

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 19-20 and 22

The Solo Events Board met in Kansas City November 19-20 and by conference call November 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan 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 **1/1/2018**.

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

Recommended Items for 2018

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

#20029 Please reclassify 1994-2004 V-6 Mustang to H Street from G Street

The SAC is recommending the following classing change effective 1/1/2018:

Move **from GS to HS**

Ford

Mustang V6 (1994-2004)

#20058 Kia Forte Koup SX (2.4L naturally aspirated) Classed in HS

The SAC is recommending the following classing change effective 1/1/2018:

Move **from GS to HS**

Kia

Forte & Forte Koup (2.4L)

Member Advisories

General

#21026 Protesting a Course

Per the SEB, the following wording clarification is to be added to the Supplemental Regulations for the Nationals, under section G:

“G. Protest & Appeals: See Solo® Rules Section 8

1. A protest against a course may only be accepted up to the time at which that course is closed for walking at the beginning of each competition day.”

#21071 Personnel changes

The BOD has approved the addition of Zack Barnes and Marshall Grice to the SEB.

The SEB thanks Richard Holden and Steve Hudson for their service as SEB members

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The subject parts do not meet the definition of a standard part per section 12, as they are not installed on the factory production line. Please see this item number elsewhere herein for a relevant change proposal.

#19921 Porsche GT4 wheel size question

Competitors may run any wheel that meets the definition of a “standard part” in Section 12 of the rulebook. Specifically, but not limited to, “An item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States.” The particular car in question cannot be delivered from the factory with the “winter wheels” hence they are not currently compliant.

Please see a related wording change proposal referencing item #19713.

#20626 Clarification for replacement intake components

Thank you for your input. The SAC believes that hose clamps would be covered by the provisions of section 13 and hence could be substituted with alternate similar parts that provide no performance benefit.

Street Modified

#21032 SMAC Committee Personnel

The SEB thanks Jim Thompson and Martin Valent for their service on the SMAC.

Modified

#21071 Personnel changes

The SEB thanks Marshall Grice for his service as a member of the MAC.

Change Proposals

General

#18648 Fuel cell ground clearance rule change

The following package of rule change proposals, provided here for member review and comment, is intended to more consistently address issues pertaining to fuel cell installation:

Change 16.1.D.2.d to read as follows:

“d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1. The fuel tank/cell may be located within the same area as the OE tank.

2. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.”

Move from 16.1.D.2.d to new 3.3.3.B.26 and amend as follows:

“26. For those categories which permit fuel cells and/or fuel tank modifications or replacements, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank:

- a) No part of the fuel tank or fuel cell shall be closer than 6.0" (15.2 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.
- b) Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.
- c) Fuel tank breathers shall not vent into the driver/passenger compartment."

Change 17.2.Q.1 as follows:

"1. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

a. The fuel tank/cell may be located within the same area as the OE tank.

b. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met."

#21022 Update to 12-month rule

The SEB is seeking member input on the following proposed change to section 3.2:

"3.2 VEHICLE CLASSIFICATION

New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car *at any time up to and including December of the calendar year following that of the initial classification*, without the approval of the Board of Directors. 'Initial classification' includes the addition of a new listing on an exclusion list."

Explanation: The SAC routinely has to delay initial classification to manage the current 12-month rule; The SEB believes it's in the membership's best interest to get initial classifications out as early as possible yet still allow the SAC and SEB to see results from the National Championships before deciding if a car should be moved.

#21023 Timing Systems Requirements Update

The SEB is seeking member feedback on the following proposed change to 7.2, to more accurately reflect how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championship:

"7.2 TIMING SYSTEMS FOR NATIONAL SOLO EVENTS

There shall be at least two (2) operable electronic timing systems per course at the Solo National Championship. ~~The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will~~

~~be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized.~~ Alternate *timing* systems and *operating* procedures may be approved by the SEB.”

#21024 National Appeals Committee

The SEB is proposing a minor change to the NAC composition rule, as follows:

“10.4 COMPOSITION OF THE NATIONAL APPEALS COMMITTEE

The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB *and shall consist of three standing members plus two alternates*. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters.”

#21025 Protest Chief Duties

The SEB is proposing the following minor change to the Chief of Protest duties in section 5.10:

“5.10 CHIEF OF PROTEST

The duty of the Chief of Protest is to serve as Chairman of the Protest Committee, to provide leadership to the Protest Committee, *to provide prompt notification of protest filings to affected parties*, and to provide notification of protest decisions to the parties involved (i.e., the protestor[s] and protestee[s]). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event.”

Explanation: In most cases, a successful protest will change the results of the class. We are proposing this change so the duties of the Protest Chief include notifying those who would be effected by the change. An example would be an announcement to those on the grid that a protest has been filed.

#21094 Octane Rating

The following rule change proposal is provided by the SEB for member review and comment:

Add to the end of the first sentence of 3.6.A as follows:

“Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 95 (per (R+M)/2)*.”

