

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | November 19-20 and 22

The Solo Events Board met in Kansas City November 19-20 and by conference call November 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2018**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2018

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Street

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

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

Move **from GS to HS**

Ford

*Mustang V6 (1994-2004)*

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

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

Move **from GS to HS**

Kia

*Forte & Forte Koup (2.4L)*

### Member Advisories

#### General

#21026 Protesting a Course

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

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

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

#21071 Personnel changes

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

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

## Street

### #19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

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

### #19921 Porsche GT4 wheel size question

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

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

### #20626 Clarification for replacement intake components

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

## Street Modified

### #21032 SMAC Committee Personnel

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

## Modified

### #21071 Personnel changes

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

## Change Proposals

### General

#### #18648 Fuel cell ground clearance rule change

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

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

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

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

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

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

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

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

Change 17.2.Q.1 as follows:

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

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

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

#21022 Update to 12-month rule

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

### "3.2 VEHICLE CLASSIFICATION

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

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

#21023 Timing Systems Requirements Update

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

### "7.2 TIMING SYSTEMS FOR NATIONAL SOLO EVENTS

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

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

#### #21024 National Appeals Committee

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

##### “10.4 COMPOSITION OF THE NATIONAL APPEALS COMMITTEE

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

#### #21025 Protest Chief Duties

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

##### “5.10 CHIEF OF PROTEST

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

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

#### #21094 Octane Rating

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

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

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

## Street

#### #19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

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

## “Standard Part

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

Background information:

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

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

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

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

#20588 Move non

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

Move from *BS to CS*

BMW

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

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

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

Move from *GS* to *HS*

Ford

*Taurus SHO (1989-1995)*

## Street Touring

### #14648 ECU Clarification

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

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

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

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

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

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

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

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

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

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

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

## Prepared

## #18207 17.2.O - Front Spoilers

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

### 17.2.G. Bumpers

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

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

## Modified

### #20695 MAC seeking member input

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

## Other Items Reviewed

### Street

#### #20531 Classing Request for 2017 Audi TT-RS

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

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

Thank you for your input.

#### #20569 The New HS

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

#### #20570 Requesting clarification on FastTrack item #17283

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

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

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

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

#20577 Fully support putting more cool cars in SS

Thank you for your input.

#20580 Do not move Porsche Boxster to CS

Thank you for your input.

#20586 SSR should stay, please grow it

Thank you for your input.

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

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

#20639 Classing of 2017 Camaro 1LEs

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

#20653 ECU Tuning in Street

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

#20686 Porsche Cayman S classing

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

### **Street Touring**

#20160 Response to #16000

Thank you for your input.

### **Street Prepared**

#19937 128i and twins to DSP - LIMITED prep

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

### **Prepared**

#20017 Proposals #17410 and #19923

Thank you for your input

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

Thank you for your input



#20020 Proposed class progression change (#17410)

Thank you for your input

### **Not Recommended**

#### **Street**

#20728 Mazda RX7 (93-95) turbo

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

#### **Street Touring**

#19741 Strut brace limitations

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

#20338 Street Touring allowances for engine mounts

The STAC thanks you for your input.

#20345 Class Buick Verano Base / Turbo in Street Touring

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

#20405 STP class expansion

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

#20467 Swapping or modifying wheel hub to allow aftermarket wheels

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

#20493 Move Abarth from STX back to STF

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

#20496 Super ST Class

The STAC thanks you for your input.

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

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

#20600 Race Seat Weight Proposal....

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

#20684 Move up to 8

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

### **Handled Elsewhere**

#### **General**

#20321 Clarification - protesting a course

Please see item #21026.

### **Street Touring**

#19582 Boss 302 into STP

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

#20421 Is the Boss 302 eligible for STP?

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

#20423 Classing the 2017 BRZ / 86 Twins

Please see item #20344.

#20592 Reclassing NB Miata

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

### **Street Prepared**

#20313 Please classify the 2016 Mazda Miata in Street Prepared

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

### **Tech Bulletins**

#### **General**

#21021 Appeals Fee Clarification

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

#### **“10.3 TAKING AN APPEAL**

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

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

#21027 Car / driver changes

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

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

## Street

#20581 Classing of Porsche 2017 718

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

SS

Porsche

*718 Cayman S (2017)*

*718 Boxster S (2017)*

AS

Porsche

*718 Boxster (2017)*

*718 Cayman (2017)*

#20604 2017 Camaro 1LE

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

AS

Chevrolet

*Camaro 1LE V8 (2017)*

BS

Chevrolet

*Camaro 1LE V6 (2017)*

## Street Touring

#20344 Please class the 2017 BRZ and 86

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

STX

Subaru

*BRZ (2017)*

Toyota

*86 (2017)*

## Street Prepared

#19512 ND Miata classification

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

BSP

Mazda

*MX-5 (ND chassis), all*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | December 28

The Solo Events Board met by conference call December 28th. Attending were 2016 SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; incoming SEB members Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; 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**.

