

SOLO EVENTS BOARD | October 25th

The Solo Events Board met by conference call October 25th. Attending were SEB members Mike Simanyi, Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Bob Dowie and Earl Hurlbut of the BOD; 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 **1/1/2019**.

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

Recommended Items for 2018

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

Junior Kart

#21485 Rule Change from Jr. Kart Review Committee for 2.2.D

Kart Review Committee recommends the following rule change to 2.2.D. with an effective date of 1/1/18.

Add the following sentence -

“All hazards to karts around the perimeter of the course should be clearly marked and visible to kart drivers. Examples include; light poles, fences, low hanging obstacles or cables, and trees with low hanging limbs.”

#21486 Rule Change from Jr. Kart Review Committee for 3.3.3.A

The Kart review Committee recommends the following rule change to 3.3.3.A with an effective date of 1/1/18.

Insert the italicized sentence --

“An Annual Safety Inspection for a calendar year may be available for vehicles presented for inspection by an SCCA® member. Annual Safety Inspection is not permitted for Junior Karts, they must be inspected at each event. When a vehicle has completed the requirements for an Annual Safety Inspection, an official”

#21487 Rule Change from Jr. Kart Review Committee for Appendix H

The Kart Review Committee recommends the following rule change to Appendix H, II.B.2 effective 1/1/18.

Add the italicized sentence.

“Conduct an additional driver’s meeting for the Junior Drivers. Review safety procedures for drivers and provide a written copy of procedures to each driver.”

#22006 Safety rule for clutch karts started on ground

Add new subsection 19.2.H as follows:

“19.2.H SAFETY PROCEDURES

19.2.H.1 Centrifugal clutch-based karts with both rear tires on the ground may not be started without a driver sitting in the seat.”

#22007 Safety rule for karts running on stand

Add as part of subsection 19.2.H as follows:

“19.2.H.2 When a kart is running on a kart stand with the rear tires spinning, no minor may be less than 3 feet away from the rear tires.”

#22008 Safety rule for pedal extensions

Add new section 19.2.C.4 as follows:

“4. Pedal extensions must be positively secured to prevent movement out of position such as a through-bolt, machined flatten surface with a set screw, bracket, etc. Cylinder or round type pedal extensions are exempt. Any change once competition has started must be inspected by the Youth Steward.”

Street

#20102 Replacing Electronic Shocks

Replace 13.5.A.5 with:

Electronically controlled shocks may not be used on vehicles that did not have an option for them from the factory. A full option package upgrade, including OEM electronics and other components, could be completed to add electronic shocks if they were not installed from the factory.

Add 13.5.A.6:

*Vehicles equipped with electronic shocks can replace them with non-electronically-controlled shocks subject to Section 13.5 rules and section 13.9 rules. **Devices may be added to satisfy the ECU that the OEM shocks are still installed; such devices may perform no other function.***

Add 13.5.A.7:

On cars with available electronically controlled shocks. Aftermarket electronic shocks may be substituted but may only be controlled by an OE shock control unit and may not contain independent or additional control logic within the shock itself. No additional electronic modifications can be made to facilitate the installation of aftermarket electronic shocks, and the the OEM controller may not be modified or reprogrammed.

Note: boldface wording in 13.5.A.6 is copied from Appendix F

Street Touring

#21408 Making ST Hot again

The following class listings proposal is being recommended for new class STH. Listings for models shown as being moved into this class will be removed from their former classes.

Street Touring Hot Hatch (STH)

Limited-slip differential rules are as per class STX.

Audi

A3

A4

TT quattro

A4 (1.8T) TT Coupe & Roadster (FWD)

Chevrolet

Cobalt (2.0T)

Sonic (Turbo) (2012-15)

Dodge

Dart (1.4L Turbo) (2013-16)

SRT-4 (2003-05)

Eagle

Talon Turbo (AWD)

Fiat

500 Abarth 500 Turbo (2013-16)

Ford

Fiesta ST

Focus ST

Hyundai

Genesis (2.0L Turbo) (2010-12)

Veloster (2012-16)

Kia

Forte (Turbo)

Forte Koup (Turbo)

Mazda

MazdaSpeed3

MazdaSpeed6

MazdaSpeed Protégé

323 GT & 323 GTX

Mitsubishi

Eclipse Turbo (AWD)

Lancer Ralliart (2008-10)

Nissan

Juke (2011-16 Turbo and R)

Pontiac

G5 (2.0L Turbo)

Subaru

Forester XT (2003-08)

Impreza WRX (non-STI) (2002-16)

