

## 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 | 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:  $1.3 \times 2457 = 3195$  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)

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | February 22

The Solo Events Board met by conference call February 22nd. Attending were SEB members Mike Simanyi, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan 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 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. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **Street**

#20588 Move non M Z4

The SAC is recommending the following change to Appendix A, effective 1/1/2018:

Move **from BS to CS**

BMW

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

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

The SAC recommends the following change to Appendix A, effective 1/1/2018:

Move **from GS to HS**

Acura

**RSX Type S (2002-2006)**

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

The SAC recommends the following change to Appendix A, effective 1/1/2018:

Move **from GS to HS**

Ford

**Taurus SHO (1989-1995)**

### **Member Advisories**

#### **General**

#21436 Solo helmet relief

The SEB reminds members that multiple types of helmet certifications, including ECE 22.05 as well as Snell, are accepted for use in Solo events. Those certifications are detailed here:

<http://www.scca.com/downloads/18378-2017-solo-helmet-cert-decals/download>

## Street

### #21376 FRS/BRZ Tool Holder Removal Clarification

Since the FRS/BRZ foam tool holder is secured in place by factory plastic push pins, without the spare tire holding it in place, it cannot be removed per rule 13.2.F

### #21394 2017 Chevy Corvette classing

Thank you for your input. The 2017 Corvette Grand Sport is not currently eligible for SSR as it is a separate model from the Stingray. The SAC continues to discuss adding additional cars to SSR.

### #21405, 21406 SAC Application

The SEB has approved the addition of Dan McCelvey to the SAC.

## Street Touring

### #21470 Application to join the STAC

The SEB has approved the addition of Tasha Mikko to the STAC

## Street Prepared

### #20572 Spoiler width - mirrors included?

The revised wording of rule 15.2.1.2.b is intended to make it clear that spoilers may not extend beyond the silhouette of the original body work directly beneath the spoiler as viewed from above. Other parts of the body (such as mirrors or front fenders) are irrelevant to this rule.

## Prepared

### #21330 Prepared Action Committee Resume

The SEB has approved the addition of Jesse Waymire to the PAC.

## Change Proposals

### #21408 Making ST Hot again

In order to classing issues associated with anticipated changes to open boost, while improving the competitive diversity, the STAC recommends making the following changes to ST, with the exception of removing the displacement catch alls. The coloring of the listings shown below is as follows:

**Moved from STF**

**Moved from STS**

**Moved from STX**

### STF

Street Touring® F (STF) would become a hot hatch/turbo car class STH. This would allow a class to be specifically built around the forced induction cars allowing if needed specific rules for these cars. It would be well subscribed with the allowance of open boost since it is a common mod for these cars on the street.

LSD rules would follow that of STX. Tire/ wheel rules would also follow STX. Some turbo STS cars have also been moved to the class.

**Audi (moved from STX)**

**A3**

**A4**

**TT quattro**

**A4 (1.8T) TT Coupe & Roadster (FWD) (moved from STS)**

**Chevrolet (moved from STX)**

**Cobalt (2.0T)**

**Sonic (Turbo) (2012-15) (moved from STS)**

**Dodge (moved from STX)**

**Dart (1.4L Turbo) (2013-16)**

**SRT-4 (2003-05)**

**Eagle (moved from STX)**

**Talon Turbo (AWD)**

**Fiat (moved from STX)**

**500 Abarth 500 Turbo (2013-16)**

**Ford (moved from STX)**

**Fiesta ST**

**Focus ST**

**Hyundai**

**Genesis (2.0L Turbo) (2010-12) (moved from STX)**

**Veloster (2012-16) (new listing)**

**Kia (moved from STX)**

**Forte (Turbo)**

**Forte Koup (Turbo)**

**Mazda (moved from STX)**

**MazdaSpeed3**

**MazdaSpeed6**

**MazdaSpeed Protégé**

**323 GT & 323 GTX (moved from STS)**

**Mini (moved from STX)**

**Cooper S Turbo (2007-2016)**

**Mitsubishi (moved from STX)**

**Eclipse Turbo (AWD)**

**Lancer Ralliart (2008-10)**

**Nissan (moved from STX)**

**Juke (2011-16 Turbo and R)**

**Pontiac (moved from STX)**

**G5 (2.0L Turbo)**

**Subaru (moved from STX)**

**Forester XT (2003-08)**

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

**Legacy GT (2005-08)**

**Volkswagen (moved from STS)**

**Beetle (1.8T & TDI)**

**Golf (1.8T)**

Golf & Jetta (TDI) (2007-15)  
Jetta (1.8T)  
Passat (1.8T & TDI)  
Beetle (2.0T) (moved from STX)  
Golf, Golf R, GTI (2.0T)  
Jetta (2.0T)  
Passat (2.0T)

Volvo (moved from STX)  
240 Turbo (1981-85)  
C30

“Catch-all”: Sedans & Coupes NOC (nonsports-car-based, 4-seat minimum up to 2.5L forced induction)

## STS

Street Touring® Sport (STS) would receive the less competitive cars from STF.

### Acura

Integra (1986-93)

### BMW

Z3 (4-cyl)

### Chevrolet

Sprint (1985-88)

**Cobalt (2.2L, N/A)(moved from STF)**

Cruze (2008-15)

Spark Sonic (non-turbo) (2012-15)

Volt (2011-15)

### Chrysler/Plymouth/Dodge

Neon (all) (1994-99)\*\*

Neon R/T & ACR (2000-05)\*\*

**Neon (NOC) (2000-06)\*(moved from STF)**

### Dodge

**Dart (2.0L N/A) (2013-15)(moved from STF)**

### Fiat

**500 (non-turbo) (2012-15)(moved from STF)**

### Ford

Escort GT (1991-96)

Fiesta (1.0L Ecoboost)

ZX2 & Escort ZX2 (1998-2003)

**Fiesta (N/A) (2011-15)(moved from STF)**

**Focus (non-turbo)(moved from STF)**

### Honda

Accord (1994-97)

Accord (6-cyl) (1998-2013)

Civic (1984-2000)

CRX del Sol & Civic del Sol

**Accord (4-cyl) (1998-2015)(moved from STF)**  
**Civic (non-Si) (2006-15)(moved from STF)**  
**Civic (non-si) (2001-05)(moved from STF)**  
**CR-Z Fit Insight (moved from STF)**

Hyundai

Accent (2012-15)  
Tiburon (V6) (2003-08)  
Kia Rio (2012-15)  
**Elantra (2001-15)(moved from STF)**  
**Veloster (non-turbo) (2011-15)(moved from STF)**

