

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 Connors, 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.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 21, 2015

The Solo Events Board met by conference call December 21st. Attending were 2016 SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; outgoing SEB members Mark Andy, Dave Hardy; 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 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.

General

#18325 4.5 Car/Driver Changes change needed

In Section 4.5, Car/Driver Changes, change as follows:

“If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the *Chief Steward or the* Operating Steward.”

Member Advisories

General

SEB Personnel

The Solo Events Board thanks Mark Andy and Dave Hardy for their service to the Club as members of the SEB.

#17319 Male/Female Gender

For verification purposes regarding the entry requirement referenced in 4.7.B, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Tire Rack Solo Nationals

Course designers who are interested in being considered for the 2016 Solo Nationals in Lincoln are invited to submit their qualifications, including a summary of past major event design experience, to the SEB in writing via www.soloeventsboard.com.

Street

Committee Personnel

The SEB thanks Mike Wood for his service as SAC Chair.

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#11362 Resume

The SEB has approved the addition of Curt Luther to the SAC.

#18350 Clarification on shock mount styles

The SAC does not believe the method of attachment for these shocks meets the requirements of section 13.5.A and 13.5.B. There is no allowance to convert a shock attachment from a bayonet style mount to an eyelet style mount. Specifically, "...system of attachment and attachment points are not altered, except as noted below..." and "This does not allow other modifications to the plate itself or use of an alternate plate."

#18376 Koni struts for twins

It has come to the SAC's attention that there is a difference between the Koni strut housing and the OE strut housing for the Subaru BRZ and Scion FRS.

Specifically, the OE strut housing ear's upper mounting holes are of differing diameters forward and aft, while the Koni strut housing ear's upper mounting holes are both the same (larger) diameter.

There is no allowance for this. To be compliant with Street allowances, the Koni strut housing must be modified to match the OE strut housing hole diameter and location. One method by which this can be achieved is by using a stepped washer of the appropriate size to match the OE diameter and center the hole.

Koni N/A is aware of the issue and members are encouraged to contact them if necessary.

#18569 SAC Application

The SEB has approved the addition of Mark Scroggs to the SAC.

Street Touring

Committee Vacancies

The SEB is anticipating vacancies on the STAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17733 STS Civic arm mounts and alternate arms?

In the opinion of the STAC, 14.8.H does not restrict the number of camber kits that may be used concurrently. Using alternate upper arm mounts as well as alternate upper arms on an STS Civic is compliant as long as the restrictions of 14.8.H.1-6 are met.

#18173 re-drilling wheel hubs

In response to an inquiry about wheel hub modifications and/or replacement, in the opinion of the STAC re-drilling or using alternate hubs is not allowed by the current rules.

Street Prepared

Committee Vacancies

The SEB is anticipating vacancies on the SPAC, and in particular is looking for ASP/SSP experience. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17980 tonneau cover in SP

Among other requirements, section 15.2.F requires that a replacement seat have a functional headrest. A seat that incorporates a headrest that folds when not in use does not violate this requirement.

Street Modified

#18364 SM eligibility inquiry

Per the SMAC, the 1986-1991 Mazda RX7 2+2 meets the requirements for the SM class and is thus allowed to compete in Street Modified.

Prepared

Committee Personnel

The SEB thanks Zack Barnes for his service on the PAC.

#17668 Turbo Restrictor Clarification

Per the PAC, section 17.10.C.2 defines that there must be a maximum of 4 inches between the trailing edge of the restriction and the edge of the compressor inlet. The member is thanked for their inquiry.

Modified

#17934 2 stroke pre-mix fuel

Per the MAC, the current FM rules covering Rotax engines do not allow the oil injector pump to be disabled, disconnected, or deactivated. Normal adjustments may be made so long as the pump remains operational. This is per the applicable GCR section, which states (in part): "No component of approved engines may be altered, modified, or changed, nor be of any other than original equipment manufacture unless specifically authorized. Engine components shall be assembled in stock configuration." The rules do permit the use of pre-mixed fuel containing oil.

Change Proposals

Prepared

#15817 Oil Breather Clarification

The PAC/SEB note that the language in 3.3.3 related to safety and 17.10 related to Prepared Engine allowances is unclear and partially redundant. For clarification, the PAC/SEB recommend publishing the following rules changes for member comments:

3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase **vents** and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.* ~~All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.~~ Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3,* the installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R—All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.~~

The PAC/SEB believe that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC/SEB propose the following rule change for Appendix A, X-Prepared:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.*"

The PAC and SEB believe this clarifies and excludes the implementation of rear spoilers under rear wings.

Street

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

The SAC would like member comment on moving the Fiat 500 Abarth from GS to HS.

Street Touring

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following proposal is submitted for member comment:

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

#17131 Differential Covers and Coolers

Per the STAC, the following proposal is submitted for member comment.

Add the highlighted language to 14.10.A:

“Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.”

Note: This language adds an allowance for differential coolers.

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

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

Move the following Appendix A listings *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004)

#17515 Brake backing plates / dust / splash shields

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new language to 14.6.C:

“Backing plates and dirt shields may be modified or removed.”

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Add wording in Appendix A under the SSM Excluded section (this essentially relocates language formerly found in 16.0.B, which is being deleted, and adds the word “unlisted”) as follows:

“Excluded Vehicles:

- Lotus (except Elise, Exige, & Esprit)

- *Unlisted two-seat cars which are not eligible for the Street Prepared category*

- *Vehicles not meeting specifications to have been delivered in the USA*

- Vehicles not meeting minimum weights”

Note: The 2014 McLaren MP4 12e and current Porsche 911 GT3 do meet the eligibility requirements of 15.0.

See a related item under Tech Bulletins.

#18388 new section 16.1.V Electrical

The SMAC would like to get member feedback on introducing a new subsection (as shown below) to section 16.

“16.1.V Electrical

Electrical systems are unrestricted except as follows. The safety requirements of section 3.3.3.B must also be met.

A. Batteries, battery location(s), and system voltage for hybrid powertrains must remain as standard.

B. The alternator or generator may not be relocated outside of the engine compartment.

C. Total loss systems are prohibited.

D. Wiring harnesses may only be modified to facilitate allowed modifications. Such modifications may serve no other purpose.”

Other Items Reviewed

Street

#18417, 18437, 18453, 18463 Boxster/Cayman Classing

Thank you for your input. Please see the response to letter 18414 for more information.

#18419, 18450, 18484, 18548, 18563 C7 Corvette classing feedback

Thank you for your input. The SAC is continuing to consider the C7 base classification.

#18434, 18435, 18436, 18451 Feedback on 17901, 17905, 17179

Thank you for your input. Please see the response to letter 18414 for more information.

#18535 More December Fastrack feedback

Thank you for your input. Please see the response to letter 18414 for more information.

#18627 Cayman S 2006-2008 and Cayman S 2009-2012

Thank you for your input.

Street Prepared

#17170, 17217, 17298 Proposal #16443 Touring Car Clarification

Thank you for your input. Per the January Fastrack an amended version of this proposal was recommended to the BOD as item #16443.

Street Touring

#18293 Thumbs Up for the new ST allowances

Thank you for your comments.

#18331 STU AWD Tire Width, Steering Wheels, Radiators

Thank you for your comment.

#18427 STAC resume

Thank you for your resume.

Not Recommended

General

#17338 Publish names with letters

As previously published (and supported by member feedback) the SEB does not feel it is necessary at this time to publish individual members' names with their submissions. The SEB notes that there are substantial differences

between the compliance systems of Club Racing and Solo, and thus significant differences between the types of correspondence which are typical. Hence practices which may be deemed acceptable for the CRB do not necessarily apply to the SEB.

#17773 Prohibit Tire Warmers before first runs

Due to a predominance of member input in opposition to this proposal, it is being withdrawn.

Street

#18383 Move 2015-Newer BMW M4 from A Street to F Street

The SAC feels that the BMW M4 is classed appropriately.

#18368 TRD spring/sway bar allowance for the BRZ

There is no allowance for installation of port installed parts across manufacturers at this time. Please see item 18324.

#18401, 18402 TRD parts on the Subaru BRZ

Please see the comments regarding letter 18368.

#18579 Move M4 Convertible to FS

The SAC believes that the BMW M4 Convertible is appropriately classed.

#18517 Toyota Celica

The SAC feels the Celica is appropriately classed.

#18277 Consider excluding Maxxis VR-1 and other variable tread tires

The SAC does not feel that it would be appropriate to ban this tire at this time. We will continue monitor the tires used in competition.

Street Touring

#15833 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

#17120 Second generation miatas in street touring classes.

The STAC is not in favor of moving the NB Miata into STX at this time but might reconsider in the future.

#17232 LSD change allowance for AWD

The STAC is not in favor of any additional differential allowances for AWD cars in Street Touring.

#17745 Super ST class

The STAC is not in favor of creating any additional new classes at this time.

#17888 STP inclusion of BMW e92/90 M3

The STAC is not in favor of adding the BMW e92/90 M3 to STP.

#16561 BMW M235i Classing Proposal

The STAC is not in favor of classing the M235i in STU at this time but will continue to monitor the car and class and may reconsider at some point in the future.

#17399 Proposal: minimum battery weight in ST*

The STAC can see some potential for positive benefit in this rule change, but is not recommending it for reasons of rules stability.

#17604 BMW Z4 M inclusion

The STAC is not in favor of adding the BMW Z4M in STU at this time.

#17641 Request 997 Carrera S class

The STAC is not in favor of classing the Porsche 997 Carrera or Porsche 997 Carrera S into STU at this time. The STAC will be monitoring and may readjust the mid-engine tire allowances and classifications for 2017.

#17895 ST Classes Split

The STAC is not in favor of creating any additional new classes at this time.

#17900 Time to move the twins back

The STAC will continue to monitor the top cars in STX/STR but is not in favor of moving the Subaru BRZ and Scion FRS into STR at this time.

#17962 STF Class Comments

Thank you for your comments. As per item #16409 in the November Fastrack, the STAC and SEB do not intend to proceed with that proposal.

#18019 Driveshaft replacement in ST classes...

The STAC is not in favor of allowing driveshaft replacement in Street Touring.

#18108 Re-organize ST classes to fit the broader SOLO classing system

The STAC is not in favor of reorganizing the ST classes to a broader system similar to other Solo categories (STA, STB, STC, STD, etc).

Street Touring is a unique category that intentionally remains "exclusive", unlike Street - our entry level category - or Street Prepared and above. The intent of this is to maintain highly competitive classes filled with popular cars that respond favorably to the category's allowances, within a framework of controlled costs.

Members who would like a model considered for the category are encouraged to submit their request to the STAC and SEB.

#18189 Coolant reroute allowance

STAC is not in favor of allowing coolant re-routing as it is not considered consistent with category philosophy.

#18240 Sport Truck Class

Thank you for your suggestion. The SEB is not in favor of a provision for sport trucks to run in ST as requested. Members are reminded that Regional Solo programs can establish whatever classing structures they require to meet their needs.

#18412 Create STA class

The STAC is not in favor of creating a new STA (AWD) class.

#18521 Allow electric fan conversions in street touring

The STAC is not in favor of adding an allowance for electric fan conversions at this time.

#18606 Steering wheel 2016 wording

Thank you for your comment; in the spirit of rules stability of the STAC is not in favor of making additional changes to the steering wheel allowances.

Street Prepared

#18313 Ford Shelby GT350 Classing

Thank you for your input. The SPAC will continue to monitor the performance of the GT350 and evaluate its classing.