Legacy GT (2005-08)

Volkswagen

Beetle (1.8T & TDI)

Golf (1.8T)

Golf & Jetta (TDI) (2007-15)

Jetta (1.8T)

Passat (1.8T & TDI)

Beetle (2.0T)

Golf, Golf R, GTI (2.0T)
Jetta (2.0T)
Passat (2.0T)
Volvo
240 Turbo (1981-85)
C30

Prepared

#15375 Limited Prep rules cleanup

The PAC is recommending the following changes to the Limited Prepared rules. The changes remove unnecessary restrictions that have limited impact on the competitiveness of a vehicle. These changes also ease the transition from Street Touring into Limited Prepared Category.

“17.5.D. Level 2 Preparation (Limited Prep) Vehicles

1. Any springs or torsion bars can be used provided the ~~quantity and~~ type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. ~~The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.~~
2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

~~17.6. D. Level 2 Preparation (Limited Prep) Vehicles~~

- ~~1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.~~
- ~~2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.”~~

#18207 17.2.O - Front Spoilers

The PAC recommends the following changes to more clearly define and limit what a front spoiler/splitter is.

“17.2.O. The standard OE front spoiler or a non-standard front spoiler/*splitter* may be used. If a non-standard front spoiler/*splitter* is used it must comply with the following requirements: It shall not protrude forward beyond the overall outline of the car as viewed from above, aft of the *forward-most* part of the front fender opening (cutout), *no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above*, and shall not be mounted more than 4.0” (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler/splitter shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0” (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. *The spoiler/splitter may not function as a wing. This allows a vertical*

air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed."

#20237 Mid/Rear engine car weight penalty

The PAC recommends adding the following lines to Appendix A sections:

D Prepared

Weight adjustments (lbs):

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

F Prepared

Weight adjustments (lbs):

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

KM

#21503 Kart Tech sheet update

Add new section 19.1.A.6 as follows:

"6. The following chassis connections must be secured by either nylock nut, safety wire, cotter pin, circlip, snap-ring, metal lock nut, keps nut, nord-lock, or other manufacturer provided locking mechanism :

- Tie Rod end bolts.*
- Kingpin bolts*
- Spindle nut attaching front wheel*
- Steering wheel to hub bolts*
- Steering hub to shaft bolt*
- Steering shaft to chassis*
- Throttle pedal pivot to chassis*
- Brake pedal pivot to chassis*
- Master cylinder to chassis bolts*
- Caliper(s) to chassis bolts*
- Brake pad retaining rods (if applicable)*
- Brake rotor to hub (if applicable)"*

Member Advisories

Junior Kart

#21194 Kill switch for Junior karts

All junior karts must have a functioning ignition kill switch that is reachable by the driver when seated normally. The ignition kill switch shall be located on the steering wheel, near the top of the nassau panel, or on the frame between the driver and gas tank.

Street

Committee Personnel

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

com

#22786 Tire Treatments

Per 13.3 there is no allowance for applying any sort of performance enhancing chemical treatment or traction modifier to the tires and it would therefore be prohibited in the Street category.

Street Touring

Committee Personnel

The SEB thanks Robert Irish for his service as a member of the STAC.

Prepared

Committee Personnel

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

Modified

Committee Personnel

The SEB has approved the addition of Tom Ellam to the MAC.

Change Proposals

Street

#22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC would like member feedback on the following proposal:

Move **from BS to CS**

Honda

S2000 (exc CR)

#22613 Comprehensive Street Reclass for Lotus Evora

The SAC would like member feedback on the following changes to Appendix A:

Move **from SS to AS**

Lotus

Evora S

Move **from AS to BS**

Lotus

Evora (Non S)

#22772 #20102 Replacing Electronic Shocks

Thank you for your input. Please see response to letter #20102.

The SAC is concerned about the potential of unintended consequences to open electronic shock controller rules as the aftermarket is just getting started with this technology. To get a better understanding of the options and performance potential of allowing replacement electronic shock controllers in Street, the SAC would welcome additional member feedback regarding including such an allowance in the future.

#22882 Move RX-8 from CS to DS

The SAC would like member feedback on the following class change proposals for 1/1/2019:

Move from BS to DS

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

Ford

Focus RS (2016-2017)

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move from CS to DS

Mazda

RX-8

Nissan

350Z (exc Nismo)(2003-2009)

Other Items Reviewed

General

#22491 Support for Proposed Sound Regulations

Thank you for your input.