Kia

**Forte (N/A)(moved from STF)**  
**Forte Koup (N/A)(moved from STF)**

Lexus

**CT200H (2011-15)(moved from STF)**

Mazda

323  
Miata (non-Torsen differential) (1990-97)  
Protégé (NOC) (1999-2003)  
Protégé MP3 RX-7 (non-turbo, NOC)  
Mazda2(moved from STF)  
Mazda3(moved from STF)  
**Mazda6(moved from STF)**

MINI

**Cooper (non-S) (2000-13)(moved from STF)**

Mitsubishi

**Lancer (non-turbo)(moved from STF)**

Nissan

200SX SE-R (1995-98)  
Sentra (1.6L, 1.8L, 2.0L) (1991- 2012)  
NX2000 (1991-94)  
**Versa (2007-13)(moved from STF)**  
Pontiac  
Fiero (4-cyl)  
**Pontiac G5 (2.2L)(moved from STF)**  
**Vibe (2003-10)(moved from STF)**

Porsche

914 (4-cyl)

Saturn

SL  
SW  
SC  
**Astra (moved from STF)**  
**Ion (2.2L)(moved from STF)**

Scion

**iA (2016)(moved from STF)**

**iM (2016)(moved from STF)**  
iQ CVT(moved from STF)  
tC(moved from STF)  
xA(moved from STF)  
xB(moved from STF)  
**xD (2008-13)(moved from STF)**

Subaru

Impreza (1.8L, FWD) (1993-96)  
Impreza 2.5 RS (1998-2001)  
Legacy (1990-94)  
**Impreza 2.0i (2012-15)(moved from STF)**

Suzuki

Swift (N/A) (1994)

Toyota

Celica (non-turbo) (1986-2005)  
Corolla (1984-97\*)  
Echo (2000-05)  
MR2 (non-supercharged) (1985- 89)  
MR2 (non-turbo) (1991-95)  
**Corolla (2003-15)(moved from STF)**  
**Matrix (2003-13)(moved from STF)**  
**Yaris(moved from STF)**

Volkswagen

Rabbit, Golf, GTI, Cabrio (1974- 92)  
**Golf (2.5L)(moved from STF)**  
**Golf & Cabrio (2.0L, 8v) (1998- 2006)(moved from STF)**  
**Golf & Jetta TDI (1999-2006)(moved from STF)**  
**Beetle (2.0L, 8v) (1998-2005)(moved from STF)**  
**Beetle (2.5L 5-cyl)(moved from STF)**  
**Jetta (2.0L, 8v) (2000-04)(moved from STF)**  
**Jetta (2.5L 5-cyl)(moved from STF)**

Volvo

S40 (non-T5) V40

“Catch-all”: Sedans & Coupes NOC (nonsports-car-based; 4-seat minimum; up to 3.1L normally-aspirated)

STX

STX would no longer have turbo cars in it's midst. Top cars from STF and certain STR cars can be blended in here.

Acura

ILX (2013-16)  
Integra (non-Type R) (1994-2001)  
Integra Type R  
**RSX (moved from STF)**

## **TSX (moved from STF)**

### BMW

- 128i (2008-13)
- 3 Series (E30 chassis, incl. M3)
- 3 Series (E36 chassis, non-M)
- 3 Series (E46 chassis, non-M)
- 3 Series (E9x chassis, non-M, non-turbo) (2006-13)
- M5 (E39) (1998-2003)

### Chevrolet

- Cobalt (2.4L N/A, 2.0L S/C)
- S10 (4-cyl & 6-cyl, N/A)

### Dodge

- Challenger (V6) (2008-16)
- Charger (V6) (2006-16)
- Dakota (4-cyl & 6-cyl, N/A)
- Dart (2.4L N/A) (2013-16)

### Ford

- Ranger (4-cyl & 6-cyl, N/A)

### GMC

- Sonoma (4-cyl & 6-cyl, N/A)

### Honda

- Civic Si (2006-15)
- Civic SI (2002-05)(moved from STF)**

### Infiniti

- G35 Sedan

### Lexus

- IS 250
- IS 300
- IS 350
- SC300

### Mazda

- RX-8

### MINI

- Cooper (non-S) (2014-15)
- Cooper S 03-06 (incl. 2004-05 dealer-installed)

### Mitsubishi

- Eclipse (V6) (2006-12)

### Nissan

- 240SX 300ZX (non-turbo) (1984-96)
- Juke (non-turbo) (2011-16)
- Sentra SE-R (2000-12)
- Sentra SE-R Spec V

### Pontiac

- G5 (2.4L, 2.0L S/C)

### Saab

9-3 (non-Viggen) (1998-2012)  
Saturn  
Ion (2.4L & 2.0L S/C)  
Scion  
FR-S  
Subaru  
BRZ  
BRZ (2017)  
Toyota  
Supra (non-turbo) (1993-98)  
Tacoma (1995-2016)  
86 (2017)  
Volkswagen  
Corrado (all)  
Passat (VR6, & W8)  
R32  
“Catch-all”: Sedans & Coupes NOC (nonsports-car-based, 4-seat minimum; 3.1L to 5.1L normally aspirated)

## **Other Items Reviewed**

### **General**

#20415 National Appeals Committee Process/Procedures

Thank you for your input. The SEB has proposed changes in some of these areas, but does not agree that the other items are necessary.

### **Street**

#21379 Changes to Standard Part Definition

Thank you for your input. The SAC appreciates the feedback.

#21386 Fuel Allowance

Thank you for your input. The SAC is continuing to evaluate member input on the proposal to limit octane.

#21395 Re: 20246 Changes to SSR, +/- 1 wheel diameter proposal

Thank you for your input.

### **Street Prepared**

#20574 Add new 15.10.DD as follows:

Thank you for your input. The SPAC is closely monitoring the new reliability rules.

#20944 Boxster Spyder 987 feedback

Thank you for your input. Please see the 2017 Solo Rules (pages 166 and 167) for Boxster classing in SP.

## **Not Recommended**

### **Street**

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

The SAC believes the Celica GT-S (2000-2005) is appropriately classed in GS.

#21223 Camaro 1LE classing

Thank you for your input. The SAC did not want to potentially upset the balance of a growing FS class by adding the V6 1LE.

#21437 Michelin Pilot Sport 4S Legality

Thank you for your input. The SAC believes that at this time it is not necessary to alter the tire eligibility requirement for sizes in 4 wheel diameters. The SAC will continue to monitor the availability of tire models and sizes.

## **Street Touring**

#17671 Wheel/Tire allowances for AWD in STX

Thank you for your input. With the movement of new 09-14 WRX and Ralliart to STX for 2017 the STAC does not recommend changes to AWD wheel or tire widths at this time.