#17521 Spring Relocation

Per the SPAC, spring relocation--and the often-required associated chassis bracing to facilitate this modification--are not consistent with SP category philosophy.

#18508, 18522 Allow bolt on fender replacement with aftermarket

The SPAC does not believe this allowance fits the spirit of the category.

Street Modified

#18269 Tire to Weight Proposal

The SMAC thanks the member for their input, but at this time a change to the weight formula is not considered to be in the best interest of Street Modified.

#18483 Ferrari 360 Modena Challenge in SSM Class Clarification

The Ferrari Modena Challenge, while very similar to the car sold for use on US roads, still has items like Lexan windows among other components that are not allowed for competition in Street Modified Category.

There is no intention to permit non-US-spec cars to compete in the Street Modified Category.

Handled Elsewhere

General

#18409, 18413, 18418, 18459, 18460, 18462, 18464, 18465, 18466, 18467, 18468, 18472, 18482, 18507, 18513, 18518, 18525, 18531, 18538, 18539, 18552 Proposal 17773 Prohibit Tire Warmers before first runs

Thank you for your input. Please see the updates to item #17773 elsewhere herein.

Street

#18171 2016 Camaro

Please see the response to letter 17890 in the January Fastrack.

#18324 Allowance for TRD Spring/Sway bar allowance for BRZ

Thank you for your input. There is currently no allowance to allow interchange of parts across different makes of vehicles. Please see the response to item 17835 in the December Fastrack.

#18528, 18529, 18530, 18532, 18533, 18534, 18536, 18537, 18540, 18541, 18542, 18545, 18550, 18590 Fiat 500 Abarth Classing

Please see item #18527.

Street Touring

#17321, 17834, 17862 LSD change allowance for AWD

Thank you for your comments, please see letter #17232.

#17405, 17413 Neon (all) re-class to STF

Thank you for your comments, please see letter #17226.

#17969 lowered and modified Juke NISMO RS to STX (or SM)

Thank you for your comments, please see letter #18038.

#17997 RSX-S comments

Thank you for your comments. See letter #16409 in the November Fastrack.

#18261 BMW M235i solo class for street touring and street prepared

Thank you for your comments; please see item #16561.

#18292 AWD Cars in Street Touring

Thank you for your comments, please see letter #16000 elsewhere herein.

#18415 Tire width proposal

Thank you for your comment. The STAC will be monitoring and may re-adjust the mid-engine tire allowances and classifications for 2017.

#18421 Please class the 2016 Miata in ST

Thank you for your comments. See letter #18111 in the January Fastrack.

#18429 Classing 2016 Mazda Miata (ND) in STR

Thank you for your comments. See letter #18111 in the January Fastrack.

Tech Bulletins

General

#18296 Clarifying the stage/start procedures in Solo

Due to minor editing errors, the first paragraph of 7.9.3 has been somewhat unclear. It is corrected to read as follows:

7.9.3 Course Deviation

A “DNF” or a time penalty, if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

Street

#18047 Request to consider inclusion of the Audi R8-V8 in SS

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

SS

Audi

R8 V8 (2008-2016)

In conjunction, change the “Audi R8” line in the Street exclusion list to “Audi R8 (NOC)”

#18126 Please classify Porsche cars

The SAC would like to add/change the following listings in Appendix A:

SS

Porsche

911 (991, *non-turbo, excl. GT3 RS*) (2012-15)

Cayman S, *GTS, GT4 (excl Club Sport)* (2012-16)

Note: the net effect of this is to add a new listing for the GT3, and to fix the Cayman S listing to allow the 2016 GT4.

#18225 Class Ferrari 360

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

SS

Ferrari

360 Modena, Spyder (excl. Challenge Stradale) (1999-2005)

In conjunction, modify the associated item in the Street exclusion list from “Ferrari 360” to “Ferrari 360 (NOC)”

#18588 Initial Classing for Scion iA and iM

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

HS

Scion

iA (2016)

iM (2016)

#18589 Initial classing for Lexus RC and RC-F

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

FS

Lexus

RC (non F) (2015-2016)

BS

Lexus

RC-F (2015-2016)

Street Touring

#17309 Mazdaspeed Miata to STU

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

STU

Mazda Mazdaspeed Miata (2004-2005)

#17341 Car Additions to ST Classes

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

STF

Scion

iA (2016)

iM (2016)

STX

Nissan

Juke (all) (2011-2016)

#17650 Add Hyundai Elantra 1.8 to STF like sister car Kia Forte

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STF

Hyundai

Elantra (2001-2015)

#18038 Request to have Nissan Juke classed in Street Touring

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

STX

Nissan

Juke (all) (2011-2016)

Street Prepared

#17487 Chevrolet Cavalier in Street Prepared

Per the SPAC, add the following line to FSP under the "Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki" heading:

Cavalier (OHV, 4-Cyl) (1992-2002)

Note: The SPAC is aware that the Cavalier and Sunbird from these years are functionally equivalent vehicles, but the latter is currently classed while the former is not. In order to get the Cavalier classing in place as soon as possible the committee has recommended a Tech Bulletin. An overall cleanup and merge with the Cavalier listing will be forthcoming.

#17988 Classifying 2013 Audi S5

Per the SPAC, modify the following line under ASP, Audi, to encompass a new listing for the S5:

from

S4 (2010-16)

to:

S4 (2010-16), *S5 (2013-16)*

#18262 BMW M235i classing

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

ASP

BMW

M235i

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Per the SMAC, delete 16.0.B.

Note: There are contradictions between 16.0.B and Appendix A which needed to be removed. Requirements and exclusions are addressed in Appendix A.

Prepared

#16936 XP front endplate clarification

The PAC/SEB are providing the following clarification to X-Prepared splitter, canard, and endplate rules as found in Appendix A, X-Prepared, Section 1.C:

“Front splitters are allowed and shall be installed parallel to the ground (within $\pm 3^\circ$ fore and aft) and may extend a maximum of 6” (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

Canards are allowed and may extend a maximum of 6” (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq.ft. (1114.8 cm²). ~~Canard endplate surface area is limited to 100 sq. in. (645.2 cm²) each and the number of endplates is limited to a maximum of 2.~~

The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.”

The PAC believes this improved rule wording clarifies the front endplate allowances for X-Prepared

Modified

#17789 Rules Clarification

Per the MAC, clarify in Appendix A, F Modified, section A.5, first sentence, as follows:

“5. Rotax ~~493 & 494~~-powered cars are permitted to use 34 mm or 38 mm Mikuni round-slide carburetors.”

Note: The MAC believes this clarifies the intent of the allowance, which is:

- Only the Rotax 493 & 494 can use either the 34 or 38 mm carbs.
- If you use the the Rotax 593, you **MUST** use the 38 mm carb **AND** inlet tract restrictor.

#18268 Errors and Omissions; missing change to 18.1.F.4.b

Errors and Omissions: The following change to 18.1.F.4.b was inadvertently not incorporated into the rule book despite being passed by the BOD (per November 2013 Fastrack). Note that the section number in the published item contained a typo; what is below is correct.

Change 18.1.F.4.b to read as follows:

“b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10” as viewed from above.*”

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.”

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | February 24, 2016

The Solo Events Board met by conference call February 24th. 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 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

#15002 Fiat 500 Abarth Move to HS Proposal

The SAC would like to recommend the following class change effective 01/01/17:

From **GS to HS:**

Fiat

500 Abarth

#17748 Re-class base c7 Corvette to AS

The SAC recommends the previously-published proposal to move the following listing in Appendix A, effective 1/1/2017:

From **SS to AS:**

Chevrolet

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

#17901 2010 Porsche Cayman S still in SS for 2016

Based on member feedback, the SAC recommends the following class change effective 1/1/17:

From **SS to AS:**

Porsche

Boxster S (2009-2012)

Cayman S (2009-2012)

Member Advisories

Tire Rack Solo Nationals

#19192 Course Designers

The SEB has selected Marcus Merideth and John Hunter as course designers for the 2016 Tire Rack Solo Nationals.

Street

#18956 Model variation between countries

Thank you for your input. Option package conversions must be complete per Section 13; wheels may not be separately interchanged.

Street Touring

#17848 Adjustable Spring Perches on divorced-coil cars

It is the opinion of the STAC that the current wording of 14.8.A allows the use of non-standard spring perches for divorced coil-spring suspension types.

#17819 Oil Cooler Install - Trim shield

Per the STAC's review of current ST allowances, section 14.10.A allows the use of accessory fans with oil coolers. Body modifications, other than as explicitly stated in 14.10 or 14.2, are not permitted to facilitate the installation of supplementary coolers.

Street Prepared

#18789 Use of Spherical bearing in place of bushing on live axle

Regarding 15.8.1.5, which states: "The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."

The SPAC would like to clarify that lower control arms with spherical bearings are compliant.

#18806 Rule clarification for update/backdate - electrical

The SPAC would like to clarify update/backdate for instrument panel swaps. All gauges in the new cluster must work, and re-pinning of connectors is allowed under 15.9.e. Section 15.1.C does not allow modification or trimming of parts to facilitate an update/backdate.

#18859 SPAC vacancies

The SEB has approved the addition of Eric Stemler to the SPAC.

Other Items Reviewed

General

#18852 Clarity in DNF

Thank you for your input.

Street

#18811 Re-classing Porsche Cayman/Boxster models in SCCA Street Classes

Thank you for your input. The SAC is continuing to monitor the performance of Porsches relative to their respective classes.

#18847 Don't want more sporty cars in HS

Thank you for your input. HS numbers have improved nationally with the addition of the sportier cars. The membership is reminded that Regional programs are free to create classes to better cater to their local membership.

#18848, 18854, 18873, 18881 Member comments on moving Fiat 500 Abarth to HS

Thank you for your input.

#18890 Please explain why you feel the Celica is appropriately classed

Thank you for your additional input on this matter.

#18891 Initial Classification of 2016 Ford Focus RS

Per the SAC, we will classify this car once they begin showing up in showrooms. Classing it now immediately starts the 12 month clock (see 3.2) and that limits our ability to re-class the car if performance proves to be different than expected.

#18943 Moving the base C7 Corvette to AS

Thank you for your input. Please see item #17748.

#18948 Moving Boxster, Cayman and Cayman S to BS

Thank you for your input.

Street Touring

#17857 STP and older cars

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

#17859, 18174 STP feedback

The STAC thanks you for your input.

#17860, 18119, 18139 STP Wheel Width Allowances

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

#17869, 17916, 17920 STP Proposal Feedback

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

#18215 STP Allowed Cars

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

#18448 14254 RWD Wheel Width Limit Proposal

The STAC thanks you for your input.

#18855 backing plate removal support

Thank you for your support on this topic.

#18902 Moving WRX to STX

Thank you for your input.

Street Prepared

#18771 16443 Touring Cars - GCR T1 Allowance

Thank you for your input. The SPAC and the SEB will be publishing their findings on this issue shortly.

Not Recommended

Street

#18861 Reclass 1993-1995 RX7

The SAC feels the 1993-1995 RX7 is appropriately classed in AS.

#18838 370Z back to CS

Thank you for your input. The SAC believes the 370Z is appropriately classed.

#18928 TRD Allowance cars to

Thank you for your input.

#18929 Port installed Options

Thank you for your input. The SAC continues to monitor the implications of the port installed options rules.

#18778 SSR and new cars

Thank you for your input.

#18900 Allow Alternate Brake Rotors for OEM Carbon Ceramic Brakes

Thank you for your input. Per the SAC, the only currently compliant way to change rotor material would be a complete option package conversion to the steel braking system that was an option from the manufacturer. An allowance for rotor material changes would be outside the scope of the Street category.