Junior Kart

#14459, 14460, 14461, 14470, 17606 Junior Kart Kill Switch Input

Thank you all for your inputs. Kill switches will be required for 2018 for Junior classes.

Street

#22603 AP1 S2000 move from B Street to C Street

Thank you for your input. See the response to letter #22526.

#22606 The C-Street Conundrum

Thank you for your input. See the response to letter #22526.

#22643 Civic Type R to DS is inconsistent with recent class decisions

Thank you for your input. Please see the response to letter #22624

#22679 Crazy? ND to BS?

Thank you for your input. See response to letter #22526.

#22713 Keep the Camaro 2.0T in DS and add the CTR to DS

Thank you for your input. Please see the response to letter #22624

#22721 New Civic SI from Showroom faster than M2! Make BS Great Again!

Thank you for your input. Please see the response to letter #22624.

#22726 Replacing Electronic Shocks - Proposal #20102

Thank you for your input. Please see the response to letter #20102

#22727 Octane Rating - Proposal #21094

Thank you for your input. Please see the updated version of item 21094 in the November Fastrack.

#22764 D Street health and proposed classing

Thank you for your input. Please see response to letter #22882.

#22785 +/-1 wheel allowance in SSR

Thank you for your input

#22809 Classify Saab 9-3 AERO

Thank you for your input. The Saab 9-3 Aero is covered under the NOC listing for Saab turbo models in GS.

#22810 SS & SSR classes

Thank you for your input.

#22813 Honda Civic Type-R Observations

Thank your for your input. Please see the response to letter #22624

#22844 RX8 Classification

Thank you for your input. Please see item #22882.

Solo Spec Coupe

#22680 Comments on SSC

Thank you for your input.

Street Touring

#22331, 22336, 22337, 22339, 22340, 22353, 22355, 22358, 22413, 22453 Feedback regarding item #18052 (370Z to STU)

Thank you for your input. Item 18052 has been recommended to the BOD, per the November Fastrack.

#22466 ECU and Octane Limits

The STAC would like to thank you for your input.

#22514 Who comes up with these ST Class names?

The STAC would like to thank you for your input.

#22527, 22542, 22550, 22561, 22767, 22800, 22804 Feedback regarding item #21408 STH proposal

The STAC would like to thank you for your input. Please see the final STH classing proposal in item #21408.

#22585 Street Touring ECU Tuning

The STAC would like to thank you for your input.

#22589 SEB Explanation as to

Thank you for your additional input.

#22787 open boost ecu changes etc.

The STAC would like to thank you for your input.

#22739 STP Can Go Now...

The STAC would like to thank you for your input.

#22816 Street Tuner Class in Street Touring

The STAC would like to thank you for your input.

Not Recommended

General

#22520 Noise limit

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

#22604 We are the 99%

Thank you for your input.

#22605 The Regions are the 99%

Thank you for your input.

#22729 Let's Talk About Sound

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

Street

#22209 Class 2018 Focus RS in A Street

Thank you for your input. The SAC believes that the changes to the 2018 Focus RS do not warrant a separate classing from the 2017 models.

#22677 Reclass Subaru Impreza 2.5 (non-turbo) from GS to HS

Thank you for your input. The SAC feels that the Impreza 2.5 is appropriately classed.

#22806 Move BMW 1M from BS to AS

Thank you for your input. The SAC believes the 1M is appropriately classed.

#22822 Please can we not go through with the octane rule

Thank you for your input. Please see November Fastrack item #21094.

#22823 From the other side of the pond

Thank you for your input. The US version of Lancia Scorpion is classed in HS. The Lancia Delta was never available in the US and is therefore not eligible for national competition and will not be formally classed. Regions are free to class such cars as they feel appropriate for local competition.

#22871 Roll Cage Installation

Thank you for your input. The SAC does not recommend expanding upon the current roll cage rule in 13.2.G.2.

Street Touring

#22235, 22244, 22269, 22271 Feedback on STU, Porsches, wheel/tire sizes

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to increase the wheel and tire size without any real-world data from the use of these cars in competition.

#22640 Throttle Body Restriction

The STAC would like to thank you for your input. This change is not considered

consistent with category philosophy.

#22653 S2000 valve spring retainers

The STAC would like to thank you for your input. This change is not considered consistent with category philosophy.

#22768 Put

The STAC would like to thank you for your input. The STAC does not feel adding the proposed cars to STP would be in the spirit of the class or beneficial to the category.

#22780 NA generation Miata classing

The STAC would like to thank you for your input. Torsen limited-slip differentials are not considered consistent with the classing structure within the current STS, or with the feedback given by the membership on letter# 19179 published in the June 2016 Fastrack.