#17672 Request AWD wheel width and tire width adjustment

Thank you for your input. With the movement of new 09-14 WRX and Ralliart to STX for 2017 the STAC does not recommend changes to AWD wheel or tire widths at this time.

#20025 Consideration for allowing transmission control unit modification

Thank you for your input. Please see item #18965 in the March Fastrack.

#21240 Consider reclassing NB Miata (Non Torsen) to STS from STR

To clarify the response to item #20547 (January Fastrack), the performance level of all versions of the later NB car is considered to be above the current level of STS, and the STAC believes it should not be reclassified from STR at this time. We will continue to monitor the performance of this car and these classes.

#21365 Changes to 13.10 - First available Overbore

While the parts in question are not easily attainable, serviceable used parts are commonly available nationwide. Additionally, a combination of the allowed repair method in 13.10 for sleeving the block, with the factory service limits for deck height, and standard size pistons and rings, provides a "new" assembly within the allowances.

## **Street Prepared**

#20923 Rear Spring Relocation

The SPAC is not in favor of additional suspension modification allowances at this time.

#20940 Rear Spoiler

Thank you for your input. The SPAC feels that the spoiler rules are adequate as written.

## **Handled Elsewhere**

### **Street**

#21364 Please class the 2017 BRZ/GT86

See the response to item #21447 in the March Fastrack.

#21378, 21381 95 Octane Rating

Please see the response to item #21386.

#21412 2017 Toyota 86 Street Classing

See the response to item #21447 in the March Fastrack.

#21435 Which Street Class for 2017 Subaru BRZ with Performance Package?

See the response to item #21447 in the March Fastrack.

#21458 2017+ FRS/BRZ not allowed into DS

See the response to item #21447 in the March Fastrack.

### **Street Touring**

#20501 2016+ Honda Civic ST Classing

Please see the proposal associated with item #21408.

#21204 ST Reclass/Shuffle for Opened ECU/Boost

Please see item #21408.

#20162 7th Gen Celica to STF

Please see the proposal included in the response to item #21408

### **Tech Bulletins**

#### **Street**

#21439 2017 Camaro ZL1

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

AS

Chevrolet

*Camaro ZL1 (2017)*

#21336 Please class the Mercedes CLA/GLA

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

DS

Mercedes Benz

*CLA250 4matic*

*GLA250 4matic*

GS

Mercedes Benz

*CLA250 (FWD)*

*GLA250 (FWD)*

#### **Street Prepared**

#21210 Pontiac GTO, Pontiac G8, and Chevrolet SS

Per the SPAC, add the following new listing lines to ESP under the "Chevrolet, Pontiac, Buick, & Oldsmobile" heading:

*GTO (2004-2006)*

*G8 (2008-2009)*

*SS (2013-2017)*

#21212 Lexus IS F in Street Prepared

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

ESP

Lexus

*IS F*

## SOLO EVENTS BOARD | March 22

The Solo Events Board met by conference call March 22nd. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; Bob Dowie and Earl Hurlbut of the BOD; Raleigh and Velma Boreen. 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. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Street

##### #20099 SSR numbers

Based on member feedback, the SAC is recommending the following rule change to class SSR in Appendix A, effective 1/1/2018:

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

##### #20246 Changes to SSR

Based on member feedback, the SAC is recommending the following rule change to class SSR in Appendix A, effective 1/1/2018:

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

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

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

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

## **Member Advisories**

### **Street Prepared**

#20625 Reliability improvement clarification

Mating parts may be modified to accept alternate fasteners used to mount replacement items allowed due to 15.8.L and 15.10.DD. Alternate fasteners must meet the same restrictions as all other components replaced under the reliability rules.

## **Change Proposals**

### **Street**

#20242 Lotus Elise Classing

The SAC would like member feedback on the following revised version of proposed classing changes (original version appeared in the November Fastrack):

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

Lotus

**Elise SC (2008-2011)**

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

Move **from SS to AS**:

Lotus

**Elise (non supercharged) (2005-2011)**

**Exige (non supercharged) (2006-2011)**

#20511 Adding new cars to SSR

The SAC is requesting member feedback on adding 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 (exc GT3) (2015-2017)

#21519 More expansive, non-performance electronic defeats

Per the SAC, member input is requested on the following proposal to add to Section 13:

#### 13.9.I

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

### Prepared

#15375 Limited Prep rules cleanup

The PAC is requesting member feedback on the following changes to the Limited Prepared rules. The proposed 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.”~~

### Modified

## #21231 Rear anti roll bar on Solo Vee

Per the MAC, in order to restore consistency with the current GCR wording, CM section C.7.c is proposed 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.*

## Other Items Reviewed

### Street

#### #21597 #21277 Allowing Skip Shift Defeat Devices

Thank you for your input. The SAC appreciates your contribution to the verbiage.

#### #21697 SSR: Proposals 20099 & 20246

The SAC would like to thank the following letters for their input on SSR proposals #20099 and #20246: 20268, 20269, 20273, 20274, 20278, 20289, 20290, 20291, 20292, 29295, 20296, 20324, 20327, 20586, 20932, 20938, 20954, 20966, 20978, 21616, 21618, 21619, 21650, 21691, 21692, 21693, 21694, 21695, 21697, 21651, 21531, 21395, 21149, 20978, 20933, 20325

#### #21559 Move from BS to CS - Z4 (coupe and roadster)(non M) (2003-2008)

Thank you for your input.

#### #21558 Update to 12-month rule proposal

Thank you for your input.

## Not Recommended

### Street

#### #21509 Move C7 Corvette Grand Sport from SS to AS

Thank you for your input. The SAC will continue to monitor the performance of the all of the Corvette models.

#### #21511 Active preheating of fluids

Thank you for your input. Per 1.3.2.P, the SAC believes it would be a safety hazard to allow open flames or other active heating devices in Grid.

#### #21526 Wheel Width Allowance

Thank you for your input. The SAC feels the current wheel allowances provide competitors adequate tire fitment allowances.

#### #21615 BMW Z4 from BS to CS, Change to wheel offset

Thank you for your input on the Z4 classing proposal #20588. However, the SAC believes the current offset rule gives sufficient wheel selection options and does not need to be altered.

#### #21669 Think of the children (aka the track ponys are improperly classed

Thank for your input. The SAC will continue to monitor the performance balance in AS, BS and FS.

## Street Touring

#### #20946 STP Gearing Allowance

Update/backdate does not presently apply to ST at the category level. STP is a provisional class and thus may deviate from the rest of ST, and we will take your input

under advisement.