#18912 Allow alternate pedals/pedal kits in Street Category

Thank you for your input. The SAC doesn't feel that this is an appropriate allowance for the Street category.

#18945 Engine bay plastic covers

Thank you for your input. The SAC does not feel that this is an appropriate allowance for the Street category.

Street Touring

#18849 NEON (ALL) to STF

Thank you for your letter. The STAC feels that the performance potential of the older Neons does not fit what is envisioned for STF.

#18895 92-97 Corollas in STF?

The STAC does not feel that the age and performance parameters of the older Corollas fit the philosophy of STF. Please see a related item under Tech Bulletins.

Street Prepared

#18048 Request to include SSP cars

At this time the SPAC does not see a need to classify every possible make and model which could be eligible for the class. If a member would like a particular car considered for classification, please provide all the supporting data available as to why that specific car should be classed.

#18766 Frame rust repair clarification

The SPAC believes that the current rule, detailed in section 13.1, is sufficient as written for repairs in SP.

#18953 POV pop off valve treated like a BOV

The SEB and SPAC do not wish to revisit the rules related to pop-off valves at this time.

Prepared

#18761 Exocet Classing into XP

The PAC feels the Exocet is an example of a kit car that is produced rather than being a production car. Replicas of production cars are considered on a case by case basis. The PAC thanks the member for their inquiry.

Note: Please see related item #17892 elsewhere herein.

#18788 Toyota Corolla GTS to FP

The PAC feels this car is appropriately classed in DP.

Handled Elsewhere

Street

#18853 Request initial classing for Ford Focus RS

Thank you for your input. Please see the response to letter 18891.

#18963 Requesting classing for Ford Focus RS

Thank you for your input. Please see item #18891.

Modified

#17909, 17910, 17914, 18758 Exomotive Exocet

Please see the responses to item 17892 elsewhere herein.

#18905 Minimum weight for CM

Please see item #18329 in the March Fastrack.

Change Proposals

Street

#17283 Rethinking Street Classing

When the Stock to Street transition took place in 2013, the SAC made certain assumptions about car performance based on tire technology of that time to class cars for the Street category. With the advent of the new generation of street tires, several of those assumptions are no longer valid. For example, high horsepower cars are able to use their power quite effectively, and mid-engine cars do not have as much of an advantage as was assumed based on prior tire technology. As a result, the SAC would like member feedback on the following adjustments to Street.

The committee is proposing the following individual line-item moves; They will be considered independently based on feedback from the membership.

- Change 3.4 Option Packages as follows:

The SEB may ~~designate limited availability~~ **limit or offer separate classing for** option packages as inappropriate **within** the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).

- **Move from AS to BS:**

Porsche

Boxster S (2005-2008)

Cayman S (2005-2008)

- **Move from BS to CS:**

Porsche

Boxster (987 chassis non-S) (2005-2008)

Boxster S (986 Chassis) (2000-2004)

Cayman (non-S) (2005-2008)

- **Move from CS to DS:**

Scion

FRS (non Series 1.0, w/o TRD Springs, w/o TRD Swaybars) (2013-2016)

Subaru

BRZ (2013-2016)

- **Move from BS to FS:**

Cadillac

ATS (3.6 V6)

- **Move from FS to DS:**

BMW

128i (2008-2013)

228i (F22) (2014-2016)

328 (F30/F31/F34, including diesel) (2012-2016)

3-Series (E46, non-M3) (1999-2006)

3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)

428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)

CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)

Dodge

Challenger V6 (2011-2016)

Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)

Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)

Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)

G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)

IS250/350 (2006-2016)

GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)

CLK V6 (1998-2009)

- Move from CS to ES:

Mazda

MX-5 Miata (2006-2008)

Porsche

Boxster (non-S) (1996-2004)

- Move from FS to GS:

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

aguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

- Move from *GS* to *HS*:

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

Street Touring

#17062 Added Fuel Allowance

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new subsection to 14.10 Engine and Drivetrain

M. Cars with combustion chamber oil injection systems may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.

Street Prepared

#18760 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) to BSP

Per the SPAC, member comment is requested on the following possible reclassifications:

Move from *ASP* to *BSP*

Porsche

Boxster/Cayman (987 model, all)

Boxster/Cayman (986 model, all)

Remaining in *ASP*:

Porsche

Boxster/Cayman (981 model, all)

Modified

#17892 Exomotive Exocet in DM/EM

Per the MAC, the following rule change proposal package is submitted for member comment:

Modify 18.1.A.1 as follows:

- re-letter the second subsection group in 18.1.A.1 to be *g, h, i, j,* and *k*

- modify what will then be subsection *i* in 18.1.A.1 to read as follows:

i. They will be allowed all, but no more than, the modifications that production-based cars are permitted, with the exception that minimum width for all kit cars shall be no less than 65" as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.

- add new subsection *l* as follows:

l. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

- add new subsection *m* as follows:

m. Functional wings are not permitted even if they are part of the original kit manufacturer's specification and/or components. If present they must meet 18.1.F.6.

- modify 18.1.F.6 as follows:

6. If the *a* factory production *or kit car* was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

Note: if this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet will be removed, since these changes have the same effect.

Tech Bulletins

General

#18850 RE Feb Fastrack Item #17319

The following correction is provided to the response previously published for item #17319:

For verification purposes regarding the entry requirement referenced in 4.7.A, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Street

#18897 Classing the Mercedes C55 (2005-06)

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

FS

Mercedes-Benz

C55 AMG (2005-2006)

Street Touring

#18677 Proposal to add Hyundai Genesis Coupes

Per the STAC, extend classing of Hyundai Genesis Coupes in STU as follows:

Hyundai

Genesis (v6)

Genesis (2.0t 4cyl) (2013-*16*)

#18895 92-97 Corollas in STF?

Per the STAC, change the current STS listing from

Toyota

Corolla (1984-91)

to

Toyota

Corolla (1984-*97*)

#19126 STU Boxster clarification - March 2016 fastrack

The years for the Boxster S listing in STU (March Fastrack Letter #18622) were incorrect. The listing is corrected as follows:

From: Boxster S - 986 (2000-2006)

To: Boxster S - 986 (2000-~~2004~~)

Street Prepared

#18134 Classing Audi R8(All), Audi TT RS, Lamborghini Huracan

Per the recommendation of the SPAC, the SEB has approved the following new listings in Appendix A, effective immediately upon publication:

SSP

Audi

TT RS (2012-2013)

Lamborghini

Huracan, all (2014-2016)

#18433 Feedback on 16905

Per the recommendation of the SPAC, the SEB has approved the following new listings in Appendix A, effective immediately upon publication:

SSP

Porsche

Cayman GT4 (2016)

Modified

#17892 Exomotive Exocet in DM/EM

Per the MAC, the following new listing (with specifications as shown) is added to the approved make and model list in 18.1.A.1, effective immediately upon publication and subject to the provisions of 3.2:

Exomotive Exocet

Minimum width 65" measured at tire outer sidewalls at narrower end

Full standard exoskeleton and other bodywork required and must meet 18.1.B.1

No functional wings or tunnels

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | March 23, 2016

The Solo Events Board met by conference call March 23rd. 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, Brian McCarthy, 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

#17128 996 Turbo and Turbo S to SS

Remove from the exclusion list and add to SS, effective 1/1/2017:

Porsche

996 Turbo, Turbo S (2001-2005)

Street Touring

#17131 Differential Covers and Coolers

Add the highlighted language to 14.10.A:

“Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.”

Note: This language adds an allowance for differential coolers.

Member Advisories

Street

#19013 Using module (Vag Com) to disable ESC

Disabling the stability control by altering the ECU code with a VAG-COM or similar is not compliant, per 13.9.G.

Street Modified

The SEB thanks Jinx Jordan for his service as a member of the SMAC.

Modified

#17810 cockpit bodywork requirements

Per the SEB, the purpose of 18.4.a.1 is to outline the requirements for firewall, floor, belly pans and cockpit measurements. We encourage all competitors to follow all the rules. In the event of a disagreement of interpretation or ignoring a rule we believe the autocross community can self-police each other with favorable outcomes. If all else fails, the protest process is available to settle issues that cannot be resolved in any other manner.

As outlined in Appendix F, the Advisory Committees and the SEB can clarify specific questions of rules interpretation. The answer to your question is, there are no rules that can be ignored.

Change Proposals

Street

#19112 Harness Bar in C6 Corvette Grand Sport

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

Change last sentence of 13.2.H as follows:

“Truss type harness bars *with more than 2 attachment points* are not allowed.”

Modified

#18845 Traction control rules change

To address comments regarding traction control and modern ECU's, the MAC is proposing the following rules revisions, which are provided here for member review and comment:

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 *may compete in Modified Classes A through F (AM through FM). 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 (DM) and E (EM). Rules for Automatic Braking Systems (ABS) and Traction Control Systems (TCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM. TCS is specifically prohibited in AM, BM, DM and EM, except that RPM ramp rate limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from this ban and are allowed in these classes. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use any ABS and/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) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing General Competition Rules (GCR) Section(s).*

Note: the SEB is also considering modifying the Section 12 definition of Traction Control to encompass the above issues.

Other Items Reviewed

Street

#14899 2009-12 Cayman S/Boxster S to AS

Thank you for your input. Please see item #17283 in the March Fastrack.

#18414 Support for Cayman/Boxster moves

Thank your input. The SAC has recommended moving the '09-'12 Boxsters/Caymans down a class. Other Porsche moves have been put out for member comment at part of items #17283 and #17901 in the March Fastrack.

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

Thank you for your input; please see item #15002 in the March Fastrack.

#18632 Move V6 ponycars from FS to GS

Thank you for your input

#18691 Letter #17179 Input

Thank you for your input.

#18692 Letter #17901 Input

Thank you for your input

#18697 Classification of my BMW 525i wagon

Thank you for your input.

#18705 981 Porsche Cayman 2.7 (base) to BS

Thank you for your input.

#18986 Moving 2006-2008 Cayman S from AS to BS

Thank you for your input.

#19046 6th Gen (2016+) Camaro V8 out of FS

The SAC has clarified the FS listing for this generation Camaro.

Please see the response to letter 19193.

#19078 2016-17 Camaro 1LE V8 & V6

The SAC is waiting until the 1LE's are officially released before classing them.

#19118, 19120, 19128, 19137 Feedback on #17748 (Base C7 Corvette to AS)

Thank you for your input.

#19193 6th Gen Camaro to AS

Thank you for your input. The SAC feels the 2016 SS is classed appropriately and we will class the additional variants as they are released.

Street Touring

#19063 February Fast Track #16000

Thank you your letter and for your feedback on these topics.

#19123 Turbo Buicks to STP

Since STP is a brand new category, the STAC and SEB need to make sure that the original vision, participation, and competitive balance can be achieved with the already classed cars before adding additional cars, even if they appear to be a good fit for the class.

Thank you for your letter and feedback.

#19144 M3 to STR?

Thank you for your letter and feedback - While we understand that this move appears counter to STR's formative vision, the STAC and SEB think that it is important to take this opportunity to ensure expanded classing options for the category as a whole, to best serve the membership's expectations for equitable and diverse competition offerings within each ST class.

#19166 NSX ST Classing.

Thank you for your letter and feedback. While it may seem logical to extend the MR classing to similar types of cars, the STAC does not think that it is in the membership's interest to expand this classing to include halo cars that are limited in production and expensive to obtain and maintain.

