

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | November 17-19 and 22nd

The Solo Events Board met in person November 17-19 and by conference call November 22nd. Attending were SEB members Mike Simanyi, Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Bob Dowie of the BOD; 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 **1/1/2019**.

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

### Recommended Items for 2019

The following subject 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 Touring

#### #14648 ECU Clarification

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."*

## **Member Advisories**

### **General**

#### **#23426 Solo Nationals Course Designer Positions**

Members interested in serving as Course Designers for the 2018 Solo Nationals are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### **#23622 Award Nominations Requested**

Nominations are requested for the Kelly Cup award, and must be received no later than February 19th. The description of this award is as follows:

*"To the SCCA member who has shown extraordinary dedication and contributions to a Regional Solo® Events Program. The Kelly Cup is named in honor of John and Pat Kelly for their tireless leadership efforts in developing a strong and sustainable Solo program in the San Francisco Region. Kelly Cup finalists are chosen by the Solo Development Coordinators from nominations submitted by the membership at large, with the recipient selected by the Solo Events Board."*

Nominations may be submitted via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Solo Spec Coupe**

#### **#23342 Rules clarification**

The following changes have been approved by the SEB to establish the new Supplemental class SSC:

- Change the title of Appendix B to be as follows:

Appendix B - ***SUPPLEMENTAL CLASSES***

- Change the CAM section to become B.1 as follows:

***B.1*** Classic American Muscle (CAM)

- Add a new section for SSC as follows:

***"B.2 Solo Spec Coupe***

***Objective:***

- *To provide an affordable autocross package that combines a streetable car and a capable autocross car using specified parts.*

***Car:***

- *2013-16 Subaru® BRZ® and 2013-16 Scion® FR-S®.*

***Mandatory Parts***

- *Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed. Original equipment (OE) or equivalent components are not allowed. Required bumps stops are provided in the Eibach® PRO-PLUS Performance Handling Package.*
- *Anti-roll bar end links are restricted to OE.*

***o Tires***

§ *Manufacturer: TBD*

§ *Size: P225/45-17, UTQG Treadwear Grade 200 or higher*

***o Wheels***

§ *Diameter and width (in.): 17x8 (OE 17x7 may be used only as a full set*

of 4 wheels.)

§ Offset, including wheel spacer (mm): +40 (40ET or ET40) or greater

§ Minimum Weight, without spacer if used (lbs.): 17, including:

- Wheel weights
- TPMS sensor if installed
- Tire valve stem (type unrestricted)

**o Suspension (available from Tire Rack®)**

§ Eibach® PRO-PLUS Performance Handling Package, part # TR82105.880, including:

- 82105.001 spring f (2)
- 82105.002 spring r (2)
- 1J0412303(770343) bump stop f (2), ~53mm height
- BS770143 bump stop r (2), ~33mm height
- 82105.320F front anti-roll bar (1)
- UB0346 front bushing (2)
- 82105.320R rear anti-roll bar (1)
- UB0347 rear bushing (1)
- 1J0412303
- 82105.310HK hardware kit (1)

§ SPC Performance® Adjustable Alignment Kit, part # 60620T, including:

- 81305 [(2) EZCam® XR bolts, 14mm]
- 67660 [(2) rear adjustable lower control arm]
- 67655 [(2) rear adjustable toe arm]

§ Koni® Sport struts/shocks with tamper proof seal

- 8741-1560LSSC [(1) left front]
- 8741-1560RSSC [(1) right front]
- 8041-1416SSC [(2) rear]

**Authorized Changes/Modifications:**

- If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.
  - Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.
  - Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.
  - Wheel lug studs (e.g., length) and lug nuts may be changed.
  - Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit.
- Examples are:
- o Clutch and related components (excluding flywheel).
  - o Hardware (nuts, bolts, clips, etc.).

- *Parts superseded by Toyota® or Subaru® may be used on either vehicle.*
- *These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a “higher performance” alternative.*
- *It is not permitted to use non-compliant parts even if they have been set to the manufacturer’s specifications.*

### **Bodywork**

- *Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver’s seat substitutions, or the removal of “tow hooks” or “tie- down loops.” Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.*
- *Alternate shift knobs are allowed.*
- *Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.*
- *Driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal “harness bar” may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.*
- *Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.*
- *Tow bar brackets may be installed and may serve no other purpose.*
- *Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).*

### **Suspension**

- *Alignment*
  - o *Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.*
- *Bushings*
  - o *Suspension bushings as supplied in the kits are mandatory.*
  - o *Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.*

### **Brakes**

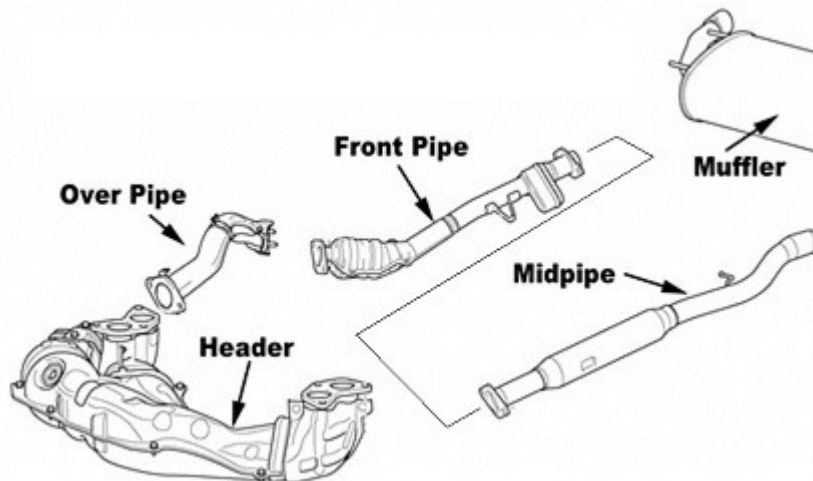
- *The make and material of brake linings (pads) may be changed.*

