

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 27th

The Solo Events Board met by conference call September 27th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Howard Duncan and Doug Gill of the National Staff. 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

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Member Advisories

Street Touring

#18959 STAC Resume

The SEB has approved the addition of Nick Dunlap to the STAC.

#22625 Application for the STAC

The SEB has approved the addition of Tom Reynolds to the STAC.

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.

General

#21094 Octane Rating

Add to the end of the first sentence of section 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 93 (per (R+M)/2), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol.*”

#22455 Sound Regulations

Modify Appendix I, Sound Measurement Procedures, as follows:

“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 at any time.

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

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The SEB is recommending 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.

#20242 Lotus Elise Classing

Move *to SS* from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige S (exc S260, club racer)(2006-2011)

Also move *from SS to AS*:

Lotus

Elise (non supercharged) (2005-2011)

Exige (non supercharged) (2006-2011)

#22570 Please Classify Lexus IS200t/Turbo (2016-17)

Per the SAC and SEB, change the following listing in Appendix A, class DS:

DS

Lexus

~~IS350 (2006-2017)~~

~~IS250 (2006-2015)~~

~~IS300 (2001-2005)~~

IS (all) (exc IS-F)(2001-2017)

Street Touring

#18052 Change In Classification or Concessions for the 370z in Street To

The STAC and SEB recommend the following.

Move from STR to STU:

Nissan

370Z (non Nismo)

#21408 Making ST Hot again

Modify 14.3 and 14.4 as shown:

“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):

STS (AWD), STR (AWD).....225

STH (AWD), STX(AWD).....245

STR (2WD), STU (2WD, mid-engine, rear-engine).....255

STH (2WD),STX (2WD), STU (AWD).....265

STU (2WD, front-engine).....285

STP (all).....315

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

STS, & STR (AWD).....7.5

STH (ALL).....9.0

STX & STR (2WD).....9.0

STU, STP (all).....11.0”

#21796 Please evaluate and reclass Porsche 986S and 987S

The STAC is recommending the following proposed class changes for Porsche MR platforms.

Move from STU to STR:

Porsche

Boxster (986 and 987.1) (1997-2008)

Boxster S (986) (2000-2004)

Cayman (987.1) (2006-2008)

Street Prepared

#21897 Street Prepared Porsche 944 Error

The SPAC and SEB recommend the following change to the 944 listing in Appendix A, class BSP:

BSP

Porsche

944 (all incl. Turbo *except 8v*)

#22032 Please update SP fuel section 15.10 allowances for #17062

The SPAC and SEB recommend that the following language be added to section 15.10.C, Engine and Drivetrain:

“5. 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.”

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 and SEB are recommending the following revisions to section 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

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

Remove the following listing from Appendix A, class EP:

Appendix A:

E Prepared (EP)

Isuzu

~~Sports Coupe~~

Comment: 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. This is an oversight from the DP/EP/GP reorganization.

#21866 Allowance of Aluminum Head for Ford Kent Crossflow 1600cc

Add to the TVR Vixen listing in Appendix A, class DP, as follows:

TVR

1800

Vixen S2 (1599 cc)

Alternate cylinder head: Aluminum Pierce casting

Comment: The PAC feels that allowing the Formula Ford Kent Pierce aluminum cylinder head to be used in the TVR 1600 will not cause an imbalance in D-Prepared. The aluminum head is 19 lbs. lighter, but makes no additional power. This allowance will make sourcing replacement parts easier.

Modified

#21231 Rear anti roll bar on Solo Vee

In order to restore consistency with the current GCR wording, CM section C.7.c is to be changed as follows:

“Springs, shock dampers, their actuation, *anti-roll bars*, and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber.*”

Change Proposals

Street Touring

#14648 ECU Clarification

The SEB published a response to this topic in the January 2017 Fastrack, to create an enforceable rule. Under the existing rule, members may run a proprietary and copyrighted tune that the SCCA has no ability to review in detail. The proposal expanded the ECU and tuning allowances in ST to allow any ECU - including “standalone” computers - and any programming.

After considering feedback from the membership the SEB has revised the proposal by adding limitations. Open tuning is still part of the proposal but we are limiting the use of a “standalone” computer. Following is the revised proposal.

Change section 14.10.F as follows:

“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 equipped from the factory may be used for engine management. ~~Data acquisition modifications to the wiring and ECU are permitted.~~”

Replace the current 14.10.F.1 through 14.10.F.6 with the following:

”1. For all model years, the following allowances apply:

- a. The OE ECU may be reprogrammed without restriction.*
- b. Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.*
- c. Ignition timing may be set at any point on factory adjustable distributor ignition systems.*

2. For 2005 and older model year vehicles:

- a. A supplementary (“piggyback”) ECU is permitted. It must be plug-compatible*

with the standard ECU/PCM (no splices) and must connect only between the standard ECU/PCM and its wiring harness.

b. 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. Example: fuel controllers that modify the signal coming from an airflow sensor.

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

3. 1995 and older vehicles may implement a replacement 'standalone' ECU."

Tech Bulletins

Street

#20511 Adding new cars to SSR

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

SSR

Alfa Romeo

4C (2015-16)

BMW

M3 & M4 (F80/F82) (2015-17)

Cadillac

XLR

Chevrolet

Camaro Z28 (2014-15)

Camaro ZL1 (2012-15)

Camaro SS 1LE (V8) (2017)

Camaro ZL1 (2017)

Corvette C7 Grand Sport (2017)

Dodge/SRT

Viper/Viper GTS (non-ACR, non-TA) (2013-16)

Ford

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Shelby GT350 (2016)

Mustang Shelby GT350R (2016)

Mustang Shelby GT500 (2007- 14)

Jaguar

F-Type (except Project 7) (2014- 16)

Porsche

718 Boxster (all) (2017)

718 Cayman (all) (2017)

Cayman GT4 (non-Clubsport) (2016)

911 (except R, Turbo, Turbo S, GT2 (all), GT3 (all)) (2015-2017)