#### #21321 Exhaust rule change request to include air injection in STF

Removal of air injection components from the header is not considered appropriate or necessary at this time.

#### #21328 Rule change, clutches and drive line allowance

The STAC thanks you for your input, but this change is not considered consistent with the philosophy of the category.

#### #21387 Mustang GT 350

The STAC does not believe this is a good fit for STP.

The GT350 exceeds the performance potential of STP. It is configured from the factory with hard parts that are not found on the base GT model, and are not otherwise addressed with STP allowances. The performance differences are due in part to body and driveline changes including but not limited to a more powerful engine, twin plate clutch, lighter transmission, revised body work, and aero components.

#### #21506 Consider reclassing Mazdaspeed Miata from STU to STR

At this time we feel the car is correctly classed in STU. The STAC thanks you for your input.

#### #21595 Engine overbore allowances

The STAC prefers not to change the overbore allowance at this time because the committee does not believe this would be good for the category. Please also see the response to item #21365 in the April Fastrack.

### **Prepared**

#### #21490 Time to do away with the Limited Prep rules

Thank you for your input. The PAC has seen good growth in EP because of the Limited Prep allowances. The PAC will continue to monitor Limited Prep participation.

### **Handled Elsewhere**

#### **Street**

#21694, 21707, 21531, 21616, 21618, 21619, 21650, 21651, 21691, 21692, 21693, 21695, 21700 SSR Feedback

Please see the response to #21697, and items 20099 and 20246 elsewhere herein.

#### **Street Touring**

#### #20642 Reclass RSX Type S from STF to STX

Please see the proposal in response to letter #21408

### **Tech Bulletins**

#### **General**

#### #21450 Solo rule 4.5

Clarify 4.5 to read as follows:

If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, *provided the original vehicle is permanently withdrawn from **all further** class competition **for all drivers** for that day and heat.* Drivers needing to finish their runs in another vehicle must obtain the approval of the Chief Steward or the Operating Steward.

A driver may change cars prior to the beginning of competition until the driver's class heat begins, at the discretion of the Chief Steward or Chief of Registration in consultation with the Chief of Timing.

## Street

#21623 2016 Scion FR-S Release Series 2.0

Per the SAC, the following error correction is provided for Appendix A:

CS

Scion FR-S (with TRD suspension inc Release Series 1.0 *and 2.0*)

#21557 Changes to standard part definition

The following sentence is added for clarification purposes to the Standard Part definition in Section 12:

*Manufacturer options which are dealer installed must be specifically listed in Appendix A in order to be eligible.*

## Street Prepared

#21625 SP Class for 2016+ Ford Focus RS

Add to Appendix A under ASP

Ford

*Focus RS (2016-2017)*

#21472 SP classing clean up, Laser & Forester 2.5XT still shown in ESP

The SPAC has provided the following listing changes to correct errors in Appendix A

Remove from Appendix A, ESP, as follows

Subaru

~~Forester 2.5XT~~

Change line in Appendix A, ASP, as follows:

Plymouth

~~Laser RS Turbo AWD (1992-94)~~

~~Laser (AWD)~~

Change line in Appendix A, ESP, as follows:

Chrysler, Plymouth, & Dodge

~~Laser (Turbo, all) (1989-99)~~

~~Laser (FWD)~~

### SOLO EVENTS BOARD | April 26

The Solo Events Board met by conference call April 26th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Doug Gill and Howard Duncan 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**.

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### 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. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### General

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

The following package of rule change proposals 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.*

## **Member Advisories**

### **Street**

#21740 Application for Street Advisory Committee

The SEB has approved the addition of Jordan Towns to the SAC.

#22076 AC Personnel

The SEB thanks Mark Pilson for his service on the SAC.

## **Change Proposals**

### **Street and ST**

#21094 Octane Rating

The following revised version of a previously published 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 93 (per  $(R+M)/2$ ), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol.”*

### **Street Touring**

#14648 ECU Clarification

The STAC would like to clarify the context of the following group of rule proposals: 14648 ECU Clarification, 21094 Octane Rating (see above), and 21408 Making ST Hot Again (see below). The proposal regarding the changes to allow open ECUs (open boost via changes in the ECU) and plug-and-play engine control modules is intended to address the inability to enforce the current rule, while continuing to allow common tuning modifications. The proposal to create STH is also influenced by the potential changes to ECUs/boost. By placing the majority of turbocharged cars in the ST classes together, the impact of boost/engine performance changes would be relatively contained and we would maintain stability in STS and STX. Cars that are moved may be re-classified if warranted.

#21408 Making ST Hot again

In order to address the issues associated with anticipated changes to open boost, while improving the competitive diversity, the STAC proposes making the following changes to ST, with the exception of removing the displacement catch-alls.

- Updated proposed changes for 2018 in conjunction with Street Touring H:

Move *from STX to STU*

Mini

Cooper S Turbo (2007-2016)

- Proposed changes to wheel and tire allowances for 2018/ STH. AWD would see a 1 inch increase in wheel width and still be limited to a 245 width tire.

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
<b>STH (AWD), STX(AWD).....</b>	<b>245</b>
STR (2WD), STU (2WD, mid-engine, rear-engine).....	255
<b>STH (2WD),STX (2WD), STU (AWD).....</b>	<b>265</b>
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
<b>STH (ALL).....</b>	<b>9.0</b>
STX & STR (2WD).....	9.0
STU, STP (all).....	11.0

#21610 Comment on #14648

Please see the response in item #14648

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

The STAC has provided 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)

#21825 14648 ECU Clarification

Please see the response in item #14648

## Prepared

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

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. The committee is requesting member feedback regarding a proposed listing addition in Appendix A, which would be as follows:

TVR

1800

Vixen S2 (1599 cc)

**Alternate cylinder head: Aluminum Pierce casting**

## Other Items Reviewed

### Street

#21789 2017 Audi TT RS Specification Information

Thank you for your input. The SAC will class this car when it becomes available.

#21728 Support for #21277 Allowing Skip Shift Defeat Devices

Thank you for your input.

#21763 Clarification on 2017 Camaro ZL1

Thank you for your input. The SAC will class the 2018 ZL1 1LE when it becomes available.

### **Street Touring**

#21196, 21199, 21205, 21216, 21219, 21221, 21224, 21225, 21229, 21238, 21242, 21260, 21269, 21323, 21346, 21380, 21426, 21471, 21496, 21508, 21528, 21622, 21652, 21676, 21702 Feedback regarding ECU Allowances (various)

Please see the response in item #14648

### **Street Prepared**

#21396 Move limited edition Mazdaspeed mx5 out of BSP

Thank you for your input. Please see the response to letter 21078 in the May Fastrack.