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The SEB is proposing the following wording changes to the definition of “Standard Part” in section 12:

“Standard Part

An item of standard or optional equipment that could have been ordered with the car, ~~installed on the factory production line~~, and delivered through a dealer in the United States. ~~Port-installed options; Manufacturer options that are dealer installed, port installed, or parts~~ provided by the manufacturer are considered to be the same as those installed on the factory production line. Dealer-~~installed~~ options, *accessories*, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts.”

Background information:

This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo.

Additionally, the recent change to Section 3.4 (See the BOD Section of the December Fastrack, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special “trunk kit” or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future.

Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company’s website that do not clearly define if they are installed on the factory floor or the dealer’s facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance.

An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers “dealer installed by factory directive” options based on member input and desires.

#20588 Move non

The SAC would like member feedback on the following class change proposal:

Move from *BS to CS*

BMW

Z4 (coupe and roadster)(non M) (2003-2008)

#20567 Item 19608 - Withdrawal of proposal to move 89-99 Taurus SHO to HS

The SAC has re-evaluated this and believes that it is a benefit for the membership to keep older and less expensive vehicles relatively competitive as it lowers the barrier to entry into the sport and category. With that note, we’d like to again propose the following class change for member feedback:

Move from *GS* to *HS*

Ford

Taurus SHO (1989-1995)

Street Touring

#14648 ECU Clarification

The SEB and STAC are seeking member feedback on the following proposal: Change 14.10.F as shown:

~~14.10.F The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation. Only OE sensors may be used for engine management.~~

~~1. Reprogrammed ECU/PCM (via hardware and/or software) may be used in the standard housing.~~

~~2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:~~

~~-a. Connects between the standard ECU/PCM and its wiring harness only.~~

~~-b. Must be plug-compatible with the standard ECU/PCM (no splices).~~

~~3. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU/PCM operation of engine management system. Example: Fuel controllers that modify the signal coming from an airflow sensor.~~

~~4. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.~~

~~5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.~~

~~6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.~~

~~Engine management is open including standalone engine management systems. Standalone control modules must be plug-and-play. Model year 2005 and older vehicles may use piggyback systems that splice into the wiring. Wiring harnesses may not be shorter or lighter than the original. The resultant system must retain OBDII functionality if present in the original. Additional sensors may not be used.~~

Prepared

#18207 17.2.O - Front Spoilers

The PAC/SEB are seeking member feedback regarding the following proposed rule changes to section 17, Prepared category:

17.2.G. Bumpers

17.2.G.1 Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Modified or replica bumpers must be of similar shape as standard components, completely cover the area of the OE bumper, and not confuse the identity of the vehicle. *The bumper components will contribute contours to the top view outline of the car for measurement purposes, and therefore must not protrude beyond 1/2" of the original overall outline of the car.*

17.2.G.2 Bumper fascias integral with the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced, or modified. Modified or replica bumper fascias must be of similar shape as standard components, completely cover the area of the OE bumper fascia, and not confuse the identity of the vehicle. *The bumper components will contribute contours to the top view outline of the car for measurement purposes, and therefore must not protrude beyond 1/2" of the original overall outline of the car.*

Modified

#20695 MAC seeking member input

The MAC is requesting member suggestions regarding safety requirements for electric vehicles in the Modified category. The committee is researching rules to ensure that cars with custom built fully-electric drivetrains can compete while still ensuring the safety of competitors, course workers, or spectators.

Other Items Reviewed

Street

#20531 Classing Request for 2017 Audi TT-RS

Thank you for your input. The SAC does not think it appropriate to class the car until more information and specifications are available.

#20568, 20576, 20578, 20582, 20587, 20590, 20611, 20647, 20660, 20689, 20697, 20700, 20701, 20705 Feedback on #20242 Lotus Elise Classing

Thank you for your input.

#20569 The New HS

Thank you for your input on the proposal regarding the RSX. However, the SAC believes that the Celica and F56 Mini are appropriately classed.

#20570 Requesting clarification on FastTrack item #17283

Thank you for your input. The Scion FR-S Release Series 1.0 was not included in the move to DS because it is equipped with TRD springs. Since this model is a complete

package including the springs, changing them would not be allowed unless a complete option package conversion took place.

#20575 Boxster (987 chassis non-S) (2005-2008) from BS to CS pulled?

Thank you for your input. After much deliberation, the SAC does not feel that it would be beneficial to the class to move the non-S 987 to CS, and has therefore removed that change from the final recommendation.

#20577 Fully support putting more cool cars in SS

Thank you for your input.

#20580 Do not move Porsche Boxster to CS

Thank you for your input.

#20586 SSR should stay, please grow it

Thank you for your input.

#20610 Moving Kia Forte to HS with the rest of STF cars

Thank you for your input. Please see the response to letter #20058 in the November Fastrack.

#20639 Classing of 2017 Camaro 1LEs

Thank you for your input. Please see the response to letter #20604

#20653 ECU Tuning in Street

Thank you for your input. The SAC believes that allowing ECU changes is not in the spirit of the category.

