sizes

Please see item #18622.

Modified

#18332 CM Formula Ford weight per GCR

Please see item #18329.

#18339 Minimum weight

Please see item #18329.

Change Proposals

General

#17285 Vehicle speed after stopping for downed cone or being red-flagged

The SEB is seeking comment on the proposed changes to 7.4 and 7.8, as below. We are trying to communicate to the membership that stopping for a downed cone or being red flagged on course should not delay an event. Competitors have an obligation to clear the course quickly. The rules have not been clear on this.

We don't think short-cutting a course is acceptable as this could force a car through a worker station. Straight-lining a slalom would be allowed under this rule. Incurring a cone penalty while exiting the course may jeopardize your rerun. We were intentionally vague on what speed to suggest a competitor exits the course. The SEB believes a competitor should assess the situation, and exit judiciously while (a) not incurring a penalty, (b) following the course route, (c) not delaying the event. If the speed used too fast or too slow the Chiefs of the event are in the best position to decide if the action was or wasn't "reasonable".

We are specifically seeking comment if we should include or exclude a suggested percentage of competition speed. The current proposal is as follows: Change 7.4 and 7.8.2 as shown:

7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

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

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must continue through the remainder of the course at a reasonable fraction of competition speed and will be granted a rerun if appropriate. Delaying the event via failure to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or 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 appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must proceed per Section 7.4. ~~and will then be granted a rerun.~~ However, If the competitor completes *continues* the run, the time will stand. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an 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.~~

Street

#17748 Reclass base c7 Corvette to AS

The SAC and SEB are seeking member input on the following classing change proposal: move the following listing in Appendix A as shown, effective 1/1/2017:

From SS to AS

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

Modified

#17810 cockpit bodywork requirements

The MAC has been asked to clarify Solo Rules section 18.4.A.1 Bodywork (i.e. AM Bodywork). The MAC is considering two alternative philosophies: either

- 1) AM bodywork should be optional, or
- 2) AM bodywork should be required and must meet certain criteria.

Prior to moving forward, the MAC is requesting member input on which path is preferred.

Tech Bulletins

Street

#15824 2015 Mercedes-Benz GLA45 AMG Classing Proposal

Per the SAC, the following new listing is effective immediately upon publication:

BS

Mercedes

GLA45 AMG

#18664 Chevy Sonic Turbo(RS and LTZ trims)2012-present

Per the SAC, update the Chevrolet Sonic listing in Appendix A:

HS

Chevrolet

Sonic (*all*) (2012-2016)

#18727 BMW i3 Request for Classing

Per the SAC, add the following new listing in Appendix A:

HS

BMW

i3 (2014-2016)

Street Touring

#17833 STP Proposal

The SEB, under advisement from the STAC and based upon member feedback, has modified the initial classings in the proposed STP class to include a few variants of already-classed cars, as follows:

Street Touring Pony car supplemental class (STP)

Chevrolet

Camaro (SS, V6, & 1LE) (2010-15)

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

Camaro (fuel injection, N/A) (1982-92)

Dodge

Challenger (N/A) (2008-15)

Charger (N/A) (2006-15)

Ford

Mustang (GT, V6, & Ecoboost 2.3T) (2015-16)

Mustang (GT & V6) (2005-14)

Mustang (GT & V6) (1994-2004)

Mustang (fuel injected, N/A) (1979-93)

Pontiac

Firebird (LS1, LT1, & V6 engine) (1993-2002)

Firebird (fuel injected, N/A) (1982-92)

“Catch-all”: American V8-powered, RWD sedans must be naturally-aspirated with a wheelbase greater than 100.0” and a listed curb weight greater than 3200 lbs., NOC (not eligible for National level competition)

#17949 Pontiac Vibe eligibility

Per recommendation of the STAC, effective immediately upon publication add the following new listing:

STF

Pontiac

Vibe (2003-2010)

*Note - please note that this car, in purely stock form, may not meet rollover criteria in 3.1.A. It is up to all competitors to ensure that their cars meet these criteria.

#18622 Boxster

Per the STAC, the following new listings are added to Appendix A, effective immediately upon publication:

STU

Porsche

Boxster - 986 and 987.1 base model (1997-2008)

Boxster S - 986 (2000-2006)

Cayman - 987.1 base model (2007-2008)

Modified

#18329 FF GCR weight exception

The MAC has noted that the CRB has changed the weights of some of the cars which are eligible for Solo class CM. This implements a change to the minimum weights of certain cars which was not intended and is not considered desirable. In order to correct this oversight the MAC and SEB have provided the following Technical Bulletin:

Add in Appendix A, under class C Modified and renumber subsequent subsections, as follows:

“Exceptions to the Club Racing GCR for all cars in this class:

1. Spec tire requirements do not apply.

2. *Formula F (FF) minimum weight with driver:*

Ford Cortina Engine: 1050 lbs.

Ford Kent and Honda Fit Engines: 1100 lbs.”