### **Not Recommended**

#### **Street**

#21726 New Ford Mustang Package, Class Needed

Thank you for your input. Since these "RTR" packages are dealer installed accessories they are excluded from Street category. Please see the definition of Standard Part in Section 12.

#21751 Move of 2004-2011 Mazda RX8 to D-Street

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

#21767 2004 GT3 is obsolete in SS.

Thank you for your input. The SAC will continue to monitor the competitive balance between SS and AS.

#21781 Move 2008 Mugen Si back to HS

Thank you for your input. This car was never actually classed in HS due to its rarity, and was mistakenly omitted from the 2016 rulebook and subsequently corrected. The SAC believes the Mugen Si is appropriately classed in GS.

#21787 Allowable Wheel Diameter Changes

Thank you for your input. The SAC feels the current wheel allowance of +/- 1" provides competitors with adequate tire fitment alternatives.

#21918 Reclass the Honda S2000 from BS to CS

Thank you for your input. The SAC will continue to closely monitor the competitive balance between BS and CS.

### **Street Touring**

#21843 Add MR2 Turbo and MR2 Supercharged to new STH Class

The 85-89 MR2 S/C is currently classed in STR. The STAC believes the MR2 Turbo is not appropriate for any ST class at this time. Thank you for your input.

#21856 Consider adding Turbo to NA cars in STH

Thank you for your letter but this idea exceeds the level of preparation seen in Street Touring.

## **Street Modified**

#21492 Allow JDM cars into Solo (25+ years old)

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

## **Prepared**

#21721 Adding the 24v motor to the BMW E30 chassis

The PAC does not feel that this swap fits within the current definition of Prepared. We encourage the member to review the March Fastrack letter #20239.

## **Handled Elsewhere**

### **Street**

#21388, 21746 SSR (Super Street R) Feedback (various)

Thank you for your input. Please see the recommendations #20099 and 20246, and proposal #20511 published in the May 2017 Fastrack.

#21757, 21824 SSR Status (various)

Please see item 20099 in the May Fastrack.

#21933 Classify Corvette C7 Grand Sport in SSR

Please see items 20511 and 20246 in the May Fastrack.

### **Street Touring**

#20049 Launch Control (MPH Limiter)

Thank you for your input. Please see letter# 14648

#21195, 21729 Re: #21094 Octane Rating

Please see item #21094.

#21859 MR2 S/C & Turbo placement in proposed STH Class

Please see item #21843.

#21518 2018 proposals

Please see item #21094.

## **Tech Bulletins**

### **Street**

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

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

STU

Porsche

*Boxster (987.2 and 981.1) (2009-2015)*

*Boxster S (987) (2005-2012)*

*Cayman (987.2 and 981.1) (2009-2015)*

*Cayman S (987) (2006-2012)*

\*Note the 'S' designation excludes the Boxster Spyder and Cayman R

#21892 BMW M2 Classification

Clarify the following listing in Appendix A as shown:

BS

BMW

M2 (*except Performance Edition "ZL9"*) (2016-2017)

Also add the following new listing:

AS

BMW

*M2 Performance Edition ZL9*

#21840 BMW i8 classification

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

SS

BMW

*i8 (2014-2017)*

### **Street Touring**

#21636 ST Class for 2016+ Ford Focus RS

The STAC has come to the conclusion that the Ford Focus RS 2016-17 would fit acceptably within STU. Hence the following new listing is provided for Appendix A:

STU

Ford

*Focus RS (2016-17)*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | May 24

The Solo Events Board met by conference call April 26th. 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](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. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Street

#21277 Allowing Skip Shift Defeat Devices

Per the SAC, 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 recommending 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 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) + ~~100~~ 50 lbs. (wheel width over 10" to 11" weight adjustment) = ~~2800~~ 2750 lbs. (total competition weight)

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

The PAC feels 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.

Porsche

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

#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 listing in Appendix A would be as follows:

FP

Nissan & Datsun

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

## **Member Advisories**

### **Street Touring**

#21986 Electronically Adjustable Shocks

Currently there is no allowance to control or alter the signal to electronic suspension components in Street Touring. With that in mind you cannot modify or replace the factory control unit for electronic suspension.

### **Street Prepared**

#21748 Cold Air Intake and Foglights

The openings created by removing fog lights are not required to be covered when the fog lights are removed per 15.Q.

### **Prepared**

#18207 17.2.O - Front Spoilers

1) The PAC feels this statement in the 17.2 covers allowable modifications to the bodywork.

#### **17.2 BODYWORK AND STRUCTURE**

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. **Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining**

2) The PAC feels that the overall outline for use of measurement/compliance with allowances is the shadow of the vehicle as it sits with all legal body modifications as viewed from above.

## **Change Proposals**

### **Street**

#20102 Replacing Electronic Shocks

As electronically controlled shocks become more common on many vehicles, the SAC would like member feedback on the following proposal to align their allowances with the

rules on traditional purely mechanical 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.”*

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.”*

## Street Touring

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

The STAC would like the membership’s input on the following classification change:

Move from STR to STU:

*Nissan*

*370Z (non Nismo)*

## Street Prepared

#21897 Street Prepared Porsche 944 Error

The SPAC would like member feedback on changing the class listing in Appendix A from:

BSP

Porsche

944 (all incl. Turbo)

to

BSP

Porsche

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

This would correct the 8v 944 being classed in both BSP and CSP.

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

The SPAC would like feedback on the following language being added to section 15.10, Engine and Drivetrain. The wording is identical to the new rule recommended in ST in the September 2016 Fastrack.

*“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.”*

## Prepared

## #18207 17.2.O - Front Spoilers

After reviewing member input, the PAC feels the following proposed changes more clearly define and limit what a front spoiler/splitter is, and is requesting input regarding the revised proposal:

“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.*”

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

The PAC is requesting member input on a revised version of a previously-published proposal. The committee 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. The proposed listing change is as follows:

E Prepared (EP)

Isuzu

~~Sports Coupe~~

## Other Items Reviewed

### General

#22021 Timing of course map issuing.

The SEB believes 6.2 and 4.1 are appropriately worded in the Solo Rules. Distribution of course maps is at the discretion of the event officials.

#22038 Classification of drivers

The SEB does not see how this would benefit the sport.

### Street

#21964, 21987 Feedback regarding #20242 Lotus Elise Classing

Thank you for your input on Elise classing.

#21975 RE: 20511 adding cars to SSR

Thank you for your input on the proposed SSR additions.