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## Member Advisories

### General

#### #21306 Advisory Committee Personnel

The SEB is seeking applicants for all Advisory Committees. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### #21307 Nationals Positions

The SEB is accepting applications for the Course Designer position for the 2017 Tire Rack Solo Nationals. Interested members are invited to submit their qualifications and relevant experience in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Street Touring

#### #21247 Personnel changes

The SEB thanks Matt Murphy for his service as a member of the STAC.

### Street Prepared

#### #21243 Personnel changes

The SEB thanks Brian Burdette for his service as a member of the SPAC.

### Prepared

#### #21246 Personnel changes

The SEB thanks Fred Zust for his service as a member of the PAC.

### Modified

#### #20659 Current rule proposal in November Fastrack

The definition of Traction Control as referenced in Section 18.0 does not include

measurements of the rotational speeds of engine and/or drivetrain components, so long as those measurements precede the first differential or equivalent device.

#21245 Personnel changes

The SEB thanks Clemens Burger for his service as a member of the MAC.

## **Change Proposals**

### **General**

#21111 Docol R8 tubing (steel) for roll bars

Add after first sentence in Appendix C, subsection B.1:

*“Docol R8 is also considered an acceptable material (tube sizing and wall thickness requirements are as per SAE 4130).”*

### **Prepared**

#20090 Please add a years cap and split boxster and cayman

The PAC believes that the newer generation Boxster and Cayman R are above the current performance envelope of F Prepared. The PAC recommends updating Appendix A as follows to omit the 981 and 718 models from the listing.

FP

Porsche

*986/987* Boxster & Cayman (1996-2012)

## **Other Items Reviewed**

### **General**

#20222 Reliable live timing & Nationals video

Thank you for your input.

#20235 #17410 class progression

Thank you for your input.

#20245 Nationals, procedures, workers, courses

Thank you for your input.

#20247 2016 Nationals

Thank you for your input.

#20258 Speed / Safety Restrictions in Paddock for Solo Nats

Thank you for your input.

#20262 Regarding protests in DP at solo nationals 2016

Thank you for your input.

#20264 Standing for Appeal of Protest

Thank you for your input.

820271 Requiring lights on vehicles dusk to dawn.

Thank you for your input.

#20279 Solo National Event Run Order

Thank you for your suggestions.

#20281 Nationals H5E Protest and Appeal

Thank you for your input.

#20303 Future Street and ST tires

Thank you for your input.

#20594 Reply to September Fast Tracks

Thank you for your input. The SEB believes the exclusion of JDM cars is appropriate.

## **Street**

#20743 Please class Porsche 718s

Thank you for your input. Please see the response to letter #20581

#20897 2017 Camaro 1LE Class

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

#20920 Letters 20099 and 20246 response

Thank you for your input.

#20930 Add c7 z06 to SSR

Thank you for your input. The SAC will continue to monitor the competitive balance of vehicles classed in SSR, for consideration of additional vehicle classifications.

#20932 Support for #20099 SSR numbers and #20246 Changes to SSR

Thank you for your input.

#20938 SSR changes in December Fastrack are great

Thank you for your input.

#20954 Comment on purposed SSR changes

Thank you for your input.

#20966 Support of Dec Fastrack SSR proposals

Thank you for your input.

#20978 SSR / Dec FasTrack

Thank you for your input.

#21068 Need classing for 2017 SS 1LE

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

## **Street Touring**

#18972 ECU's, Piggybacks, and Pandora's Box, Oh My!!!

Thank you for your input.

#20644 ECU Tuning in ST

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#20926 Boost Tunes in ST Classes

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#20927 Allow ECU tunes with boost changes in ST

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#20929 We already have CAM-C

Thank you for your input. The STAC will continue to monitor the competitive balance of vehicles classed in STP, for consideration of additional allowances and vehicle classifications.

#21076 Turbo cars in ST

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#21082 Proposal 19179

Thank you for your input

## **Not Recommended**

### **General**

#20422 Street & Street Touring 200TW Revision Request

The SEB will continue to monitor street tire availability and performance.