#19167 Comment about #17171, Reclass E36 M3

Thank you for your letter and feedback. Please see the response to item #19123.

#19170 STP Inclusion of newer vehicles for '16 Rulebook

Thank you for your letter and feedback. Please see the response to item #19123

Not Recommended

Street

#18990 2009-2011 Nissan GTR Classing (move to AS)

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

#18973 Staggered width wheels sizing

Per the SAC, allowing changes to factory wheel widths is not consistent with the philosophy of the Street category.

Street Touring

#19180 Fender Rolling Rule 4.2.E

Thank you for your letter. The STAC does not support additional bodywork allowances at this time.

Street Modified

#18856 Request to class non-USDM vehicles

The SMAC feels it is not in the best interests of the category to allow JDM cars into Street Modified.

Tech Bulletins

Street

#18992 Chevrolet SS sedan classing,

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

Chevrolet

SS Sedan (2013-2016)

#19193 6th Gen Amaro to AS

The SAC has provided the following corrections regarding the Camaro listings in FS:

Chevrolet

Camaro SS (2010-2016)

Camaro SS 1LE (2013-2015)

Street Touring

#18993 Chevrolet SS Sedan classing

The STAC recommends adding the following vehicle listing to STU in Appendix A, effective immediately upon publication:

Chevrolet

SS Sedan (2014-16)

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)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | May 25, 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; 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

Recommended Items for 2017

The following subjects will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

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

The following rule change proposal is recommended for approval:

"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 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.~~

7.8.2

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."~~

Prepared

#14325 VW in EP Proposal

Based on member feedback, the following rule change, effective 2017, is recommended in Appendix A, E-Prepared:

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, 8v) (1975-92)

Note: The PAC believes that this brings E-Prepared into conformity with the F-Street Prepared rules, clarifies a potential path from FSP into EP for the VW vehicles utilizing the A1 chassis, and provides members with multiple competition opportunities. The compression ratio and cylinder head update/backdate changes among the models sharing this chassis do not appear to upset the competitive balance of Preparation Levels 1 (Full-prep) or 2 (Limited prep) in the EP class.

#15817 Oil Breather Clarification

The PAC recommends making the following rule change, effective 2017:

“3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase *vents* and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited. All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.*”

Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3,* the installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R—All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.”~~

The PAC believes that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC recommends the following rule change for X Prepared in Appendix A section 1.c, effective in 2017:

“c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.*”

The PAC believes this clarifies and excludes the implementation of rear spoilers under rear wings.

Modified

#17892 Exomotive Exocet in DM/EM

Modify 18.1.A.1 as follows:

- re-letter the second subsection group in 18.1.A.1 to be g, h, i, j, and k

- modify what will then be subsection i in 18.1.A.1 to read as follows:

“i. They will be allowed all, *but no more than,* the modifications that production-based cars are permitted, *with the exception that minimum width for all kit cars shall be no less than 65” as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.*”

- add new subsection l as follows:

“l. *They must compete with full standard bodywork and that body must remain recognizable as that of the*

approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.”

- add new subsection m as follows:

“m. Functional wings are not permitted even if they are part of the original kit manufacturer’s specification and/or components. If present they must meet 18.1.F.6.”

Modify 18.1.F.6 as follows:

“6. If the **a** factory production **or kit car** was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.”

Note: if this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet will be removed, since these changes have the same effect.

Member Advisories

Safety

#19519 Clarification of Loose Items

Per the SEB, when dealing with possible “loose items” Tech inspectors are reminded to use common sense.

Awards

The SEB is seeking nominations for the Driver of Eminence award (http://www.scca.com/pages/solo-awards#accordion_item_1965372) and the Solo Cup (http://www.scca.com/pages/solo-awards#accordion_item_1965370). Please submit these nominations in writing via www.soloeventsboard.com

General

The SEB is requesting that members interested in serving on the SEB submit their qualifications in writing via www.soloeventsboard.com

Street

#19514 Clarification of legality of moveable spring perches

Bearing mounted and hydraulic spring perches are not currently permitted by Section 13, and are not considered to be in the spirit of the Street Category.

Street Touring

#19434 Fiat 500 Turbo

The car is currently listed in STX. Since there presently is no SSF data available on the Turbo, the car as competed in must meet the width/height requirement of 3.1.A.

Street Prepared

The SEB is requesting members interested in serving on the SPAC to submit their qualifications in writing via www.soloeventsboard.com

Modified

#19446 Bodywork question

As the requested modification removes bodywork, not bumper(s), and also makes the rear of the car unrecognizable as a Sprite, the MAC believes the proposed revision is not compliant with the rules.

Change Proposals

Street

#17283 Rethinking Street Classing

The SAC would like to thank the membership for the thoughtful comments and responses regarding the classing

change proposal that was published in the April Fastrack. Taking into account those comments and responses, the SAC has made adjustments to the proposal, detailed below. Please note, this is still only a proposal, and member feedback is requested.

The committee is proposing the following individual line-item moves; They will be considered independently based on feedback from the membership.

Change 3.4 Option Packages as follows:

"The SEB may ~~designate limited-availability~~ limit or offer separate classing for option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes)."

*Move from Exclusion list to SS *** NEW*

Nissan

GTR (excluding Nismo, black edition, track edition) (2012+)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Boxster S (2005-2008)

Cayman S (2005-2008)

Move from BS to CS

Porsche

Boxster (987 chassis non-S) (2005-2008)

Boxster S (986 Chassis) (2000-2004)

Cayman (non-S) (2005-2008)

Move from CS to DS

BMW

*M3 (E36 chassis) (1995-1999) *** NEW*

Scion

FRS (w/o TRD suspension components)(2013-2016)

Subaru

BRZ (2013-2016)

Move from BS to FS

Cadillac

ATS (3.6 V6)

Move from FS to DS

BMW

128i (2008-2013)
228i (F22) (2014-2016)
328 (F30/F31/F34, including diesel) (2012-2016)
3-Series (E46, non-M3) (1999-2006)
3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)
428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)
CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)
*Crossfire (non SRT) *** NEW*

Dodge

Challenger V6 (2011-2016)
Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)
Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)
Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)
G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)
IS250/350 (2006-2016)
GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)
CLK V6 (1998-2009)

Move from FS to GS

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

Jaguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

Move from GS to HS

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

#19537 2013 SLK55 AMG to B Street

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

Move from *SS to AS*

Mercedes

SLK55 AMG (2012-2016)

Street Prepared

The SPAC is currently working on a rules change proposal which would change certain allowances in the category in order to permit competitors to more appropriately address reliability issues. Specific language changes will be published for member review in the next Fastrack.

Street Modified

#18554 Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

The SMAC proposes the following change to 16.0.B.1.b

Remove the Datsun Z car 2+2 from 16.0.B.1.b excluded vehicles list.

Prepared

#14898 XP boosted displacement equivalence and min weight

In view of past results and member input, the PAC believes that the following weight formula amendment provides a competitive adjustment between naturally aspirated and forced induction powertrain options of varying displacements in X-Prepared. The PAC has provided the following proposed amendments to Appendix A, X-Prepared, Section 9, for member comment:

Executive summary of the changes:

- Increase FI multiplier from 1.4 to 1.5.

- Change NA formula to prevent some larger engines weighing less than slightly smaller engines.
- Change NA formula to give a weight break above 5.0L. A 7.0L NA motor equals the 2300lb weigh limit
- Change wording of "engine behind driver" to "with 51% or more weight on the rear axle"
- Set a minimum weight for NA vehicles.

Specific language:

9. MINIMUM WEIGHTS

a. ENGINE CLASSIFICATIONS

1. 4-stroke cycle and 2-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ **1.5** times the actual displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. MINIMUM WEIGHT CALCULATIONS

All listed weights are without driver. All weights are calculated based on displacement as listed above.

Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver is $1200 + [(1.796 \times 1.5) \times (200 + 20)] + \text{ABS} = 1843 \text{ lbs.}$

Engine displacement less than 4.0L

FWD.....	1200 lbs. + 150 lbs. per liter
RWD.....	1200 lbs. + 200 lbs. per liter
AWD.....	1200 lbs. + 250 lbs. per liter

Engine displacement of 4.0L or greater

<i>FWD.....</i>	<i>1600 lbs. + 50 lbs. per liter</i>
<i>RWD.....</i>	<i>1600 lbs. + 100 lbs. per liter</i>
<i>AWD.....</i>	<i>1600 lbs. + 150 lbs. per liter</i>

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

- Cars with ABS + 50
- Cars with traction/stability control + 50
- Cars with active/reactive suspension + 100
- Cars with greater than **51% weight on rear axle + 20 per liter**

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following minimum weights (lbs.):

	<i>Naturally Aspirated</i>	Supercharged/Turbo
FWD.....	<i>1425</i>	1575
RWD.....	<i>1550</i>	1700
AWD.....	<i>1675</i>	1825

Modified

#18845 Traction control rules change

The MAC has provided the following rule change proposal, submitted for member review and comment:

“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 **may compete in Modified Classes A through F (AM through FM). 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 (DM) and E (EM).**

*Rules for Automatic Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are exempted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use **ABS or TCS any ABS, TCS and/or SCS with no weight penalty** 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) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (GCR)~~ ssection(s).”

- Also add in Appendix A, under D Modified, in Subsection C:

TCS Add 200 lbs

ABS and/or SCS (no additional TCS penalty) Add 250 lbs

- Also add in Appendix A, under E Modified, in subsection B:

TCS Add 300 lbs.

ABS and/or SCS (no additional TCS penalty) Add 375 lbs

#19119 response to letter 17810 (cockpit bodywork)

Per the SEB, the following rule change proposal, affecting 18.4.A.1 and adding a new 18.4.B.14, is submitted for member review and comment:

A. Bodywork

“1. Any bodywork used must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver’s waist. Solid body panels are not required except as specified in section 18.4.A.3.~~”

B. Chassis

“14. The sides, front, and back of the cockpit area must be at least as high as the driver’s waist.”

Note: These changes remove the requirement for bodywork on the front and sides of the cockpit area and would be effective in 2017.

Kart

#19145 19.1.D.1.j Clutch Basket Allowance

Per the KAC, the following rule change proposal is submitted for member review and comment:

19.1.D.1.j

“Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate ~~must be OEM~~ *may be aftermarket parts*. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.”

Other Items Reviewed

General

#19117, 19127, 19129 Letter #17285, Vehicle operation after downed cone or red flag

Thank you for your input.

Street

#19332, 19453, 19518, 19578 #17283 Rethinking Street Classing

Thank you for your input.

#19442, 19487, 19494 #17283 - Boxster and Cayman

Thank you for your input.

#19444, 19550, 19560 #17283 – FRS, BRZ

Thank you for your input.

#19454 Lexus IS proposed class move

Thank you for your input.

#19456 Input on Re-class Proposal #17283

Thank you for your input.

#19481 Support #17283

Thank you for your input.

Street Touring

#19516 #17062 Added Fuel Allowance

Thank you for your input.

Street Prepared

#19143 991 GT3 should be in SSP

Thank you for your comment supporting letter number #17461, classification of 991 GT3 to SSP.

#19329 response to April Fastrack solo Porsche reclassing

Thank you for your input supporting #18433

Not Recommended

Street

#19430 If you move the Porsche 987S to BS, move the Porsche 996 too

The SAC believes that the 996 Porsche 911 is appropriately classed at this time.

#19465 VAG COM, VW's, and 13.9.G

Thank you for your input. The SEB is not in favor of allowing any modifications to ECU's at this time.