#22011 Fastrack May 2017 - support 20242, 20511, 21519

Thank you for your input on the proposed classing changes.

## #22012 Track Ponys

Thank you for your input. The SAC agrees that higher performance packages such as the 1LE or GT350 will continue to be classed above the lower spec cars.

## #22029 Exhaust Valve

Thank you for your input on exhaust valves.

## **Street Touring**

### #21523 application for STAC

The STAC thanks you for your application. The position has been filled.

### #21529 2018 rules

The STAC thanks you for your input on these matters (octane, ECU's, boost). We are actively monitoring the level of competition in STU.

### #21753, 21752, 21754, 21756, 21759, 21762, 21764, 21770, 21771, 21778, 21779, 21782, 21784, 21786, 21788, 21811, 21836, 21865, 21967 ST proposed changes feedback (various)

The STAC would like to thank you all for your input on the proposed changes for ST. Please see item #21408 in the June Fastrack for the updated response.

### #21846 worried about tire life of rival S

The STAC thanks you for your input. The committee and the SEB will continue to monitor the competitive levels and wear characteristics of tires which are available for competition use in Street Touring.

## **Not Recommended**

### **Street**

#### #21810 Spring Perch Location Allowance

Thank you for your input. The SAC believes that the spring perch location wording in 13.5.a.3 is sufficient as written to allow installation of commonly available alternative components.

#### #21935 Allow Ford Fiesta (nonST) in HS with handling pack

Thank you for your input. Per the Standard Part definition in Section 12, dealer installed or motorsport accessories are not eligible for use in Street category.

#### #21981 Classification?

Per the SAC, the Chevy Bolt does not meet the rollover requirements in 3.1.a and therefore is not eligible for Solo competition.

#### #21983 Clarification on alternate components

Thank you for your input. The "Alternate Components" wording in Section 13 does NOT include coil springs; those parts are not considered wear items, and in the case of the Mazda Miata the OE springs are still available through multiple suppliers. The SAC feels allowing aftermarket springs made to OE specs would not be in the spirit of the category.

#### #21991 Classify the Corvette C7 Grand Sport in AS

Thank you for your input. The SAC believes the C7GS is appropriately classed and will continue to monitor the performance balance between AS and SS.

#### #21992 Street class car package declaration

Thank you for your input. The SAC and SEB remind competitors that 8.3 requires them

to provide documentation that meets 3.8 in the event of a Protest.

#### #22000 BS AWD Competitors

Thank you for your input. The SAC believes these cars are appropriately classed and will continue to monitor the performance balance in BS.

### **Street Touring**

#### #21267 Additional sensors for engine tuning in ST

Thank you for your input. At this time the STAC has agreed that AFM /MAP /MAF conversions would not comply with the spirit of Street Touring.

#### #21670 Final drive changes in STP

The STAC thanks you for your input. We feel the rules as written for the supplemental STP class do fit within the common mods for the category of cars which are in the class.

#### #21734 Camaro 2.0 in STP

The STAC thanks you for your input. The STAC feels that the 2.0T Camaro does not currently fit within the Street Touring classes available.

#### #21766 STH Buick Verano Add to Appendix A

Thank you for your input. Due to the lack of aftermarket support the STAC does not think this vehicle is a good fit for the Street Touring category.

#### #21803 Repeal & replace ST! make it SP-Lite.

The STAC thanks you for your input.

#### #21823 Move 1.8L (non VVT) Miatas with Torsen to STX from STR

Thank you for your input. The STAC feels that the 1.8 Miatas are currently classed correctly within Street Touring.

#### #21833 Why no love for 2 door turbos?

The STAC thanks you for your input. At this time the turbocharged Solstice/Sky platform exceeds the performance level of competition in any Street Touring class currently available.

#### #21857 Put the Street back in ST

Individual state emissions requirements vary greatly, so the STAC and SEB do not believe this would be a good change.

### **Street Prepared**

#### #21957 Torque Arm

The rule is sufficient as written. The SPAC would like to point out that torque arms are allowed but may not attach to subframe connectors.

### **Street Modified**

#### #21984 Club Racing Crossover

At this time the SMAC does not feel classing T1 cars in SSM is appropriate.

### **Prepared**

#### #21609 Prepared Category rules change proposal 20239

The member-defined swap is only currently compliant for the X Prepared class. Proposal #20239 does not change this.

### **Modified**

#22031 494 Rave engine and rotary valve replacement.

The MAC prefers to maintain GCR consistency.

## **Handled Elsewhere**

### **Street**

#21963 Rename SSR to Heritage Classic Contemporary (HCC)

Please see the response to #21975

#21965, 21973, 21974 Exhaust valves feedback (various)

Please see the response to item #22029

#21976 Member feedback on #20242 Lotus Elise Classing

Please see the response to item #21964 in the June Fastrack.

### **Street Touring**

#21207, 21220, 21241, 21317, 21851 Octane rating proposal feedback (various)

Please see item #21094 in the June Fastrack.

#21774 Buick Verano

Please see item #21766.

#21834, 21837, 21838, 21839, 21852, 21946, 21947 MAP sensor allowance feedback (various)

Please see the response in item #21267.

#21850 #14648 ECU Clarification

Please see the response in item #21267

#21966 Focus RS ST\* classing

Please see the response to letter#21636 in the June Fastrack.

## **Tech Bulletins**

### **General**

#21877 Stupid wording to E&O 12.12

Errors and Omissions: the following wording change is provided for clarification purposes.

Change the first sentence in the "traction/stability control" entry in 12.12 to read as follows:

*"A system which adjusts engine power, braking force, and/or torque distribution in response to detection or prediction of understeer, oversteer, or throttle-induced wheelspin."*

#21977 Clarification on 2017 change to rule 4.5

The following amended version of a previously published Tech Bulletin is provided for further clarification:

Clarify 4.5 to read as follows:

*"If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, provided the original vehicle is permanently withdrawn from all further class competition for all drivers in*

*that heat on that day.* Drivers needing to finish their runs in another vehicle must obtain the approval of the Chief Steward or the Operating Steward.

A driver may change cars prior to the beginning of competition until the driver's class heat begins, at the discretion of the Chief Steward or Chief of Registration in consultation with the Chief of Timing."

## Street

### #21978 Classify Acura TLX and RLX

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

GS

Acura

*RLX*

*TLX*

### #21998 Rule clarification on OEM replacement parts for street class

Per the SAC, for clarification purposes please add new wording as shown in Section 13:

New 6th paragraph and changes to subsequent paragraph, as shown:

*"Updated parts, replacement parts or any other changes by the manufacturer documented in the parts catalog or other manufacturer documentation as superseding the original part number used when manufactured are considered to be Standard Parts.*

Alternate parts (*parts that may fit due to common platforms*) listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific *model and/or option package*.