#20686 Porsche Cayman S classing

Thank you for your input. Please see item #17283 in the November Fastrack for classing changes regarding the 987 Cayman.

Street Touring

#20160 Response to #16000

Thank you for your input.

Street Prepared

#19937 128i and twins to DSP - LIMITED prep

The SPAC thanks you for your letter. The committee continues to consider possible ways to support increased participation in SP.

Prepared

#20017 Proposals #17410 and #19923

Thank you for your input

#20018 #17410 Class Progression (SP/SM-compliant convertibles in P)

Thank you for your input

#20020 Proposed class progression change (#17410)

Thank you for your input

Not Recommended

Street

#20728 Mazda RX7 (93-95) turbo

Thank you for your input. The SAC believes that the performance of the FD RX-7 is above the range that we are targeting for BS.

Street Touring

#19741 Strut brace limitations

Thank you for your input. The current strut brace rule is considered sufficient as written. The SEB does not support further expanding this allowance at this time.

#20338 Street Touring allowances for engine mounts

The STAC thanks you for your input.

#20345 Class Buick Verano Base / Turbo in Street Touring

Thank you for your input. The SEB does not believe this vehicle fits within the philosophy of the category.

#20405 STP class expansion

The STAC thanks you for your input. The SEB does not believe this vehicle is consistent with the philosophy of the requested class.

#20467 Swapping or modifying wheel hub to allow aftermarket wheels

Thank you for your input. This modification is not seen as consistent with the category philosophy.

#20493 Move Abarth from STX back to STF

Thank you for your input. This car's current classing is believed to be appropriate.

#20496 Super ST Class

The STAC thanks you for your input.

#20547 Consider reclassing NB Miata (Torsen) to STX from STR

The STAC thanks you for your input. The potential performance level of this car is seen as excessive for the requested class.

#20600 Race Seat Weight Proposal....

The STAC thanks you for your input. This change is not considered in the best interests of the category.

#20684 Move up to 8

The STAC thanks you for your suggestion but is not recommending this change.

Handled Elsewhere

General

#20321 Clarification - protesting a course

Please see item #21026.

Street Touring

#19582 Boss 302 into STP

Thank you for your input. Please see item# 19556.

#20421 Is the Boss 302 eligible for STP?

Thank you for your input. Please see item #19556.

#20423 Classing the 2017 BRZ / 86 Twins

Please see item #20344.

#20592 Reclassing NB Miata

The STAC thanks you for your input. Please see item #20547.

Street Prepared

#20313 Please classify the 2016 Mazda Miata in Street Prepared

Thank you for your input. Please see item #19512.

Tech Bulletins

General

#21021 Appeals Fee Clarification

Per the SEB, clarify 10.3 as follows (provides similar wording to that found in the Protest section):

“10.3 TAKING AN APPEAL

An appeal permitted hereunder shall be taken by filing a written appeal with the Solo® National Office. The notice of appeal shall specify the party or parties making the appeal; shall designate the decision or portion thereof appealed from; shall explain the reason or reasons why the appeal should be heard; and if applicable, which part(s) of the Solo® Rules are considered to have been enforced in a manner that was not fair or equitable to the appellant; and shall be received at the Solo® National Office within ten (10) days after submission of the Intent to Appeal, and shall include the appropriate appeal fee of \$50 payable to SCCA®, Inc. A minimum of \$25 of the appeal fee may be retained to defray expense of hearing the appeal by the SCCA® on all appeals that are filed. *The appeal fee is waived for appeals filed in an official capacity by the Chief Steward.*

An appeal properly taken hereunder may be withdrawn, without penalty, by written notice to the SCCA®, Inc. prior to the acceptance of the appeal by the NAC. Under Section 10.6, the AC, in their judgment, may decide that the penalty or other decision of the PC or other committee appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but it shall not order a competition to be rerun.”

#21027 Car / driver changes

Per the SEB, clarify the first sentence of 4.5 as follows:

“If during the event a vehicle develops mechanical problems, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, *provided the original vehicle is permanently withdrawn from the class competition for that day and heat.*”

Street

#20581 Classing of Porsche 2017 718

Per the SAC please add the following new listings to Appendix A:

SS

Porsche

718 Cayman S (2017)

718 Boxster S (2017)

AS

Porsche

718 Boxster (2017)

718 Cayman (2017)

#20604 2017 Camaro 1LE

Per the SAC, please add the following new listings to Appendix A effective 1/1/2017:

AS

Chevrolet

Camaro 1LE V8 (2017)

BS

Chevrolet

Camaro 1LE V6 (2017)

Street Touring

#20344 Please class the 2017 BRZ and 86

Per the STAC, add the following new listings in Appendix A:

STX

Subaru

BRZ (2017)

Toyota

86 (2017)

Street Prepared

#19512 ND Miata classification

Per the SPAC, add the following new listing to Appendix A:

BSP

Mazda

MX-5 (ND chassis), all