#19532 Brake Line Upgrades

The SAC does not want to expand the brake hose allowance that currently exists.

Street Touring

#19422 Street Touring Pony

We will continue to monitor the participation and performance levels of FS and STP vehicles. Thank you for your input.

#19443 Toyota MR2 Turbo into Street touring

Based on car age, limited availability, and current competitive balance and participation, the STAC does not feel that it

would be prudent to class the MR2 turbo in STU.

#19483 Proposal to Add FWD LSD class to STREET TOURING

Thank you for your input.

Street Prepared

#19204 Question concerning front aero design

The SPAC believes that the splitter rules are sufficient as written.

Prepared

#18841 46mm turbo restrictor

The PAC is not in favor of adjusting the turbo restrictor diameter at this time. We will continue to monitor the competitive balance within the class.

Modified

#19155 Weight engine addition

Thank you for your input. The MAC does not believe that a change of this magnitude is in the best interests of the class as a whole.

#19475 FM Weights

Thank you for your input. At this time the MAC does not believe that changes to keep pace with ongoing GCR updates are in the best interests of the class as a whole, which the committee believes benefits more from rules stability.

#19496 Solo Vee engine

Thank you for your input. The MAC does not believe this change is in the best interests of the class as a whole.

Kart

#19429 SKUSA Spec Honda and CRF250

Thank you for your input, the KAC is planning to have further discussions about Stock Moto but it is not recommended at this time.

Handled Elsewhere

Prepared

#16756 Force Induction treatment in XP Comments

The PAC thanks the member for their comments, which have been considered in the proposal for 14898.

Modified

#19280 Proposal 17892

Please see the updates to item #17892.

#19293 Exocet classing

Please see the updates to item #17892.

#19447 Bodywork Question

Please see item #19446.

Tech Bulletins

Street

#19500 Assign Nissan Leaf to HS

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

Nissan

Leaf (2010-2016)

#19502 Buick Verano / Verano Turbo classing in street.

Per the SAC, add the following new listings, effective immediately upon publication:

GS

Buick

Verano Turbo (2013-2016)

HS

Buick

Verano (Non Turbo) (2013-2016)

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 22, 2016

The Solo Events Board met by conference call June 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Raleigh and Velma Boreen; Al Hermans; 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 Prepared

#17104 BMW 128i to DSP

The SPAC recommends the following listing changes:

From:

ASP

BMW

128, 135, 1 Series M (2008-13)

to:

ASP

BMW

135, 1 Series M (2008-13)

and

BSP

BMW

128 (2008-2011)

Member Advisories

Street

#18188 2016 BMW M2 Class

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It is beyond the date to class this car for National competition in 2016. The SAC anticipates classing the car after the 2016 Solo National Championships so that we can utilize the 12 month rule (3.2) if required. For regional competition, the SAC recommends running this car in BS.

#18557 Focus RS to B Street

At this time it is too late to class the Focus RS for National events in 2016. The SAC anticipates adding the car to BS for 2017 and suggests that the car be run in BS for Regional competition for the remainder of 2016.

#19732 Eligibility of Updated Rival S for 2016 National Solo Competition

BF Goodrich has announced that they will be releasing an update to the Rival S tire. Based on details provided by BF Goodrich and Tirerack, the SEB has determined that this new version of the tire has undergone significant changes. Section 13.3-B-4 of the Solo Rulebook requires the eligibility test to be reset. Therefore the updated version of the Rival S is not eligible for competition use in Championship Tours or the Solo National Championships.

It may be eligible for regional competition depending on your local region's practices.

Here is how to identify the new tire:

- The speed rating molded in the sidewall will be a V rating instead of the previous W rating.
- The part number will not match the previous models.

The Tire Rack has a good supply of the current model tire and does not have a scheduled date for the new tire to arrive. BFGoodrich will not release the new model tire until the old supply sells out.

Street Touring

#19708 Alternate camshafts due to parts unavailability

Thank you for your input. Members are advised that out of production parts must meet the requirements of 14.11.

Street Prepared

#19183 OEM spoiler clarification

Per the SPAC, for the purposes of 15.2.B, the hydraulic components and mounting hardware for adjustable wings are considered part of the wing and can be removed per 15.2.B.

Change Proposals

Street

#17283 Rethinking Street Classing

In order to help clarify the current state of the proposal, the SAC has provided this list of specific items which were changed between the first draft of the proposed Street category reclassifications and the second draft:

Move from Exclusion list to SS

Nissan

GTR (excluding Nismo, black edition, track edition) (2012+)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

Move from FS to DS

Chrysler

Crossfire (non SRT)

Move from CS to ES

~~Mazda~~

~~MX-5 Miata (2006-2008)~~

Porsche

~~Boxster (non S) (1996-2004)~~

#19245 Bump Stop Allowance Clarification

The SAC would like member feedback on the following proposal:

“13.5.DA suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.”

#19608 Ford Taurus SHO (1989-95) move from GS to HS

The SAC would like feedback on the following proposal:

Move *from GS to HS*:

Ford

Taurus SHO (1989-95)

Street Prepared

#19715 Proposed wording for new spoiler rule.

The SPAC requests member comment on the following proposed changes to 15.2.1.2.b:

“b) It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10” (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4” (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.~~”

#19923 Reliability improvement

The SPAC has provided the following rule change proposal package for member review and comment:

Add new 15.10.DD as follows:

“15.10.DD

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

- 1. Replacement components may not be lighter than the original component.*
- 2. Replacement components must install without modification to the mating part.*
- 3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
- 4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*

5. *Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.*
6. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
7. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.*
8. *Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle.”

Add new 15.8.L as follows:

“15.8.L

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. *Replacement components may not be lighter than the original component.*
2. *Replacement components must install without modification to the mating part.*
3. *Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
4. *Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*
5. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
6. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.*
7. *Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.*
8. *Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component.”

Add new 15.2.S as follows:

“15.2.S

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

1. *Material may only be added, not removed.*
2. *Mounting locations may not be moved in any direction.*
3. *The method of attachment to other components may not be changed.*
4. *Any added material may not inhibit any motion that would otherwise be uninhibited.*
5. *Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.*

6. *Modifications may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes.”

Prepared

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

Add to 3.3.3 as follows:

“Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.

- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized.”

Other Items Reviewed

General

#19570 Exhaust Turndown / Turn-away Clarification and Rule Proposal

The SEB has taken this input under advisement.

#19725 7.4 Reruns & 7.8.2 Displaced or Downed Pylons on Course

Thank you for your input.

Street

#16631 Standard Part Definition Clarification

Thank you for your input.

#16744 Port Installed Comments

Thank you for your input.

#16918 Clarify wording of rules regarding factory customization options

Thank you for your input.

#18127 Class 2016 Focus RS

Thank you for your input. Please see the response to letter #18557.

#19282 stiffer bump stops allowed?

Yes, the items about which you inquired are compliant with the rules. Please also see the response to letter #19245

#19452 Regarding adding the Boxster to ES

Thank you for your input.

#19477 2016/17 BMW M2 Classification

Thank you for your input. Please see the response to letter #18188.

#19585 Purchase price cap in SS

Thank you for your input.

#19586 V6 muscle/sports cars to DS is excellent

Thank you for your input.

#19593 Boxster 96-04

Thank you for your input.

#19595 2015+ BMW M3/M4 (F80/82) move to BS

Thank you for your input.

#19600 Response to proposal 17283 -Rethinking Street class

Thank you for your input.

#19601 Boxster/Cayman Classing - DC ProSolo Video Data

Thank you for your input.

#19603 Porsche 911 GT3 (991 chassis) (2012-16)

Thank you for your input. Please see the response to letter #19745.

#19604 Porsche Reclassification

Thank you for your input.

#19622 Porsche Boxster Proposals

Thank you for your input.

#19638 Support for #17283 Boxster S/Cayman S move from AS to BS

Thank you for your input.

#19650 Porsche 911 GT3 991

Thank you for your input. Please see the response to letter #19745.

#19661 2016 Review of Porsche Classing

Thank you for your input.

#19685 2016 BMW M2 to F-Street

Thank you for your input.

#19696 clarification of rule 13 A 3

The SAC believes rule 13.5.A.3 is adequate as written, and reminds competitors that the introduction to the Street category rules explicitly prohibits modifications other than the ones listed.

#19723 Ford EcoBoost Mustang from FS to DS

Thank you for your input.

#19727 2017 Acura NSX

Thank you for your input.

#19730 Do not move the FR-S and BRZ to DS

Thank you for your input.

#19742 Porsche 911 GT3 (991) classing

Thank you for your input. Please see the response to letter #19745.

#19744 Move Bone Stock Scions/BRZ away from TRD Equiped Cars

Thank you for your input.

#19745 Please prevent the death of SS.

Thank you for your input. The SAC is monitoring the performance of the 991 GT3 and retains the ability to use the 12 month rule (3.2) to re-class the car if its performance merits it.

#16782 Port Installed Comments

Thank you for your input. Please see the response to letter #17283

Street Prepared

#17324 Replacement hubs

Thank you for your input; the SPAC has been working on reliability improvements. Please look for a related rule change proposal elsewhere in this Fastrack (#19923).

#17406 4th Gen Camaro Hubs

Thank you for your input. Please see the response to item #17324.

#17408 Wheel bearing allowance in SP

Thank you for your input. Please see the response to item #17324.

#17463 SP participation levels and why they are dropping

Thank you for your input. Please see the response to item #17324.

#17577 4th Gen F-Body front wheel hub assemblies

Thank you for your input. Please see the response to item #17324.

#17607 Allowing for Improvements in Reliability and Safety

Thank you for your input. Please see the response to item #17324.

#17840 Proposal for wheel bearings in Street Prepared

Thank you for your input. Please see the response to item #17324.

#19121 BMW 128i from ASP to BSP

The SPAC thanks you for your input. Please see letter #17104.

#19276 Member comment on #18760

The SPAC thanks you for your input.

#19324 Porsche Boxster/Cayman reclassification

The SPAC thanks you for your input. Please see letter #18760.

#19472 Reliability in SP

Thank you for your input. Please see the response to item #17324.

#19503 SP class revisions

The SPAC thanks you for your input, and continues to monitor barriers to entry and class participation levels.

#19505 Feedback: Solo Town Hall-Street Prepared (Increase Participation)

The SPAC thanks you for your input.

#19511 Changes to improve SP participation

The SPAC thanks you for your input and continues to monitor barriers to entry and class participation.

#19683 Future Need of the Street Prepared Category

The SPAC thanks you for your input.

Street Modified

#18857, 18863, 18871 SM Electrical proposal feedback

Thank you for your input.

Modified

#19520 Solo Vee additional info for request 19496

Thank you for your input. Please see the response to 19496 in the July Fastrack.

Not Recommended**General**

#19755 Combine SM, P, and DM/EM

Thank you for your input. The SEB does not agree that this change is in the best interests of the program.

Street

#19139 Classification of 2016 c7 Corvette z06

Thank you for your input. The SAC does not feel the C7Z would be a good fit for SSR.

#19724 Re-classification of the Tesla Roadster from SS to BS

Thank you for your input. The SAC believes the car is appropriately classed at this time.

Street Touring

#19179 Alternatives to VLSD in Miatas

Due to member feedback this proposal has been withdrawn and is no longer recommended.

#19526 Pontiac Solstice Gxp

Thank you for your input. The STAC believes the performance of the proposed car exceeds the potential of the suggested class.

#19620 Boost Controllers

Thank you for your input. The STAC does not support the proposed allowance for boosted vehicles in ST.