See Sections 3.8 and 8.3.1 for documentation requirements."

### #22017 Classing of 2017 MX-5 RF

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

CS

Mazda

*Miata RF (2017)*

### #22037 Street Category Sunset Rule

Per the SAC, please add the following to the top of Street category in Appendix A:

Street Category

*"Cars designated model year 1986 and older are not eligible for national competition but may still participate in regional competition."*

## Street Touring

### #22047 Classification Chevy Sonic

Under Errors and Omissions, the model years for the Sonic should have been updated through 2017. The member's car would be legal for STS competition pending it follows the STS ruleset.

## Street Prepared

### #22005 Chevrolet Camaro LS/LT 2.0T (2016-17) classification

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

ESP

Chevrolet

*Camaro (2.0 Turbo)*

### Classic American Muscle

#### #22241 CAM Tire Exclusion

The following tire is excluded from use in the CAM classes:

*Yokohama ADVAN A052*

NOTE: In keeping the CAM Rules brief and straightforward, it has been chosen to maintain an exclusion list for tires. Rather than creating complex regulations for tires, the Yokohama ADVAN A052 is considered one of the few tires that appears to be just “over the line” of the acceptable performance level for CAM vehicles and has been excluded. While CAM has few regulations overall, tires will be substantially regulated for this category.

#### #22242 CAM Front Splitter

Clarify the OE front splitter rule for CAM, under the “Body Allowances” section in Appendix B by adding to the 9th bullet point as shown:

“Front splitter, air dam, and/or spoiler may be added below the bumper, but must not extend past the perimeter of the original body excluding non-integral bumpers *except OE or equivalent for the body style.*”

Note: OE front splitters have always been considered compliant and it has been brought to light that some OE splitters may not specifically fit the allowance in Appendix B. EXAMPLES: Ford Mustang Boss 302 Laguna Seca front splitter may only be used on any S197 Mustang; Chevrolet Camaro ZL1 (6<sup>th</sup> gen) front splitter may be used on any 6<sup>th</sup> gen Camaro.

## 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](http://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](http://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](http://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](http://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](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.

### SOLO EVENTS BOARD | July 26th

The Solo Events Board met by conference call July 26th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Doug Gill 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 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).

#### General

##### #21022 Update to 12-month rule

The SEB is recommending 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 ~~within the 12-month period following its~~ *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 recommending 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 recommending 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 recommending the following minor change to the Chief of Protest duties in section 5.10:

### “5.10 CHIEF OF PROTEST

The duties of the Chief of Protest *are* 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.

## #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).”*

## #21399 I.2.2

The following rule change proposal is recommended by the SEB:

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.*”

## Member Advisories

### Street

#22307 civic type R for DS

Due to its late availability, the SAC is continuing to evaluate the Civic Type R and is delaying official classification as we continue to evaluate the performance potential of the car, and is currently deciding between BS and DS. For Regional competition the SAC suggests classing the car provisionally in DS until the final classing decision is made after the 2017 Solo National Championships. The SAC encourages feedback on classing via letters and at the SAC Town Hall in Lincoln

### Prepared

#22559 Committee Personnel

The SEB is anticipating vacancies on the PAC and is seeking members with CP, FP, or EP experience who are interested in serving on the committee. Interested members are invited to submit their qualifications via [www.soloeventsboard.com](http://www.soloeventsboard.com)

## Change Proposals

### Prepared

#21828 XP non-OE wing mounting

The PAC is requesting member feedback on cleaning up the wing mounting allowance for XP. The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work. The PAC proposes the following changes to the applicable wording.

Appendix A: 1.c. "Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*"

## Other Items Reviewed

### General

#21249 Standard Part Redefinition

Thank you for your input.

### Street

#22236 Keep the existing octane rule

Thank you for your input on the octane rule change proposal.

#22313 General Parameters for determining Street Classes.

Thank you for your input. The SAC uses many evaluation tools beyond power/weight ratio to classify vehicles.

## #22420 Letter against Proposal #20102

Thank you for your input on the proposed electronic shock rule changes. The SAC is continuing to evaluate this proposal.

## **Prepared**

### #21222 Regarding #18207

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

### #21295 17.2.G Bumpers

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

### #21329 response to letter #18207

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

### #21452 Please correct the weight calculation example in

The PAC thanks the member for their input. The rulebook has been updated to show the corrected weight formula example.

## **Not Recommended**

## **Event Operations**

### #22371 Inclement weather and event operations

Thank you for your input. The SEB does not believe this change is necessary.

### #22372 Revising Run Order for National Tours and National Championships

Thank you for your input. The SEB does not believe this change is necessary.

## **Street**

### #22258 2018 Proposed classing of the Lotus Exige S260

Thank you for your input on the proposed Lotus classing changes.

### #22294 6th gen camaro 1le and mustang gt350 to bs

Thank you for your input. The SAC will continue to monitor the competitive balance between BS and AS.

### #22295 Issue with proposed rule change

Thank you for input regarding the proposed octane rating change. The SAC would like to remind competitors that we are basing the proposed octane ratings on the  $(R+M)/2$  formula which is different from the quoted RON metric.

### #22314 Fiat 500e eligibility

The SAC cannot class the Fiat 500e as it does not meet the rollover guidelines per 3.1.A and there is currently no SSF rating available for this model.

### #22338 Camaro V6 1LE from BS to FS

Thank you for your input. The SAC will continue to monitor the balance between BS

and FS.

#22387 We think the 2017 BRZ & 86 should be classed in DS

Thank you for your input. The SAC will continue to monitor the performance balance between the newer and older “twins.”

#22394 Include 2017 NSX in SSR

Thank you for your input. The SAC will continue to monitor the performance balance in SSR but does not believe the NSX is an appropriate addition to the class.

#22395 Audi S4 (B8) to D-Street

Thank you for your input. The SAC believes the S4 is appropriately classed.

#22407 2017 Acura NSX Classing

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

#22416 Re-class S2000 CR from AS to BS

Thank you for your input. The SAC believes the S2000 CR is appropriately classed.

#22444 Move Porsche 991.1 and 991.1S to AS

Thank you for your input. The SAC believes the 991 base and S are appropriately classed at this time.

## **Prepared**

#22240 Carbon fiber body panels in prepared

The PAC feels that carbon fiber body panels are within the current definition of Prepared. In many instances carbon fiber body panels are a similar price to fiberglass and OE replacement parts. The PAC also feels that non-structural composite body panels are within the scope of the home-based builder.