#20453 Draft a weather rule for national level autocross events

Thank you for your input.

### **Street**

#20845 Lotus Evora S from SS to AS

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

#20911 2002-2006 Mini Cooper S

Thank you for your input. The SAC believes the Minis are appropriately classed at this time.

#20916 Gen 6 1LE, GT350 general ponycar classing

The SAC does not believe the GT350 is appropriate for classing in BS. Regarding the Camaro, please see the response to letter #20604 in the January Fastrack.

#20933 Wheel allowances in SSR - please do 20

Thank you for your input.

#20934 Move G37 Coupe and Sedan from FS to DS

In light of the recently-approved proposal, at this time the SAC will continue to monitor the competitive balance of DS in 2017 before considering any additional changes.

### **Street Touring**

#19851 Input on #19258

The 2009-2014 WRX is classed in STX for 2017. The STAC does not believe the proposed wastegate/boost controller allowances are appropriate for the class.

#20696 Correction to Letter 20493

Thank you for your input. The STAC believes the Abarth to be correctly classed at this time.

#20984 Move NA and NB Torsen Miatas from STR to STX

Thank you for your input. The STAC doesn't believe that this is in the best interests of STX at this time, and will continue to monitor the performance of the category and the



cars in question.

### **Street Prepared**

#19420 Corvette C5 and Corvette C6 on separate lines in Appendix A

Per the SEB, combining C5 and newer Corvette chassis on one line is not recommended as it creates a potential for undesirable cross-generational configurations.

### **Prepared**

#20277 Firewall clearances for larger engines

The PAC does not believe that the proposed firewall allowance changes for X Prepared are appropriate.

#20904 Lotus 7 clone in XP

Clones of the Lotus 7 are classified in D or E Modified. The PAC does not feel allowing clones of the Lotus 7 in XP would be appropriate for the class.

### **Handled Elsewhere**

#### **Street Touring**

#20227 Remove boost restrictions in all ST classes

Thank you for your input. Please see item #14648 in the January Fastrack.

#20251 Unrestricted boost control in ST (Adoption of SP 15.10.C4)

Thank you for your input. Please see item #14648 in the January Fastrack.

#20311 open ECU/boost

Thank you for your input. Please see item #14648 in the January Fastrack.

#20318 Don't allow open boost on turbo cars

Thank you for your input. Please see item #14648 in the January Fastrack.

#20455 Boost on turbo cars in ST classes

Thank you for your input. Please see item #14648 in the January Fastrack.

#20499 Allow Boost Tuning Through ECU

Thank you for your input. Please see item #14648 in the January Fastrack.

#20504 Boost Controllers to Limit Stock Boost in ST

Thank you for your input. Please see item #14648 in the January Fastrack.

#20560 Another Option on Boost in ST Classes

Thank you for your input. Please see item #14648 in the January Fastrack.

### **Prepared**

#20939 All Cayman and Boxsters including 3.8 in 981 boxster and Cayman?

Please refer to item #20090.

### **Tech Bulletins**

#### **Street**

#20755 Subaru Forester 2.5XT (2004-13) exceeds rollover concern

Per the SAC, the following car does not meet the rollover guidelines and are ineligible for competition in the street category. Therefore this listing is to be removed from class DS:

Subaru

*Forester XT (2004-13)*

#20935 Classify Infiniti Q60 (2013-2016) with G37

Per the SAC, add the following to Appendix A effective immediately:

FS

Infiniti

*Q60 (2014-2016)*

#20895 2017 Civics with turbos

Per the SAC, the following listing clarifications and additions are to be made in Appendix A effective immediately:

HS

Honda

*Civic (all)*

*Civic (1975-2015)(all, excluding 2008 Mugen Si)*

*Civic (2016-2017) (EX, LX, Sport, Touring)*

## Street Touring

#20007 Alternate rear spring perch clarification

Change 14.8.A to read:

“Coil spring perches ~~originally attached to struts or shock absorber bodies~~ may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed.”

Per the STAC, this is the intent and common interpretation of this rule. Please also see item #17848 in the April 2016 Fastrack.