#19628 Change wheel allowance to 8in wide

Thank you for your input. The STAC does not see any need to change wheel widths in STS.

#19663 Legitimizing STO

Thank you for your input. No new classes for ST are being considered at this time.

#19672 Given recent additional allowances and proposals, bring back aero

Thank you for your input. The STAC does not support the proposal for additional bodywork allowances for ST.

#19709 Steering wheel weight

Per the SEB, changes to 14.2.D, with regard to steering wheel weight, are not recommended.

Street Prepared

#19321 Move the v6 Pontiac fiero (all) to dsp

The SPAC does not recommend this classification change.

#19476 Revise suspension bushing rule 15.8.C

The SPAC believes that the bushing rule is sufficient as written.

#19508 Surge Tanks for reliability

The SPAC would like to thank you for your comment. The committee believes that surge tanks are not in the spirit of reliability improvements.

#19509 Reducing Barriers to Entry

The SPAC thanks you for your input. Barriers to entry continue to be reviewed and evaluated.

Prepared

#18784 Subframe Replacement

The PAC is not in favor of allowing complete replacement of subframes. Current allowances provide a competitor with ample opportunity to fix suspension geometry or reduce weight.

Handled Elsewhere

General

#19905 BFG rival

Please see the response to item #19732.

Street Touring

#19621, 19624, 19626, 19627, 19636 , 19639, 19641, 19677, 19623, 19630, 19654, 19670, 19694, 19615, 19617, 19618, 19625, 19629, 19631, 19634, 19635, 19637, 19640, 19642, 19644, 19645, 19646, 19647, 19649, 19651, 19656, 19657, 19660, 19664, 19668, 19669, 19673, 19674, 19682, 19690, 19695 Limited Slip Differentials

Thank you for your input. This has been addressed in the update to the original item #19179.

#19701 Steering wheel weights

Thank you for your input. Please see item #19709.

Street Prepared

#18991 Clarification of section 15.I.1.b

Please see item #19715.

#19576 2016 Porsche 911 GT3 (991 chassis) classing

Please see item #17461.

Tech Bulletins

Street

#19607 HS Classing correction

Per the SAC, the HS listing for the Chevrolet Volt is corrected as follows:

HS

Chevrolet

Volt (2011-2016)

Street Prepared

#17263 Please class my car

The SPAC has recommended the following new listing, effective immediately upon publication:

SSP

McLaren

MP4-12C (all)

#17461 2014 Porsche GT3 classification

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

SSP

Porsche

911 GT3 (991 chassis all)

Note: This initial classing adds the 991 to the already existing 996 and 997 classifications for the GT3.

#19376 Request for Classification: C7 Corvette (Stingray and Z06) in SSP

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

SSP

Chevrolet

Corvette (C7 chassis all)

Note: this is an initial classing of the C7 on a separate line from the C5 and C6.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 27th

The Solo Events Board met by conference call July 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Raleigh and Velma Boreen; Terry Hanushek, Tere Pulliam, 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

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following classing change proposal is recommended:

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

#17062 Added Fuel Allowance

Per the STAC, the following rule change proposal is recommended:

Add the following new subsection to 14.10 Engine and Drivetrain

M. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

Following positive input from membership, the The STAC recommends the following changes to Appendix A:

Move the following listings *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004)

#17515 Brake backing plates / dust / splash shields

Following supportive member feedback, the STAC recommends the following rule change:

Add the following new language to 14.6.C:

Backing plates and dirt shields may be modified or removed.

Street Prepared

#18760 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) to BSP

Based on member input and discussions, the SPAC is recommending the following changes to Appendix A:

Change the following line under ASP under Porsche:

Boxster, Cayman (all)

to

Boxster, Cayman (*981 model, all*)

Add the following lines to BSP under Porsche:

Boxster, Cayman (987 model, all)

Boxster, Cayman (986 model, all)

Member Advisories

Street

#19810 Nissan Leaf classing?

The SAC improperly classed the Nissan Leaf. It does not meet the Section 3.1 rollover guidelines. The SAC is now withdrawing the classing of the Nissan Leaf in HS, as shown in the July 2015 Fastrack.

Modified

#19930 July Fastrack Oil Breather Clarification

The MAC recommends that Modified category competitors review item #15817 (see the July Fastrack) to ensure that the changes do not cause issues for existing configurations which were previously compliant with the applicable rules.

#20113 Committee Personnel

The MAC will soon have openings, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com. Experience in the FM class is particularly in need.

Other Items Reviewed

General

#17449 Data/Video as a form of run protest

Thank you for your input. Please refer to the associated content in the Supplemental Regulations for the Solo Nationals, available here: <http://www.scca.com/downloads/16258-2016-solo-nationals-supps>

#19943 Sound measurements are unreliable, inconsistent, and annoying.

Thank you for your input.

Street

#19762 Proposed class change FR-S/BRZ to DS - no

Thank you for your input.

#19765 BMW M2 to BS

Thank you for your input. The SAC is currently evaluating the performance of the M2 and we will wait until after Nationals to class the car for 2017.

#19766 CS BRZ/non TRD FRS uncompetitive.

Thank you for your input. Please see the response to letter #19837.

#19788 Cayman/Boxster moves to BS

Thank you for your input.

#19813, 19814 Don't move the

Thank you for your input.

#19818, 19854 #17283 Rethinking Street Classing

Thank you for your input.

#19819 Street classes changes feedback

Thank you for your input.

#19825, 19859 2012+ Nissan GTR to SS Proposal

Thank you for your input.

#19826 No to the twins in DS

Thank you for your input.

#19831 Feedback on Porsche classing proposals

Thank you for your input.

#19840 Rethinking Street Classing

Thank you for your input.

#19841 Keep the Porsche in AS, move the corvette to AS too

Thank you for your input

#19843 Consolidate 987 Boxster and Cayman (2005-2012) classing

Thank you for your input.

#19853 Keep SS Super

Thank you for your input.

#19858 Re: Rethinking Street Class

Thank you for your input.

#19863 Proposal #17283 rethinking street classing

Thank you for your input.

#19907 Move NC MX-5/Miata to ES

Thank you for your input.

#19926 July Fastrack Classing Proposals and Changes

Thank you for your input.

Modified

#19130, 19132, 19178, 19225, 19911 Item 17810 - 18.4 Body requirements

Thank you for your input.

#19466 TC/ABS/ESC in AM/DM/EM

Thank you for your input.

#19467, 19491, 19842, 19845 Traction Control #18845

Thank you for your input.

Not Recommended

Street

#19801 Move Scion/BRZ CS to DS

Thank you for your input. Per the paragraph on option package conversions in Section 13 of the rule book, they can be performed as long as they are complete, even if the original model variant was not delivered with that package.

#19837 Allow TRD Suspension for BRZ

Thank you for your input. The SAC believes that allowing parts to be substituted across brands is not in the spirit of

the category. See the response to letter #17835 from the December 2015 Fastrack.

#19900 Allowance for lightweight battery in Street Classes

The SAC feels that lightweight batteries are not in the spirit of the Street category.

Street Modified

#18388 new section 16.1.V Electrical

Per the SEB, this proposal is being withdrawn.

Prepared

#19698 2015+ Mustang Classing Request

The PAC feels that the requested vehicle's performance potential is above that of the suggested class.

#19835 Car Classification - BMW M3 E92

The PAC does not believe that the BMW M3 E92 belongs in C Prepared.

3. #19836 Extend model years

The PAC feels that the requested vehicle's performance potential is above that of the suggested class.

Modified

#19692 Allowing motorcycle engines up to 1300cc

It is the opinion of the MAC that allowing motorcycle engines up to 1300CC does not fit the DM production-car based class objective. As such, the MAC does not support this proposal.

Further, the MAC notes that Regions are free to adapt the portions of the SCCA Solo rules which address classing to suit their needs. We suggest working with your local Region to adapt its rules to address your request.

#19738 AM Wheelbase Reduction

It is the opinion of the MAC that a change to the AM rules to allow cars with shorter wheelbases is not justified by a potential increase in entries of older FSAE cars. It should be noted that FSAE cars meeting certain requirements may already run in a supplemental class at National events and that Regions have the option of combining that class with AM for their local events.

Tech Bulletins

Prepared

#19395 Classification of 1969 TVR S2 with a 1600 Kent motor

Per the PAC, effective immediately upon publication, add the following vehicle to class D Prepared in Appendix A:

TVR

1800

Vixen S2 (1599 cc)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 24th

The Solo Events Board met by conference call July 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, 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 1/1/2018.

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

Recommended Items for 2017

The following subject 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.

Kart

#19145 19.1.D.1.j Clutch Basket Allowance

Per the KAC, the following rule change proposal is recommended:

Change 19.1.D.1.j as follows:

“Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate must be OEM may be aftermarket parts. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.”

Member Advisories

Street

#19987 MINI Countryman Exclusion

The stability language in the Solo Rulebook (3.1.A) was created so that the membership could use the manufacturers' published dimensions. This includes roof racks if they are standard on all model variants. Creating an exception to exclude the dimension of the roof rack is not recommended at this time.

Street Touring

#19962 Is this legal for a STX BRZ/FRS?

Per 14.10.B, OE traction control systems may be electronically disabled. Members are encouraged to understand the limits of the allowances, whereby 14.10.B only applies to OE traction control systems and such devices may perform no other functions.

Change Proposals

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Street

#20006 Bump Stop proposal letter #19245

Based on responses to letter #19245, the SAC recommends a minor change to the proposed new version of 13.5.D, as follows:

“D A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks provided they meet the length requirements, and are in the same location as stock.”

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

The SAC is requesting member feedback on the following classing change:

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 requesting feedback from the membership regarding the following classing change:

Move from GS to HS

Kia

Forte & Forte Koup (2.4L)

Street Prepared

#19715 Proposed wording for new spoiler rule.

Correction to last month's Fastrack: The SPAC requests member comment on the following proposed changes to 15.2.1.2.b:

b) It is a non-production rear spoiler which is mounted to the rear-most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

Other Items Reviewed

Street

#19245 Bump Stop Allowance Clarification

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

#19932 FRS/BRZ split classing, STP/CAMC, XP weights

Thank you for your input.

#19935 re: Proposal #17283

Thank you for your input.

#19941 Don't forget about the base 986 Porsche Boxster

Thank you for your input. Please see the response to letter #20004.

#19961 +/-5

Thank you for your input. Please see the response to letter #20109 elsewhere herein.

#19976 Separating BRZ and FRS

Thank you for your input.

#19979 Reconsider the Porsche 991 GT3's classification in Super Street

Thank you for your input. Please see the response to letter #19980 elsewhere herein.

#19980 991 GT3 in SS

Thank you for your input. The SAC is closely monitoring the performance balance in SS.

#19996 Comment on submission letter #19961

Thank you for your input. Please see the response to letter #20109 elsewhere herein.

#20031 RE: #17283 Rethinking Street Classing / DS

Thank you for your input. The SAC is taking into account all of the feedback we received on these moves and will be closely monitoring the performance of the affected cars at the 2016 Solo Nationals.

#20076 AP1 S2000 from BS to CS

Thank you for your input. The SAC is monitoring the competitive balance between these cars in BS and CS.

#20084 BMW E90 and M3 same class?

Thank you for your input. Please see the response to letter #17283 in the August Fastrack.

#20109 Wheel Width Allowance

Thank you for your input. The SAC does not believe that allowing changes to wheel width is in the spirit of the category. The SAC would like to remind local Regional programs that they are free to adjust this area of the rules as they see fit, as long as they remain compliant with the safety guidelines.