### **Electrical System**

- The make of spark plugs is unrestricted.
- No changes are permitted to electronic engine management systems or their programming.
- Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

### **Engine and Drivetrain**

- The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.
- The muffler and midpipe (as shown in the following figure) may be substituted provided the system exits the car in one or both original locations.
  - o Weight – minimum, both muffler and midpipe (lbs.): 18
  - o Material for cosmetic exhaust tips is not restricted.
  - o “Track pipes” and “straight pipes” are not allowed.



- Oil filters are unrestricted.
- Engine oil cooler may be added.
- The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
- Silicone replacement hoses are allowed as alternate components provided they meet the requirements of Solo® Rules section 13, Street Category, with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.
- Lubricants and fluids are unrestricted.
- Fuel must be Federally-approved for use on public highways and must not exceed an octane rating of 93 [(R+M)/2], with an allowed variance of up to +0.9. Ethanol content may not exceed 15%.”

Note: Engine control unit (ECU) tuning is under consideration for 2019.

Being a new development for SCCA® Solo®, there may be clarifications issued to these SSC rules from time to time. Official notifications will be published in [Fastrack News](#), posted monthly on [www.scca.com](http://www.scca.com).

## **Street Touring**

#22522 Drilling holes for remote reservoirs in ST

The STAC would like to thank you for your inquiry. Additional enlarging of center clearance holes, if necessary for suspension reservoir lines, is not permitted per 14.8.C.

## **Other Items Reviewed**

### **Street**

#23248 (Against) Moving the S2000 to CS

Thank you for your input.

### **Street Touring**

#22921 Support of letter 22920

The STAC would like to thank you for your letter.

#22926 Octane Limits

The STAC would like to thank you for your letter.

#23077 STH wheels

The STAC would like to thank you for your input.

#23089 Against Letter 21094 - Unless revised

The STAC would like to thank you for your letter.

#23124 93 octane restriction: For

The STAC would like to thank you for your letter.

## **Not Recommended**

### **Street**

#22590 Wheel offset rule change

Thank you for your input. The SAC believes the wheel offset rule is adequate as written.

#23059 Move MKIV VWs from GS to HS

Thank you for your input. The SAC believes the MKIV VWs are appropriately classed.

#23145 Tesla Roadster Reclassified From SS to AS

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

#23208 Cobalt SS & SS Supercharged reclass to HS.

Thank you for your input. The SAC believes the Cobalt SS is appropriately classed at this time.

### **Street Touring**

#22897 Sky Redline

The STAC has done research on adding the SKY/Solstice to the Street Touring category. Currently it is believed that the car exceeds the performance levels within the current Street Touring class structure.

#23092 MSM from STU to STR

The STAC would like to thank you for your letter. We will continue to monitor the



competitive balance of the car within the class.

## **Handled Elsewhere**

### **Street**

#22929 Elise (non-SC) (2005-11)

Thank you for your input. Please see the response to #20242 in the November Fastrack.

#22955 Please classify the 2018 Mustangs and Camaros

Thank you for your input. Please see the response to #23155 for the Mustang. Regarding the Camaro, which is not anticipated to have any major changes, the SAC will provide updates to the 2018 rulebook to reflect the 2018 models.

#23074 Reclassing the Mazda RX-8 to DS

Thank you for your input. Please see the response to #22282 in the December Fastrack.

#23099, 23102, 23114, 23120, 23231 Feedback on #21094 Octane Rating (various)

Thank you for your input; please see recommendation to the BOD #21094 in the November Fastrack.

#23123 Request Classification: 2017 Chevrolet Bolt

Please see the response to item #22612 in the December Fastrack.

#23162 Honda Type-R Doesn't Belong in Solo D-Street; Move to B-Street

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

#23243 Camaro ZL1 ILE

Thank you for your input; please see item #22686 in the December Fastrack.

### **Street Touring**

#22903, 22905, 22916, 22920, 22946, 22973, 22990, 22994, 23002, 23003, 23005, 23035, 23037, 23038, 23045, 23050, 23063, 23098, 23136 Comments on item 14648, 14.10.F (various)

Thank you for your letter. Please see the finalized proposal of item #14648 in the November Fastrack and elsewhere herein.

## **Tech Bulletins**

### **Street**

#23506 Errors and Omissions Items From Nov FT

Due to an editing error the following item was listed under Not Recommended when it should have been in the Recommended section in the September Fastrack:

#21519 More expansive, non-performance electronic defeats

Per the SAC, make the following addition 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.**

#23155 2018 Mustang I4 Premium Sport Package

Per the SAC, please make the following change in Appendix A:

DS

Ford

Mustang Ecoboost (2015-~~2018~~)

### **Street Touring**

#23506 Errors and Omissions Items From Nov FT

Per letter 19986 published in the March 2017 Fastrack, the Golf R (Mk 7) 2015-2017 was placed in STU. Per letter 21408 in the April 2017 Fastrack, the proposed STH vehicle listing ambiguously listed the Golf R without noting model years. The following listing corrects this error, with the Mk 7 Golf R remaining in STU:

STH

Volkswagen

Golf R (~~2012-2014~~)