#20305 2015 BMW M235i Street Touring Classification

Per the STAC, revise the STU Appendix A listings to include the following vehicle model:

BMW

*M235i (2014-2016)*

#20847 FIAT 124 Spider

The STAC recommends that the following vehicle be classed in STU and listed in Appendix A

*Fiat*

*124 Spider (2016)*

#21101 Classing Request for 2016+ Chevrolet Cruze, all models

Per the STAC, update the following vehicle listing in class STF in Appendix A

Chevrolet

Cruze (2008-16)

**Prepared**

#20090 Please add a years cap and split boxster and cayman

Clarify the current listing for the Boxster/Cayman in FP as follows:

Porsche

Boxster & Cayman *NA*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | January 25

The Solo Events Board met by conference call January 25th. Attending were SEB members Mike Simanyi, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; 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](http://www.soloeventsboard.com)

### Member Advisories

#### General

##### #21385 Protest Notification

The intent of the SEB in proposing this change (see item #21025 in the [January FasTrack](#)) is to clarify and assign responsibility for communications to notify affected class competitors after a protest has been accepted. Previously these responsibilities were assigned to the Chief Steward, Chief of Protest, or other Event Official. By this proposal, if the affected class is currently running the Chief of Protest will inform the Announcer, such that the Announcer may notify the class competitors by public address. Alternatively, if the affected class is in Impound, the Chief of Protest will notify the Impound Chief or Grid Chief, such that they may notify the class competitors prior to release from Impound.

#### Street

##### #18978 Street Class Endlink Clarification

As per 13.7.C relocating the endlink attachment point to the suspension is allowed as long as it is done by drilling a hole, or attaching it to the strut, which is permitted per 13.5.

##### #21211 Re: standard part change proposal

The changes to the standard part definition do expand what is considered a factory option on many cars, however dealer options and accessories like turbo and supercharger kits and ECU re-flashes are still not included in the definition.

##### #21276 Allowing Stub Antennas

The SAC believes stub antennas fall under the comfort and convenience allowance (see SR 13.2.A).

##### #21520 Advisory Committee Personnel

The SEB thanks Charlie Davis for his service as a SAC member.

#### Street Touring

##### #19743 Air Oil Separators in ST

Members are advised that when installing air oil separators, (commonly referred to as "catch cans") as permitted by the inherited allowance of Street rules section 13.10.E, the original functionality of the PCV and other emissions components must be preserved. While Street Touring rules section 14.10.C permits modification to the standard intake system, it also maintains the requirement to retain standard emissions components (such as PCV valves) and their function along the induction flow path.

## #21137 Accessory components in street touring - STP class

Current rules specifically allow for addition or substitution of factory wings and spoilers when available from the OE manufacturer.

### Street Modified

#### #20986 Application to the SMAC

The SEB has approved the addition of Bob Day to the SMAC.

#### #21010 Street Modified Advisory Committee Application

The SEB has approved the addition of Jason Merritt to the SMAC.

### Modified

#### #21248 Committee Personnel: AM

The MAC is seeking a committee member with experience in AM. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Change Proposals

#### General

##### #21399 I.2.2

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

Change I.2.2 as follows:

*“2. The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. ~~Any SEB member in attendance at the Solo® National Championship may serve on the Appeals Committee.~~ Members of the SEB may not serve on the National Championship Protest Committee.”*

#### Street

##### #21277 Allowing Skip Shift Defeat Devices

Per the SAC and SEB, the following rule change proposal is provided for member review and comment.

Add new 13.9.H as follows:

*“13.9.H On cars equipped with computer aided gear selection or “skip-shift” features from the manufacturer, modifications to defeat skip-shift are permitted and may serve no other purpose.”*

#### Prepared

##### #20024 Wheel width allowance change for D/E/F Prepared

The PAC is requesting member feedback on changing the weight penalty for wheels over 10” wide in Prepared. Lower preparation-level categories commonly use wider than 10” wheels, and this change is intended to encourage progression from those to Prepared without take backs. Also, C Prepared has done away with wheel weight penalties.

17.4.G For classes DP, EP, and FP, wheels up to 10” wide are allowed with no weight increase. ~~Wheels greater than 10” wide will receive a 100-lb. increase.~~ *Wheels greater than 10” wide up to 11” wide will receive a 50lbs increase. Wheels greater than 11” wide up to 12” wide will receive a 100lbs.*

Please note that the example in Appendix A for F Prepared would update to:

## F Prepared

### Weight Calculation Example

Subaru WRX STI (2.5 L) with 11" wheel width

Actual displacement (before overbore): 2457 cc

The formula would be: 0.750 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: 1.3 x 2457 = 3195 lbs. (exceeds maximum limit).