Street Touring

#20005 WRX vs STI

Thank you for your input. Membership feedback was requested for a similar letter and a related classing change proposal was published in the February 2016 Fastrack (item #16000). Please also look for this item in last month's Fastrack.

Street Prepared

#20012 #19923 Reliability improvement = YES!

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20019 Aug Fastrack - proposed wording for new spoiler rule

Thank you for your input. Please see corrections to the wording of proposal in this month's Fastrack.

#20021 Spoiler Proposal in Street Prepared

Thank you for your input. Please see corrections in this month's Fastrack.

#20022 #19715 Proposed Spoiler Rule

Thank you for your input. Please see corrections to the wording of the proposal in this month's Fastrack.

#20023 #19923 Reliability improvement

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20026 Additional Reliability Allowances - Fluid Reservoirs / Tanks

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20027 RE item #19923 Reliability improvement comment

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

Prepared

#19809, 19823, 19852, 19906, 19924, 20002 Responses to #14898 – XP vehicle weights

Thank you for your inputs. The PAC is working on the proposal.

Kart

#20033 Fast track letter # 19145.19.1.D.1.j

The proposal has been recommended, thanks for your input.

Not Recommended

General

#20138 PCV Exhaust Vent

Thank you for your input.

Junior Kart

#19917 Kart Alternative Minimum Weight

Thank you for your input; the SEB does not favor this change. Chief Stewards are encouraged to use time penalties where appropriate when dealing with such situations, rather than a DSQ.

#19918 Enhanced Kart Tech Inspection

Thank you for your input.

Street

#20069 Moving the 350Z along with the Twins

Thank you for your input. The SAC believes the 350Z is appropriately classed at this time.

#20057 Please move 7th gen Celica GT (non GTS) to HS

Thank you for your input. The SAC believes this car is appropriately classed.

Street Touring

#19966 Street Touring Classification for Solstice GXP

The STAC and SEB will continue to monitor the performance of this class for new classing opportunities.

#19997 987.1 S Porsche for STU / Porsche Street Class proposal

Thank you for your input. We will continue to monitor the performance of the class, and the impact of the original mid-engine proposal.

#20077 AP1 S2000 from STR to STX

Thank you for your input.

Tech Bulletins

Prepared

#20037 1999-2003 Mitsubishi Galant (4cyl) Placement in EP Class

Per the PAC the following new listing is added to EP, effective immediately upon publication:

Mitsubishi

Galant 1998-2002 (non-turbo)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 28th

The Solo Events Board met by conference call September 28th. 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 **1/1/2018**.

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

Recommended Items for 2017

In addition to those items recommended at various times earlier in the year, 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.

General

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

Per the SEB, add to 3.3.3 as follows:

"Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.

- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized."

#19531 JDM fix

Update the "JDM-spec cars" verbiage in 16.0.B.1.b to read as follows:

"Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A "

Street

#19112 Harness Bar in C6 Corvette Grand Sport

Change last sentence of 13.2.H as follows:

*"Truss type harness bars **with more than 2 attachment points** are not allowed."*

#19537 2013 SLK55 AMG to B Street

The SAC recommends the following classing change:

Move from **SS to AS**

Mercedes

SLK55 AMG (2012-2016)

#15730 Non-factory/Non-standard Body Reinforcement Allowance Proposal

The SEB recommends the addition of a new paragraph to 13.1, as follows:

"Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose."

#17283 Rethinking Street Classing

Per the SAC, change 3.4 Option Packages as follows:

The SEB may ~~designate limited-availability limit or offer separate classing for~~ option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).

Also make the following listing changes:

Move from Exclusion list to SS

Nissan

GTR (excluding Nismo, track edition) (2012-2017)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Boxster S (2005-2008)

Cayman S (2005-2008)

Move from BS to CS

Porsche

Boxster (all) (986 Chassis) (1997-2004)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

Scion

FRS (w/o TRD suspension components)(2013-2016)

Subaru

BRZ (2013-2016)

Move from BS to FS

Cadillac

ATS (3.6 V6)

Move from FS to DS

BMW

128i (2008-2013)

228i (F22) (2014-2016)

328 (F30/F31/F34, including diesel) (2012-2016)

3-Series (E46, non-M3) (1999-2006)

3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)

428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)

CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)

Crossfire (non SRT)

Dodge

Challenger V6 (2011-2016)

Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)

Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)

Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)

G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)

IS250/350 (2006-2016)

GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)

CLK V6 (1998-2009)

Move from FS to GS

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

Jaguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

Move from GS to HS

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

#20006 Bump Stop proposal letter #19245

Based on responses to letter #19245, the SAC recommends approval of a minor change to the previously-published version of 13.5.D, as follows:

13.5.D A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted ~~for the purposes of installing non-standard shocks provided they meet the length requirements, and are in the same location as stock~~.

Street Prepared

#19715 Proposed wording for new spoiler rule.

The SPAC recommends the following changes to 15.2.I.2.b:

It is a non-production rear spoiler which is mounted to the rear-most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it~~ shall not protrude beyond the ~~overall~~ perimeter of the *original* bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

#19923 Reliability improvement

The SPAC has recommended the following rule change package:

Add new 15.10.DD as follows:

"15.10.DD

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

- 1. Replacement components may not be lighter than the original component.*
- 2. Replacement components must install without modification to the mating part.*
- 3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
- 4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*
- 5. Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.*
- 6. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
- 7. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.*
- 8. Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle.”

Add new 15.8.L as follows:

“15.8.L

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

- 1. Replacement components may not be lighter than the original component.*
- 2. Replacement components must install without modification to the mating part.*
- 3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
- 4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*
- 5. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
- 6. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.*
- 7. Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.*
- 8. Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component.”

Add new 15.2.S as follows:

“15.2.S

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

- 1. Material may only be added, not removed.*
- 2. Mounting locations may not be moved in any direction.*
- 3. The method of attachment to other components may not be changed.*
- 4. Any added material may not inhibit any motion that would otherwise be uninhibited.*
- 5. Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.*
- 6. Modifications may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes.”

#18554 Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

The SMAC recommends the following change to 16.0.B.1.b:

Remove the *Datsun Z car 2+2* from the 16.0.B.1.b excluded vehicles list.

Modified

#19119 response to letter 17810 (cockpit bodywork)

The SEB is recommending the following changes to 18.4.A and 18.4.B:

A. Bodywork

"1. Any bodywork used must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver's waist. Body panels are not required except as specified in section 18.4.A.3.~~"

B. Chassis

"14. The sides, front, and back of the cockpit area must be at least as high as the driver's waist."

Note: These changes remove the requirement for bodywork on the front and sides of the cockpit area.

#18845 Traction control rules change

Per the MAC, the following changes are recommended to Section 18 and Appendix A:

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 *may compete in Modified Classes A through F (AM through FM). 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 (DM) and E (EM).*

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use ~~ABS or TCS~~ any ABS, TCS and/or SCS with no weight penalty 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) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (GCR) S~~section(s).

- Also add in Appendix A, under D Modified, in Subsection C:

TCS Add 200 lbs

ABS and/or SCS (no additional TCS penalty) Add 250 lbs

- Also add in Appendix A, under E Modified, in subsection B:

TCS Add 300 lbs.

ABS and/or SCS (no additional TCS penalty) Add 375 lbs

Member Advisories

General

#20448 Awards Nominations

The SEB is requesting nominations from the membership for the following awards:

Rookie of the Year

For outstanding performance at a first Solo® National Championship by a driver with limited competition experience.

Driver of the Year

To the Solo® driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

All of the special award descriptions, along with lists of prior winners, can be found in Appendix L.V of the Solo Rules.

Modified

#20297 Wheelbase length and class change.

Per the MAC, shortening of the wheelbase is permitted provided all other applicable provisions of 18.1 are still met. This in particular includes sections 18.1.C.1.h and 18.1.A.2.a. The floor pan width and length must meet or exceed the original dimensions and the allowance for cutting of the floor pan for clearance does not supersede these dimensional requirements. Also, the proportions of the car, in addition to individual styling elements, may not change the appearance of the car to the extent that it is no longer generally recognizable as the original make and model.

Change Proposals

Street

#20242 Lotus Elise Classing

The SAC would like member feedback on the following changes:

Move **to SS** from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige (S and SC) (2006-2011)

Move **from SS to AS**:

Lotus

Elise (non supercharged) (2005-2011)

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC would like member feedback on the following change:

Move **from GS to HS**

Acura

RSX Type S (2002-2006)

Note: Please see a related item under Not Recommended.

Handled Elsewhere

Street

#20283 BS Classing

Please see item #20284.

Other Items Reviewed

Street

#19860 Proposal of classing 2012+ Nissan GTR to SS

Thank you for your input. Please see item #17283.

#19865 Do not move the 987 Boxster and Cayman to CS

Thank you for your input. Please see item #17283.

#20004 Rethinking Street Classing

Thank you for the correction. Please see the updated version of #17283 elsewhere herein.

#20148 reclassing Fiat Abarth

Thank you for your input. Please see the response to letter #15002 in the April 2016 Fastrack.

#20205 Cadillac ATS (3.6L V6) change class from BS to FS

Thank you for your input.

#20217 BMW 128i FS->DS 2017

Thank you for your input.

#20266 Support for BMW M2 to BS

Thank you for your input. Please see item #20284 elsewhere herein.

#20366 Support #17283 - Rethinking Street Classing

Thank you for your input. Please see the finalized version of item #17283 elsewhere herein.

Modified

#19950 SCCA Fastrack News July 2016 Page 18

Thank you for your input. In response to all the questions posed in this item, the MAC would like to point out that the determination of a vehicle's compliance (or lack thereof) under the relevant proposed rule would be handled just as for any other suspected infraction, and would follow all of the procedures detailed in Section 8 of the Solo rule book. The primary responsibility for reporting infractions will still rest with fellow competitors, while the primary responsibility for proving compliance will still rest with the protested driver, assuming that (where applicable) the protesting party has provided the bond that the Protest Committee has determined is appropriate.

#19968 A new class for the Modified Category?

Thank you for your input. Per the MAC, the following addition to Appendix F is proposed:

An electric vehicle which meets the requirements of Section 12.1, Section 18.4, the minimum weight of the A Modified class, and all applicable safety requirements is considered eligible and legal for A Modified.

Note: this response was previously published in September, 2011.

The MAC is further considering the place of electric cars in Modified in general, including specific safety requirements for these cars. Comments on how and/or if electric cars can be equitably and safely incorporated into Modified are requested.

#20061 July 2016FASTRACK#19119 response to #17810 bodywork removal

Thank you for your input. Per the SEB, the referenced rule change proposal is being recommended to the BOD.

#20153 Re: #18845 Traction control rules change (acronyms)

Thank you for your input.

#20322 Electric Traction Control

Thank you for your input; please see item #18845. The MAC plans to further consider this subject in the coming months.

Not Recommended

Street

#19608 Ford Taurus SHO (1989-95) move from GS to HS

Per the SEB, this proposal is withdrawn.

#20164 Modify the stainless brake lines allowance

Thank you for your input. The SAC does not believe this would be in the spirit of the Street category.

#20195 Production model run VS Production Year

Thank you for your input.

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC believes the subject Celica GT-S is appropriately classed. Please see a related item under Change Proposals.

