

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | April 27, 2016

The Solo Events Board met by conference call April 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; SDC's Keith Brown and Tom Reynolds; Terry Hanushek, KJ Christopher, 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

Member Advisories

Street

#19328 Urging patience on #17283: Rethinking Street Classing

Thank you for your input. The SAC would like to remind the membership that the Street classing changes under consideration are a proposal and subject to change based on member feedback.

#19414 Plugging sound tube in 2016 Miata (ND)

Thank you for your input. It is permitted to plug or disconnect the sound tube but it cannot be removed or replaced with alternate parts. Option package conversions must be complete.

Street Touring

#19253 Offset Bushing Camber Allowance

Thank you for your letter.

The offset bushing allowance in 14.8.b is separate from the camber kit allowance in 14.8.h and as such they may either be used independently or together.

Change Proposals

General

#19138 Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

After consideration of member input regarding the proposal published with item 17285, the SEB has incorporated minor changes and is requesting member feedback on this revised version.

Change 7.4 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.

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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 thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing 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."~~

Also change 7.8.2 as follows

"7.8.2 Displaced or Downed Pylons on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty 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 thereafter proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~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 Touring

#19179 Alternatives to VLSD in Miatas

The STAC would like membership feedback on the following proposed rule change:

In Section 14.10, modify subsection K as follows:

"K. Limited Slip differentials

~~STS~~, STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

STS, STU, STR, STX, STP: Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit."

Due to the age of the vehicles, and the increasing difficulty to find quality replacement OEM equivalent parts, the STAC feels that STS would benefit from this allowance.

Additionally, the STAC would like to know whether the membership feels like this is an allowance that should be adopted category wide (including STF)? By extending the same allowance to the entire category, it would create a simpler singular rule thus allowing better benchmark comparisons, and also makes reclassing easier should a car fall outside of its performance expectations.

Street Modified

#19531 JDM fix

Update the "JDM-spec cars" verbiage to read "*Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A*" in 16.0.B.1.b

Other Items Reviewed

Street

#19248 Request to change '12+ Nissan GT-R Class

Thank you for your input. The SAC is considering a different change which could address some of the subject cars.

#19256 Reclassing C7 Corvette

Thank you for your input.

#19265 Proposed move to ES for 2006-2008 Miata

Thank you for your input.

#19268, 19271, 19275, 19277, 19279, 19281, 19294, 19305, 19306, 19385, 19405, 19432 Item #17283

Thank you for your input.

#19269 April Fast track

Thank you for your input.

#19270 17283- Cayman/Boxster S to BS with a caveat

Thank you for your input.

#19272 Re: #15002 Fiat 500 Abarth move

Thank you for your input.

#19273 Re: #17748 Stingray to AS

Thank you for your input.

#19278 Veloster turbo in HS

Thank you for your input.

#19284 Comments regarding FastTrack proposal related to ES

Thank you for your input.

#19285 17283 Rethinking Street Classing - Move from CS to DS

Thank you for your input.

#19290 BRZ/FRS move to DS

Thank you for your input.

#19292 Recent Street class proposals

Thank you for your input.

#19295 Street Reorg Proposal

Thank you for your input.

#19296 Comments on class reshuffling

Thank you for your input.

#19298 Feedback on Purposed ES Moves

Thank you for your input.

#19299 NC1 and Boxter Proposal

Thank you for your input.

#19300 Do not move the 986 Boxster S to CS

Thank you for your input.

#19301 Reconsider moving AP1 (2000 - 2003) Honda S2000 to CS

Thank you for your input.

#19302 Move the 986 Boxster to CS instead of ES

Thank you for your input.

#19308 Proposed Change to ES

Thank you for your input.

#19320 Proposed changes for moving 99-04 Boxster and NC1 miata to ES

Thank you for your input.

#19322 BMW e36 including M3 reclassification

Thank you for your input. Look for an updated proposal in an upcoming Fastrack.

#19323 MX-5 and Boxster re-classification

Thank you for your input.

#19326 Move from CS to DS

Thank you for your input.

#19330 Disagree with FRS/BRZ move from CS to DS

Thank you for your input.

#19334 April Fastrack Rethinking Street Proposal

Thank you for your input.

#19353 Support move of Fiat 500 Abarth to HS

Thank you for your input.

#19379 17283 class Change of 06-08 miata NC1

Thank you for your input.

#19380 Base Crossfire to D-Street

Thank you for your input. Look for an amended proposal regarding the Street category moves.

#19387 FR-S vs. BRZ in Street Class

Thank you for your input.

#19402 Regarding #17283 Rethinking Street Classing

Thank you for your input. The SAC feels the Audi TT is classed appropriately.

#19418 March Fastrack Street Class Rethink

Thank you for your input.

#19419 Adjustments to MINI Classing based upon latest proposals.

Thank you for your input.

#19426 Leave FR-S and BRZ in CS

Thank you for your input.

#19427 Do not move NC1 MX-5 and Boxsters to ES

Thank you for your input.

#19435 No Boxster in ES

Thank you for your input.

#19440 Proposed Changes to D-Street

Thank you for your input.

#19441 Opposition to Proposed E Street Changes

Thank you for your input.

Street Touring

#19267 2nd Gen Neons to STF

Thank you for your input.

Not Recommended

General

#19325 Rename Street or Street Touring due to confusion.

The SEB believes the current category names are appropriate

Street

#19352 Re #17283 Move Mazda RX-8 from CS to DS

Thank you for your input. The SAC believes the RX-8 is appropriately classed.

#19401 Proposal to Move C4 Corvette to C Street

Thank you for your input. The SAC believes the C4 is appropriately classed.

#19407 1999-2003 Honda s2000 reclass

Thank you for your input.

#19412 Proposed Change to 13.3.C

Thank you for your input.

Street Touring

#19382 Reclass the dart from stx either sts or stf

Thank you for your input. We will continue to monitor the class for competition adjustments.

#19383 Consider Adding 1997-2000 BMW 528i and 2001-2003 525i & 530i to S

Thank you for your input. The STAC feels that the cars in question are appropriately classed in STX.

Kart

#17996 Electric Karts

Thank you for your input. The KAC believes that any new motor platforms should come from existing wheel-to-wheel karting series.

#18319 Electric start 17195

Thank you for your input. The electric start proposal was approved and is in the 2016 Solo Rules, section 19.1.D.1.e

#18628 Direct drive

Thank you for your input. The requirement for this type of kart to be push-started poses issues not only at the start, but on course if the kart stalls. Such a configuration is also in conflict with 3.3.B.17.

Handled Elsewhere

General

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

Please see the updated proposal under item #19138.

Tech Bulletins

Street

#19410 ATS-V classing

Per the SAC, add the following new listing in Appendix A, effective immediately upon publication:

BS

Cadillac

ATS-V (2016)

Street Touring

#19266 Fix Neon Classing

Per the STAC, the current listings for the models listed below in STS and STF are incorrect and should be corrected immediately in Appendix A:

STS:

Neon (all) *(1994-1999)*

Neon R/T & ACR *(2000-05)*

STF:

Neon (NOC) *(2000-06)*

#19286 Class Cadillac ATS 2.0

Per the STAC, the following new listing is added in Appendix A effective immediately upon publication:

STU

Cadillac

ATS 2.0 (2012-2016)