2700 lbs. (maximum calculated weight) + ~~400~~ 50 lbs. (wheel width over 10" to 11" weight adjustment) = ~~2800~~ 2750 lbs. (total competition weight)

### #20239 Manufacturer Engine Swaps within Prepared

The PAC would like feedback from the membership on the following proposal for changes to Section 17, to be added as a new 17.10.S. The intent of this proposal is to allow older Prepared cars to use alternate engines since original manufacturer and aftermarket drivetrain parts are getting harder to source. Please note the following points regarding this proposal:

- 1) This applies to D, E, and F Prepared. X Prepared and C Prepared will continue to use their existing Appendix A engine allowances.
- 2) The proposal increases the minimum weight cap for E Prepared from 2200lbs to 2400lbs.

*17.10.S Alternate Engine allowance: Prepared vehicles may make uses of alternate engines from what was originally delivered, within the constraints below. Excluded from the use of alternate engines are the following:*

- *forced-induction engines*
- *rotary engines*
- *hybrid engines and drivetrains*
- *motorcycle, snowmobile, marine, or other engines of non-automotive design*
- *Prepared Limited Preparation Vehicles*

#### *Limitations:*

1. *Alternate engines are to be from the same make as that of the vehicle. The engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered only in non-US markets, unless listed in Appendix A.*
2. *Vehicles from manufacturers that no longer exist may use any motor available from associated corporate brands (e.g. any GM in a Pontiac, any Ford in a Mercury), or the following listing:*
  - a) *British makes may use Ford motors including Mazda*
  - b) *Italian makes may use Fiat Chrysler motors*
3. *Alternate engines are to retain the same piston count as that of the vehicle's original engine. Models classed with multiple piston count configurations which are listed on the same line in Appendix A may use any piston count that matches one of the same-line listed models.*
4. *Alternate engines must keep same type of cooling as original. Examples: Air-cooled stays air-cooled and water-cooled stays water-cooled.*
5. *Alternate-engine-based vehicle minimum weights will be calculated using the actual displacement of the installed engine.*

6. *Alternate engines may make use of allowances found in 17.10*

7. *Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the position of the standard parts. Vertical position of the longitudinal axis of the centerline of the crankshaft must not be lower than that of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft no lower than that of the standard part, and no closer to the fore-aft center of the vehicle than the position of the standard part.*

8. *The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal).*

9. *The engine bay location must not be changed (i.e., front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).*

#20319 Same line 350Z and 370Z

The PAC feels that combining the 350Z and 370Z to one line in Appendix A does not cause a competitive imbalance in F Prepared. This allows using motor components from the 350Z to the 370Z motor and vice versa.

The proposed listing in Appendix A would be as follows:

FP

Nissan & Datsun

*350Z (2003-2008)/370Z (2009-17)*

#21088 Please remove Isuzu Sports Coupe from EP appendix A.

The PAC believes that the Isuzu Sport Coupe item, currently listed in EP, is referencing the Isuzu 117 Coupe. As this is a rear wheel drive vehicle, it needs to be removed from EP. In order to correct an oversight from the DP/EP/GP reorganization, the Isuzu Sport Coupe is recommended to be removed from EP. The listing is proposed to be corrected as follows:

Appendix A

E Prepared (EP)

Isuzu

~~Sports Coupe~~

## **Other Items Reviewed**

### **General**

#21369 Transparency & Clarity for Fastrack Letter Responses

Thank you for your input. The SEB will be making efforts to improve this type of communication.

### **Street**

#21149 SSR Updates

Thank you for your input regarding the proposed SSR wheel diameter change.

#21159 Support for Item 20099

Thank you for your input regarding the proposed changes to SSR.

#21200, 21203 Taurus SHO, Item #20567, Item 19608 - Withdrawal of proposal

Thank you for your input regarding the classing of the Taurus. Please see item #20567 in the [January FasTrack](#).

#21208 Re: update to 12 month rule

Thank you for your input.

#21209 quick follow up on #20575 and possibly #20580

Thank you for your input regarding the 987/986 Boxster moves. The SAC will continue to monitor the performance balance between BS and CS.

## **Not Recommended**

### **Street**

#21089 2017 Audi TT RS Classing Request, (20531)

Thank you for your input. The SAC believes the Audi TT-S and 2012-13 TT-RS are appropriately classed. The SAC will class the 2017 TT-RS when it becomes available.

#21120 Steering wheel rule change

Thank you for your input. The SAC does not believe changing airbag steering wheels is consistent with the philosophy of the category.

#21133 (2014 - 2016) Base 981 Porsche Cayman to BS

Thank you for your input. This car is believed to be outside the performance parameters of BS.