#20272 MK7 Golf R from BS to DS

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

Tech Bulletins

Street

#19577 Class the McLaren 12C

Per the SAC, add the following entry to Appendix A, effective January 1, 2017:

SS

McLaren

MP4-12C (2012-2014)

#19949 Support of #17283, and Camaro LT classing

Per the SAC, the following new listing is added to Appendix A, effective January 1, 2017:

DS

Chevrolet

Camaro LT (2.0L Turbo) (2016-2017)

In addition, the FS listing for "Camaro LT and SS (2016)" is clarified to read "Camaro LT (*non-2.0L-Turbo*) and SS (2016)"

#20284 BS Classing

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

BS

BMW

M2 (2016-2017)

Ford

Focus RS (2016-2017)

#20285 Keep SS amazeballs

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

Acura

NSX (2017)

#20286 Make SS great again

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

Chevrolet

Corvette Grand Sport (2017)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 26th

The Solo Events Board met by conference call October 26th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan 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 **1/1/2018**.

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

#19556 Tire and wheel width adjustment STP

Effective immediately, the SEB has approved the following proposed changes to the Supplemental class STP ruleset:

14.3 TIRES Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

Tires shall have a section width up to and including the following (mm):

STF, STS, STR (AWD).....	225
STX, (AWD).....	245
STR (2WD), STU (2WD, mid-engine, rear-engine).....	255
STX (2WD), STU (AWD).....	265
STU (2WD, front-engine),.....	285
STP	315

14.4 WHEELS Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STF, STS, & STR (AWD).....	7.5
STX (AWD).....	8.0
STX & STR (2WD).....	9.0
STU, STP	11.0

14.8 SUSPENSION

L. The following additional allowances apply to STP:

“On cars originally equipped with separate spring and shock absorber assemblies, coil springs may be relocated so they encircle the body of the shock absorber in a “coilover” configuration. Coil spring perches may be modified, added, or replaced and their position may be adjustable. Additional bolt holes may be drilled for coilover assembly mounting brackets. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”

14.10 ENGINE AND DRIVETRAIN

E. Catalytic converters: Any catalytic converters are allowed, but must attach within 6” (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6” (152.4 mm) along the piping flow path from the original exit of the final OE converter. The extents of an OE converter are defined by the expansion chamber

in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm):

STF, STS, STX, STR, & STU: Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.

STP: Catalytic converters must attach within 18" (457.2 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 18" (457.2 mm) along the piping flow path from the original exit of the final OE converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

K. Limited Slip Differentials

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

STU, STR, STX : 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.

STP: Any mechanical LSD unit is permitted. Final drive ring and pinion gears may be replaced with alternate parts.

Additional cars to be added STP class listing:

Appendix A additions for STP-

Chevrolet

SS (2013-1617) (Move from STU)

Camaro (SS non-1LE, V6) (2016-2017)

Ford

Mustang (GT, V6, & Ecoboost 2.3T)(2015-17)

Mustang Boss 302 (non-Laguna Seca) (2012-13)

Pontiac

G8 GT (2008-09)

GTO (2004-06)

Member Advisories

Street

#20270 SAC application

The SEB has approved the addition of Sam Karp to the SAC.

#20452 SAC Application

The SEB has approved the addition of Mark Labbanz to the SAC.

#20454 Resignation

The SEB thanks Andy Thomas for his efforts as a member of the SAC.

Street Prepared

#19828 SPAC Committee

The SEB has approved the addition of Steve Seguis to the SPAC.

#20702 SPAC Personnel

The SEB thanks Bill Shenkar for his service as a member of the SPAC.

Street Modified

#20693 SMAC Personnel

The SEB is anticipating vacancies on the SMAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Modified

#20158 MAC opening

The SEB has approved the addition of Jeff Kiesel to the MAC.

#20161 MAC position

The SEB has approved the addition of Brad Smith to the MAC.

Junior Kart

#20694 Kart Program Information

An ad hoc committee has been formed to review the Junior Kart program. The members are Kathy Barnes, Dan Cyr, Doug Gill, Steve Hudson, and Paul Russell. The committee will be looking at improved Tech inspection procedures and requirements, new safety requirements for karts, enhanced training for Youth Stewards and Solo Safety Stewards, and course design issues relating to karts. The committee's recommendations will be published in future Fastracks.

Change Proposals

Street

#20099 SSR numbers

The SAC is seeking member input on the following proposal: Change Appendix A, class SSR, as follows effective 1/1/2018:

~~4. Participation Requirement - If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.~~

#20246 Changes to SSR

In the interest of making the SSR rule set consistent with the rest of the Street category, the SAC is seeking member input regarding the following changes to class SSR in Appendix A effective 1/1/2018:

This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership: - Kumho Ecsta W710.

~~2. Wheels (replacing Section 13.4) Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems including pressure-relief types), and/or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.~~

~~3. Exhaust The exit of the exhaust in the original location (Section 13.10.C) is not compulsory.~~

Other Items Reviewed

Street

#20278 SSR Axe is costing entries, Please remove it.

Thank you for your input. Please see item #20099.

#20292 Please remove limit on SSR

Thank you for your input. Please see item #20099.

#20571 Re: 17283 rethinking Street classing

Thank you for your input.

#20280, 20298, 20299 ND Miata, Scion FR-S and Subaru BRZ classing

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20301 Move BRZ/non-TRD FR-S to D-Street

Thank you for your input.

#20595 Support for moving FRS/BRZ to DS

Thank you for your input.

#20163 2017 Camaro SS 1LE to FS

Thank you for you input. The SAC is waiting to get more real-world data on the car before making a classing decision.

#20268, 20269, 20273, 20274, 20290, 20291, 20295, 20296, 20324, 20327 SSR Participation Requirements

Thank you for your input. Please see item #20099.

#20276 Revisit Electronic Shock FT item #12809

Thank you for your input. Please see item #17490.

#20289 Tweaking SSR for balance and alignment with other classing

Thank you for your input. Please see item #20099 and #20246.

#20325 SSR rules mirroring the rest of street.

Thank you for your input. Please see item #20246.

#20380, 20411, 20442, 20506 1994-2004 V-6 Mustang to H Street

Thank you for your input. Please see the response to letter #20029.

Street Prepared

#19816 Request to join SPAC

Thank you for your interest in serving on the SPAC.

#19827 SPAC Membership

Thank you for your interest in serving on the SPAC.

#19913 Request for classing C7 Z06 and 991 Turbo S in SSP

The SPAC thanks you for your letter. Please see item #19445 for initial Porsche 991 Turbo/S classing.

#20093, 20094, 20150, 20255 SP Reliability Proposal #19923

The SPAC thanks you for your input.

#20098 Reliability Allowances

The SPAC thanks you for your input.

#20106 durability proposal suggestion

The SPAC thanks you for your input. The committee also reminds the membership of rule 15.10.Q for machining of differentials.

#20208 19715 Proposed change to 15.2.i.2.b

The SPAC reminds the membership that the revised/corrected wording for 15.2.i.2.b has been published in a more recent Fastrack (see item #19715 in the October issue) and will be included in the 2017 rulebook.

#20209 19923 Proposed changes to 15.x

The SPAC thanks you for your input.

#20312 Cayman R/ boxster spider

The SPAC has provided the following correction from what was published as follows under item #18760. The proposal should have read as follows:

Per the SPAC, member comment is requested on the following possible reclassifications:

Change the following lines in class **ASP** under Porsche:

Boxster, Cayman (981, all)

Boxster, Cayman (987, all)

Add the following line to **BSP** under Porsche.

Boxster, Cayman (986, all)

#20320 Rethink ASP and BSP classing

Thank you for your input, the SPAC continues to monitor classing within SP.

#20406 Move MazdaSpeed Miatas to ASP, Boxsters to BSP

Thank you for your input, the SPAC continues to monitor classing within SP.

Not Recommended

Street

#20293, 20294, 20310, 20373 ND Miata to BS

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20300 B C and D Street

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20304 Re-Classing of VW Golf R

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20307 Consider moving early S197 V8 Mustangs to DS with the Ecoboost

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20315 Move the R55-R57 Mini Cooper S back to GS

Thank you for your input. The SAC feels these cars are appropriately classed.

#20340 Move AP1 2000-2003 Honda S2000 to CStreet

Thank you for your input. The SAC will continue to monitor the performance balance in BS and CS in 2017.

#20342 Steering wheel rule change

That SAC does not believe that replacing airbag equipped steering wheels is in the spirit of the Street category.

#20346 2016+ Audi TTS from AS to BS.

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

#20378, 20395 GT350R to AS

Thank you for your input. The SAC believes the car is appropriately classed at this time.

#20379 Classing of the 370Z

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20428 Request change from FS to DS

Thank you for your input. The SAC feels that the 2013+ Hyundai Genesis V6 Coupe is appropriately classed at this time.

#20456 2016 Focus RS in D-Street

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20497 Brake Lines

Thank you for your input.

Street Touring

#19778, 19781, 19782, 19783, 19796, 19797, 19804, 19805, 20042 Response to 19179 LSD in STS - no

Thank you for your input; the subject proposal has been withdrawn. Please see the August Fastrack.

#19820, 19821, 19847, 19848, 19850, 19915 370Z to STU

At this time the STAC does not feel that moving the 370Z to STU would be beneficial to the category. Thank you for your input.

#19899 no aero in Street Touring

Thank you for your input. The STAC is not in support of any additional aero at this time.

Street Prepared

#19471 Proposal for creating a new DSP with a new rule set

Thank you for your input. The SPAC continues to monitor classing within SP.

#20149 Allow Fender Replacements in SP

Thank you for your input. The SPAC believes that the current fender rule is acceptable as written.

Street Modified

#19931 Canards - surface area

The SMAC believes the current rule for canard measurement is sufficient as written. It provides an easy and repeatable method to determine surface area.

#20128 SMF tire proposal

Thank you for your input.

Handled Elsewhere

Street Touring

#20189 Moving Impreza WRX (2009-2014) to STX

Thank you for your input. Please see letter# 16000 in the September Fastrack.

Tech Bulletins

Street

#17490 electronically controlled shock replacement

Per the SAC, add to Appendix F under Street, as follows:

“The following is provided to clarify rule 13.5.A.5 which permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Converting from Electronic Shocks to non-electronically controlled shocks is permitted; Option package conversions must be complete including ECU programming and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes are not permitted. Devices may be added to satisfy the ECU that the OEM shock is still installed; Such devices may perform no other function.”

#20302 Gen V Viper ACR (2016-2017) SS Eligibility

Per the SAC, add the following listing to Appendix A effective 1/1/2017:

SS

Dodge

Viper ACR (2016-2017)

#20365 F54 Mini Clubman Classification Request

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

DS

Mini

Cooper Clubman S (2016-2017)

GS

Mini

Cooper Clubman (2016-2017)

#20399 Clarify wording on converting wheel bolts to studs

Per the SAC, add as follows to section 13.4:

“Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed.”

#20409 2017 Fiat 124 Spider classing

Per the SAC, add the following listing to Appendix A:

CS

Fiat

124 (inc Abarth) (2017)

Street Prepared

#19445 Request to include Porsche 991 Turbo and Turbo S (based on 997s)

Per the SPAC, add the following initial classing for 991 Porsche to Appendix A:

SSP

Porsche

911 Turbo, Turbo S (991 chassis)

Street Modified

#19722 Engine Swap Clarification

Per the SMAC, clarify 16.1.d.1 as follows:

“16.1.d.1. Engine block (or housings of rotary engines) must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi, *or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Scion engine*). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

Prepared

#20314 Please classify the 2016 Mazda Miata in Prepared

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

DP

Mazda

MX-5 (2016-2017)