#22812 Allowance for differential

The STAC would like to thank you for your input. Letters may be submitted at any time to ask for a class change for cars classed in Street Touring. Cars classed in Street Touring category will not be classed for competition in multiple classes within that category.

KM

#22447 ICC Electric Start Shifter

The KZ10ES engine is not considered legal because it is not homologated.

Handled Elsewhere

General

#22544, 22627, 22700, 22745, 22754, 23105 Feedback regarding Sound Regulations

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

Street

#22563 2017 86/brz Classing

Thank you for your input. Please see the response to letter #22797

#22616 2018 Ford Focus RS Limited Edition in BS class

Please see the response to item #22209

#22621 Re-class Honda S2000 (non CR)

Please see the response to item #22526.

#22626 Civic Type R classing

Please see the response to item #22621.

#22636 2002-2008 WRX to GS

Thank you for your input. Please see item #22882.

#22775, 22776 Electronic Shocks

Please see the response to item #20102.

#22846 Please unbury the Honda S2000 in National Solo

Thank you for your input. Please see the response to item #22526.

Street Touring

#22253 Move Nissan 370Z from STR to STU

Thank you for your input. Please see the response to letter #18052 in the November Fastrack.

#22452 370Z to STU

Thank you for your input. Please see item #18052, which has been recommended to the BOD per the November Fastrack.

#22483 Cayman S / Boxster S

Please note that these cars were classed in the June 2017 Fastrack in response to letter #21796

#22558 981 Cayman / Boxster non-S

Please see item #21796 in the November Fastrack.

Tech Bulletins

General

#22551 Make 4.1.A rules clearer for dumb people

Clarify 4.1.A as follows:

“Drivers in all categories except Kart must possess a currently valid automobile driver’s license *or driver’s permit*. Driving license or permit restrictions must be followed”

Street

#22612 Request to Classify Chevy Bolt EV: SSF is 1.43

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

HS

Chevrolet

Bolt

#22624 Honda Civic Type-Arrrg in DS

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

DS

Honda

Civic Type R (2017)

#22635 2017 BMW m240i x drive classification

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

FS

BMW

M240i (inc x-drive) (2017)

#22642 Class/Clarify Ford Fusion Sport (2017-2018)

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

GS

Ford

Fusion Sport (2017-2018)

#22686 Classing request for Z11 1LE

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

SS

Chevrolet

Camaro ZL1 1LE (2018)

#22691 Saturn Ion Classing

Clarify certain Saturn Ion listings in Appendix A as follows:

GS

Saturn

Ion Redline ~~(turbo)~~

HS

Saturn

Ion ~~(non-turbo)~~ (NOC)

#22737 Class the Evora 400

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

SS

Lotus

Evora 400

#22773 Classify Elantra Turbo

Per the SAC, make the following clarification to the HS Elantra Appendix A:

HS

Hyundai

Elantra *(inc GT Turbo)* (1990-2018)

#22797 Please consider reclassing 2017+ BRZ/86 to DS

In accordance with the provisions of Section 3.2 in the rulebook, the SAC recommends the following change to Appendix A:

Move ~~from CS~~ to DS

Subaru

BRZ (excluding performance pack)(2017)

Toyota

GT86 (exc all TRD suspension components and TRD wheels)(2017)

#22819 Cadillac ELR Street Class?

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

GS

Cadillac

ELR (2014-2016)

#22865 2018 Audi TTRS

Per the SAC, make the following addition to the TTRS listing in Appendix A:

SS

Audi

TTRS (2012-2013, *2018*)

#22869 Please class our car

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

DS

Mini

Cooper Clubman John Cooper Works All4 (2015-2017)

Street Touring

#22497 14.8.H.2 error?

14.8.H.2 is corrected to read as follows:

“On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 14.8.B, C, or **F** may be used, but NOT both.”

Modified

#22774 GCR rule reference change: Correction to #22302

The MAC recommends correcting the 17-Sep Solo FastTrack response to letter #22303 GCR rule reference with a minor language change as follows:

Published

“The measurements for the height, the maximum width (bodywork), and the distance **from the tires of sidepods** as specified in the GCR, Bodywork D.9.C, shall have an allowance from the GCR of ± 1 ” (± 25.4 mm).”

Revised

“The measurements for the height, the maximum width (bodywork), and the distance **from the tires to the sidepods** as specified in the GCR, Bodywork D.9.C, shall have an allowance from the GCR of ± 1 ” (± 25.4 mm).”