

SOLO EVENTS BOARD | June 28

The Solo Events Board met by conference call June 28th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Doug Gill of the National Staff; Bob Dowie and Earl Hurlbut of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

Member Advisories

General

Awards Nominations Requested

The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix L of the Solo rules. Nominations should be submitted via www.soloeventsboard.com no later than August 13th.

SEB Openings

Openings are anticipated on the SEB for 2018. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Street

#22079 Legality of an alignment cam-lock

The SAC believes aftermarket alignment cam bolt lock washers are not compliant, per rule 3.8 and 8.3.1. They also do not fit the category of "alternate components and hardware items" per the Section 13 header.

#22125 Ride height/camber adjustment

Thank you for your input. The SAC believes the alignment techniques outlined in this letter do not violate rule 13.8.b.

#22212 Fuel - provide strategy to enforce

Thank you for your input. Please refer to Zeltex.com for information on octane testing. The SCCA intends to submit protested fuel samples to a lab utilizing this type of equipment.

Street Touring

#22089 2017 era ECU rules clarification

Per the SEB, this change is viewed as compliant if the USB cable is part of a modification which is authorized by the category allowances, and the hole serves no other purpose.

Prepared

#21311 Request for Clarification 17.2.E&F

The author is correct that 17.2 E and F do not have an allowance for that modification. However, Section 12 defines the Chassis as the minimum configuration of a car to contain all the running gear (drivetrain, suspension, steering, etc) and provide support of the body. The bulkhead is considered part of the chassis. 17.2.C allows for holes to be cut in the chassis for authorized drivetrain component clearance.

Kart

#22461 Changes to Junior Kart rules

The changes to the Junior Kart program are available for preview here:

https://dk1xgl0d43mu1.cloudfront.net/user_files/scca/downloads/000/019/222/2017-01-31-appendix-G-_-H-karts-at-solo-events-_-junior-driver-program.pdf?1485875040

An online Town Hall will be held on July 25th at 9pm to discuss these changes. You can register for the Town Hall here:

<https://attendee.gotowebinar.com/register/4573691678587258627>

Change Proposals

General

#22455 Sound Regulations

The following proposed changes to Appendix I are provided here for member review:

“The maximum *allowed vehicle sound* level will be 100 dBA.

The measurement will be taken at a point where *vehicles* can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to “A” weighting, “Slow” response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds 96 dBA, the Chief Steward, or his/her designated representative, will be notified by the Sound Control Steward or representative.

The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, Sound Control Steward, or representative.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy to functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver’s last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run.*

The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy. Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back.

If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound*

Control Steward, or representative, the driver will be allowed to take his/her next run. If the driver declines *any viable remedy, or if the change* is deemed inadequate by the Chief Steward, *Sound Control Steward* or representative, the driver will forfeit all subsequent runs in the vehicle (unless an *approved viable remedy* is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF *and all additional runs that day for that driver will be forfeited*.

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.

For the purposes of sound measurement and enforcement, a “run” is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.

Any *functional remedies implemented* to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, *Sound Control Steward*, or representative. If the *remedy* has deteriorated after passing the sound level requirements at the measuring point, the *sound level of the vehicle* must be *functionally* addressed again. The Chief Steward, *Sound Control Steward*, or representative has the right to disallow a repeat of the *same remedy* that deteriorated. The *remedy* may be changed or modified to improve *its* quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must *implement additional functional remedies* to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Regional sound level requirements, regulations, and/or penalties.”

Street Modified

#21288 engine swaps shouldn't have to match chassis manufacturer

Given the performance potential of modern engines, engine controls, and turbo/supercharging systems, and a desire to simplify the rules, the SMAC is soliciting member feedback on the following revisions to 16.1.D.1:

“Engine blocks (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 that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150lb weight penalty in addition to all weight calculations in appendix A. Badges-Brands~~ that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving ~~makes brands~~ related only at a corporate level are not recognized as equivalents ~~and will be subject to the weight penalty referenced above. 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 Chrysler or Mitsubishi 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/Lexus/Scion engine).~~ This allows engine blocks manufactured as production units for sale in other countries such as Japan or

Germany.”

Prepared

#20237 Mid/Rear engine car weight penalty

The PAC would like feedback on adding a penalty to D and F Prepared for vehicles with more than 51% of the vehicle’s weight on the rear axle. The PAC recommends adding the following lines to Appendix A sections:

DPrepared

Weight adjustments (lbs):

“Vehicles with 51% or more of the weight on the rear axle: + (0.015 x displacement)”

FPrepared

Weight adjustments (lbs):

“Vehicles with 51% or more of the weight on the rear axle: + (0.04 x displacement)”

#21414 Turbo jets and other anti-lag

The PAC is seeking feedback on restricting “rocket” engine type anti-lag systems. We feel there are sufficient safety and performance related reasons to restrict this anti-lag system. This change is not intended to make unintentional combustion outside of the engine and head, or elliptical housing and rotor “chamber” (aka, backfiring) or similar events forbidden by this rule.

The PAC recommends adding to 17.10.D:

“4. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine. “

Other Items Reviewed

Street

#22059 Lotus Elise to AS

Thank you for your input regarding the proposed Lotus Elise re-classing.