#21304 The Corvette C5 conundrum

Thank you for your input regarding merging the base and Z06 C5 Corvette classing, and sport sedan competitiveness in BS. The SAC will continue to monitor the performance balance in BS.

### **Street Touring**

#18965 Transmission Software Tune

The STAC does not believe electronic tuning of other driveline or chassis control modules would be advisable in Street Touring. Thank you for your input.

#20793 Move NA/NB Miata from STR to STX

Thank you for your input. Moving these MX-5's to STX is not believed to be beneficial to the category at this time.

#20919 Clear and fair boost regulation for ST\*

The SEB believes your suggested proposal would further complicate the issue, with limited benefit.

#21093 Rule 14.2.D

Thank you for your input. The SEB is evaluating the current steering wheel allowances in ST.

#21287 Please Classify 1993-1995 Mazda RX-7

At this time the STAC does not feel that classing the 93-95 Mazda RX-7 would be beneficial to any Street Touring class currently available, as it exceeds the performance capabilities of those classes. Thank you for your input.

### **Street Modified**



## #19394 APR Mirrors

At this time the SMAC feels that the rule is sufficient as written. Thank you for your input.

## #20931 #19531 JDM fix

Thank you for your input. The SMAC continues to think the allowance of JDM cars in competition introduces too many variables.

## Handled Elsewhere

### Street

#### #21124 2017 Porsche 718 Cayman and Boxster

Thank you for your input. Please see the response to letter #20581 in the [January FasTrack](#).

### Street Touring

#### #21226 Request a rule change

Please see letter # 18965 in the current Fastrack.

## Tech Bulletins

### Street

#### #21079 Cayman GTS to follow Cayman S to AS

Thank you for pointing out this Error in the draft Solo Rules. The 981 chassis Boxster S and Cayman S, including the GTS, will remain in SS for 2017. Appendix A, listings for SS and AS have been corrected in the Jan. 2017 publication of the Solo Rules to read:

#### Super Street Class (SS)

##### Porsche

**Boxster GTS (2015-16)**

**Boxster S (981 chassis) (2013-16)**

**Cayman GTS (2015-16)**

**Cayman R (2012)**

**Cayman S (981 chassis) (2013-16)**

#### A Street class (AS)

##### Porsche

**Boxster (non-GTS, non-S, non-Spyder) (2013-16)**

**Boxster S (987 chassis) (2009-12)**

**Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)**

**Cayman S (987 chassis) (2009-12)**

#### #21127 Decision on GM Performance Lowering Kit & Big Brakes for Camaros

Per the SAC, clarify the following listings in Appendix A:

#### DS

##### Chevrolet

**Camaro LT 2.0 Turbo (2016-2017) (excluding GM Performance lowering kit and**

6 piston Brembo brake kit)

FS

Chevrolet

Camaro LT V6 (2016-2017) (~~excluding GM Performance lowering kit and 6 piston Brembo brake kit~~)

#21312 2017 Lotus Classing

Thank you for pointing out this error in the draft rule book on the SCCA website. The proposal #20242 (see the November Fastrack) to move the forced induction Elise and Exige into SS for 2018 is published for member comment. For 2017, these forced induction models will remain on the exclusion list and the naturally aspirated Elise will remain classed in SS.

The 2017 Appendix A, Super Street listing for Lotus chassis is corrected accordingly:

SS

Lotus

Elise (non-SC) (2005-11)

~~Elise SC (2008-11)~~

Evora S (2011-15)

Exige (non-supercharged) (2006)

~~Exige S & S/C (2006-11)~~

#21447 2017 BRZ & 86 classification

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

CS

Subaru

*BRZ (inc Performance Pack) (2017)*

Toyota

*GT86 (inc TRD lowering springs, TRD swaybar kit, manufacturer installed TRD 17" wheel) (2017)*

This response also applies to and incorporates input provided by letters #21412, #21435, #21364, #21458. The SAC does not want to obsolete the "Twins" recently moved to DS, and believes that the improved gearing and power in the new cars should be competitive with the ND Miata.

## Street Touring

#19986 MK7 Golf R classing

Errors and Omissions: Upon reviewing the classing in STX, the STAC has determined that the 2015-17 Volkswagen Golf R (MK7) was not intended to be classed with the 2013-14 Volkswagen Golf R in that class. The following new listing corrects that oversight:

STU

Volkswagen

Golf R (MK7) 2015-17

#20606 Mercedes-Benz SLK 230 Kompressor in ST?

Per the STAC, the following listing is added to Street Touring in Appendix A

STR

Mercedes Benz

SLK 230K (1996-04)