## **Street**

#21519 More expansive, non-performance electronic defeats

Per the SAC, make the following addition to Section 13:

### ***13.9.1***

***On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.***

## **Handled Elsewhere**

### **General**

#20248 Using a Turn-Down Elbow as a

Please see the related proposal in item #22455 in the August Fastrack.

### **Street**

#22255 Please Class the 2017 Civic Si

Please see the response to #22105 in the August Fastrack.

#22341 Electronic shock proposal feedback

Please see the response to #22420 in the July Fastrack.

#22352 Electronic shock removal

See the response to item #22420 in the July Fastrack.

#22415 Re-class S2000 CR from AS to BS

See the response to item #22416.

## Prepared

#21812 Wing mount clarification

Please see item #21828 for a related proposal.

## Tech Bulletins

### Street

#22243 SSF of Nissan Leaf

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

HS

Nissan

*Leaf (2011-2017)*

The SEB and SAC thank the member for supplying the government's documented SSF data for this model.

#22322 request to have Alfa Romeo Giulia Base and Quadrifoglio classed

Per the SAC, add the following listings to Appendix A

AS

*Alfa Romeo*

*Giulia Quadrifoglio (2017)*

DS

*Alfa Romeo*

*Giulia (incl TI) (NOC) (2017)*

#22431 Clarify wheel +/- 1

Thank you for your input on clarifying the wheel diameter rule in the Street category.

Per the SAC, add to 13.4.B as shown:

Wheel (rim) diameter may be increased or decreased 1" from the standard part. *This change may be applied to the front, rear, or both axles.*

#22436 Change wording for HS Ford Focus

Thank you for your input.

Per the SAC, please clarify the following listing in Appendix A as shown:

HS

Ford

Focus *(except AWD and ST 2013-17)*

**Modified**

#22302 GCR rule reference change

The MAC recommends updating Appendix A - FM - A.9 as follows:

“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  $\pm 1$ ” ( $\pm 25.4$  mm).”

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | August 23rd

The Solo Events Board met by conference call August 23rd. 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**.

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## Member Advisories

### Street

#### #21016 Request for clarification

Thank you for your inquiry. The SAC believes this harness bar does not fit the requirements of Section 13.2.H because it has 4 attachment points.

#### #22511 2018 Camaro factory-equipped Wicker Bill

Thank you for your input. The SAC will be evaluating all 2018 makes/models for inclusion in the Solo Rules as the models become available.

The Blade Spoiler and Wicker Bill for the Camaro are both dealer-installed options. In reference to the Section 12 Standard Part definition, the Wicker Bill will not allowed unless it is specifically listed in Appendix A.

#### #22639 AC Personnel

The SEB thanks Matthew Leach for his work as a member of the STAC.

### Street Prepared

#### #21737 Sohn Adapter for the RX-8, clarification desired

Per the SPAC, the new reliability rules (15.10.DD) do permit the addition of a reliability/durability component such as a container for the oil, and the referenced adapter. However, the rules do not permit the re-purposing of an existing component such as a washer bottle.

## Change Proposals

### Street Prepared

#### #22188 Radiators in SP\*, and the dimensions requirement

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

Remove the word "core" from section 15.10.L.1 as shown:

“Radiator **core** dimensions (width, height, thickness) must be no smaller than the standard part.”

#22368 Reclass 370Z to BSP

The SPAC is requesting member feedback on the following change:

Move **from ASP to BSP**:

Nissan

370Z (all) (2009-13)

Note that this proposal adds a new line to the Nissan listing in BSP.

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

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

Move **from BSP to DSP**:

BMW

128 (2008-2011)

### **Other Items Reviewed**

#### **Street**

#22485 SSR additions/#20511

Thank you for your input on the proposed additions to SSR.

#### **Street Touring**

#22148 Support of 21408

The STAC would like to thank you for your input.

#22151, 22158, 22172, 22220, 22227 Re: #21094 Octane Rating

Thank you for your input.

#22171 The Mini belongs in STH

The STAC would like to thank you for your input.

#22361 Wheel allowance 14.4 for STH

The STAC would like to thank you for your input.

### **Not Recommended**

#### **Street**

#22467 Street category Sunset Rule

Thank you for your input. The SAC believes the revised version of the Street Category “Sunset Rule”, which was published in the July Fastrack, is sufficient in making a clear cut-off point for model-year eligibility at National events.

#### **Street Touring**

#22186 2018 Focus RS / Aftermarket Differential for AWD in ST\*

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#22205 Please find the

The STAC would like to thank you for your input but does not recommend classing

this car in the ST category. Regions are allowed to class cars as they see fit for local/regional competition.

#### #22208 2018 Focus RS Exclusion

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#### #22210 AWD Differential Rule

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#### #22214 ST Classing for BMW Z4 M Roadster/Coupe

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to class the Z4 M Coupe and Roadster in STU. You may want to ask your local Region to class it for regional competition.

#### #22216 allowances for the future of the Focus RS

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#### #22303 Move Non-LSD NB from STR to STS?

The STAC would like to thank you for your input.

#### #22342 NB Miata Proposal

The STAC would like to thank you for your input.

#### #22356 Please class BMW 1M & BMW M2

The STAC would like to thank you for your input. The committee believes that the BMW 1M and M2 do not fit well within the Street Touring ruleset due to limited availability.

### **Street Prepared**

#### #20213 All Nissan Z cars on same line

Thank you for your input. The SPAC will continue to monitor the category's classing structure.

#### #22351 Why do I keep getting disqualified? My car performs very well

The SEB cannot issue a waiver of a safety requirement such as that of 3.1.

### **Street Modified**

#### #22471 Full Club race car in SSM

At this time the SMAC sees no benefit in allowing purpose-built road race cars to compete in SSM.

### **Handled Elsewhere**

#### **Street**

#### #22463 Support #21277 Allowing Skip Shift Defeat Devices

Thank you for your input. Please see the response to letter #21277 in the July Fastrack.

#### #22531 Keep SSR alive and fix your drop down menu

Thank you for your input. Please reference items 20099 and 20246, published in the May Fastrack.

## **Tech Bulletins**

### **Street**

#22510 Chevy SS not listed in Street but Listed in STP, STU, Cam-C

Errors and Omissions: The Chevrolet SS Sedan was left out of the 2017 rules in error, and has now been added back to Appendix A in F-Street.

## 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**.

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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](http://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)

## 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](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).

#### 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](http://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](http://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  $\pm 1$ ” ( $\pm 25.4$  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  $\pm 1$ ” ( $\pm 25.4$  mm).”