#22224 21094 comment regarding octane and street classes.

Thank you for your input.

Street Prepared

#21078 Agree with #20406 Move MazdaSpeed Miatas to ASP, Boxsters to BSP

Thank you for your input. The SPAC will continue to monitor the competitive balance in BSP. Please also see letter 20406 published in the December 2016 Fastrack.

Prepared

#21545, 21546, 21563, 21598, 21604, 21894 Feedback on DP proposal for wheel width weight penalty

The PAC thanks the members for their input in items 21545, 21546, 21563, 21598, 21604, and 21894.

#21551 D/E/F Prepared wheel allowance

The PAC thanks the member for the input. Please see item #20024 in the July Fastrack.

Not Recommended

Street

#22053 Reclassify BMW M2 to FS with M235i

Thank you for your input. The SAC believes the M2 is appropriately classed.

#22154 Move RX8, 350Z, NC Miata to DS

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

#22157 Wheel Width Allowance?

The SAC believes the current wheel rule is sufficient and that additional wheel width of +/-1" is not in the spirit of the Street category. Please also see the response to #22221.

#22193 Include Tesla Roadster with proposed Lotus Elise class change

Thank you for your input. The SAC feels the Tesla roadster is appropriately classed in Street at this time. Further classing and eligibility for other categories will be evaluated as appropriate.

#22207 competition package m3 moved to BS

Thank you for your input. The SAC will continue to monitor the performance balance in FS, however we feel that the M3 Competition package is appropriately classed.

#22221 Add exception for wheels narrower than 6"

Thank you for your input. The SAC believes the current wheel rule is sufficient and that additional wheel width for older cars is not in the spirit of the Street category.

#22222 Extend, alter, or eliminate STREET class sunset rule

Thank you for your input. The SAC believes that the current sunset rule in Section 13 is sufficient.

Street Touring

#22124 Classing request for Lotus Elise

The STAC feels that at this time the Lotus Elise far exceeds the current potential of the Street Touring Ruleset.

#22187 Open ECU / Controlling Boost

The STAC thanks you for your input. Mechanical allowances for boost control are not considered an appropriate change for ST.

Street Prepared

#22054 removal of carpets on cars with track-legal roll bar - weight

The SPAC does not feel that removal of carpets is appropriate for Street Prepared.

Street Modified

#22219 Alternate Hatch Allowance Proposal

The SMAC does not see this allowance as a benefit to the category.

#22304 Lexan glass replacement

The SMAC does not see this change as being in the best interests of the category, or in line with the category philosophy. Modern cars exist that can hit minimum weight within the current rule set.

Prepared

#21543 RE 20239 Engine swaps in FP

The PAC thanks the members for their input. The PAC is withdrawing the proposal associated with letter #20239 for 2018. Membership feedback was generally in favor but showed this proposal is not ready. The PAC will continue to monitor Prepared class participation and membership desires.

Members are also reminded that specific engine swap allowances can be petitioned, on a case by case basis. These swaps may be considered, if the member can demonstrate a **strong** need due to replacement parts no longer being available. Rather than out of a desire for a competitive performance advantage.

#21544 Add option to reduce weight + smaller restrictor for turbo

The PAC does not feel that adding a second option for restrictor and weight limits is in the spirit of keeping it simple and keeping it fun. Even though this is a second restrictor, the PAC feels that it will lead to multiple restrictors and weight limits. These changes will not lead to an easy-to-maintain equilibrium.

Currently, FP turbo cars are at neither an obvious disadvantage or advantage. The PAC does not feel the current restrictor rules are an issue. The PAC will continue to monitor the competitive conditions.

#21552 Class weight calculation

The PAC thanks the member for the input. The PAC does not feel that further weight reductions are in the best interests of the classes. Older cars are typically the only ones capable of hitting the current minimum weights or are already lighter than those with more modern motors.

Handled Elsewhere

Street

#22049, 22050, 22051, 22052, 22055 Feedback (various) on Lotus Exige, Elise Classing

Please see the response to #22059

#22133 I'm selling my beloved s2k to go to CS.

Thank you for your input. Please see response to letter #21918 in the June Fastrack.

#22141 Please classify the Chevrolet Bolt

Thank you for your input. Please see the response to #21981 in the July Fastrack.

#22225 Reclass the RX8 from CS to DS

Please see the response to #22154.

Street Prepared

#22153 Keep the MSM in BSP

The SPAC will continue to monitor the competitive balance in BSP. Please also see letter 20406 published in the December 2016 Fastrack.

Prepared

#21103 Prepared Category Section 17.Q.1

Please refer to the 2017 June Fastrack regarding #18648

#21550, 21588, 21599, 21603, 21655, 21705, 21709, 21712, 21776, 21952, 21990, 22026
Feedback (various) on engine swaps for P classes (20239)

Thank you for your input. Please see the response in item #21543.

#21553 Turbo restrictor sizing and weight

Thank you for your input. Please see the response to #21544.

Tech Bulletins

Street

#22105 '18 WRX and '17 Civic Si classing

Per the SAC, please add the following listing to appendix A:

GS

Honda

Civic Si (2017)

The SAC will wait to class the 2018 WRX until it becomes available.