

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 28th

The Solo Events Board met by conference call February 28th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Charlie Davis and Chris Albin 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

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Member Advisories

General

#23685 Solo Nationals Course Designer Position

The SEB has approved Karen Babb as a course designer for the 2018 Solo Nationals.

#23692 Application for 2018 Nationals Course Designer

The SEB has approved Vivek Goel as a course designer for the 2018 Solo Nationals.

Street Touring

#22583 Clarification on S2000 CR lip and Hard Dog roll bar with harness

The STAC believes that per 14.2.F adding a CR front lip on a base model S2000 is an allowable modification. Also, removal of factory S2000 roll hoops and the bulkhead between them when necessary to fit a legal roll bar is a Street category allowable modification (per 13.2.G) provided that the total weight of the roll bar being installed is greater than total weight of the removed components.

#23797 Cosmetic body mod, offers no performance gain, will this DQ me

The STAC does not feel that modifying or relocating an OE spoiler is allowed within the current ST ruleset.

Prepared

#23849 Clarification on 17.2.C and 17.2.M, Appendix A 1.b (XP)

The PAC believes that even though the component in question contains a boxed feature, it is an inner fender panel and not a frame member.

Kart

#24102 Committee Personnel

The KAC has an opening and members who are interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Change Proposals

Street

#23811 input on BS to DS changes for 2019

Thank you for your input regarding the proposed BS-DS class changes.

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

Move **from AS to BS**

Audi

TTS (2016-18)

Street Touring

#21325 Minimum seat weight, steering wheels, airbags

The STAC is soliciting member feedback on increasing the minimum weight of allowed replacement aftermarket seats. This is to better align the allowances with the weights of today's common seats and mounting hardware.

Change 14.2.B as follows:

“B. The driver and front passenger seats may be replaced with the following restrictions. The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least **25-35** pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added.”

The STAC is also soliciting member feedback on the following changes to require intact SRS/Airbag systems **effective January 1, 2020**.

Modify 14.2.B and 14.2.D as follows:

“B. The driver and front passenger seats may be replaced with the following restrictions. The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added. *Seats with an integral airbag may not be modified or changed.*”

“D. Any steering wheel may be used with the following restrictions. ~~An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly.~~ *Steering wheels with an integral airbag may not be modified or changed.* An alternate wheel is not required to have a horn button.”

Prepared

#14898 XP boosted displacement equivalence and min weight

The PAC made an error in the previously posted XP weight formula. It was not intended to adjust weights for under 4.0L NA motors. The following is the corrected weight formula.

App A.9.a.2: Turbocharged or supercharged versions of all engines will be classified on a basis of 1.4 1.6 times the actual displacement.

App A.9.b: MINIMUM WEIGHT CALCULATIONS All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver 51% of the weight on the rear axle is ~~1200~~ **1300** + [(1.796 x 1.46) x (200+ 20)] + ABS = ~~1753~~ **1982** lbs.

FI Engine displacement

- FWD..... 1300 lbs. + 150 lbs. per liter*
- RWD..... 1300 lbs. + 200 lbs. per liter*
- AWD..... 1300 lbs. + 250 lbs. per liter*

NA Engine displacement less than 4.0L

- FWD..... 1200 lbs. + 150 lbs. per liter**
- RWD..... 1200 lbs. + 200 lbs. per liter**
- AWD..... 1200 lbs. + 250 lbs. per liter**

Engine displacement of 4.0L or greater

- FWD..... 1600 lbs. + 50 lbs. per liter*
- RWD..... 1600 lbs. + 100 lbs. per liter*
- AWD..... 1600 lbs. + 150 lbs. per liter*

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

Cars with ABS + 50

Cars with traction/stability control + 50

Cars with active/reactive suspension + 100

Cars with greater than *51% weight on rear axle + 20 per liter*

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following

minimum weights (lbs.):	Naturally Aspirated	Supercharged/Turbo
FWD.....	1425.....	1625
RWD.....	1550.....	1900
AWD.....	1675.....	1925

#23095 Ducting air from bumper to intercooler

The PAC is looking for feedback on the following change to the rules regarding ducting and intercoolers for forced induction cars. The intent of this proposal is to give air-to-air intercoolers similar allowances to radiators and oil coolers.

17.10.C.3:

“Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. *Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. “Standard openings in the front of the car” includes ventilation system intake grilles.*”

#23872 No minimum weight for NA 4 cylinder cars listed

It has been brought to the attention of the PAC, that there are N/A 4 cylinder cars classed in CP, without having a specific minimum weight listed. The PAC is requesting feedback on the following change to Appendix A, in the minimum weights table for the CP class.

Minimum weight (lbs.):

V8 engines greater than 5100 cc	3000
V8 engines equal to or less than 5100 cc	2700
6-cyl engines, maximum 4500 cc	2450
Turbocharged 6-cyl engines, maximum 4500 cc	2550
Turbocharged 4-cyl engines	2450

Other Items Reviewed

General

#24066 Active Tire Warming NO!!

Thank you for your input.

Street

#23788 Support for Change Proposals #22613 (Evora Re-Classing)

Thank you for your input regarding the proposed Lotus Evora class changes.

#23813 SEB Proposal to Move Audi TT Quattro from BS to DS

Thank you for your input.

#23880 Cayman and Boxster moves

Thank you for your input.

#23927 #22526 Move S2000 (non-CR) from BS to CS

Thank you for input regarding the proposed S2000 class changes.

#23949 #23593: Boxster and Cayman S/GTS from SS to AS

Thank you for your input regarding the proposed Boxster/Cayman class changes.

Solo Spec Coupe

#23585 Rear Suspension Sway Bar End Links

Thank you for your input. The SEB is aware of the concerns in this area.

#23645 Adjustable Rear End Links allowance

Thank you for your input. The SEB is aware of the concerns in this area.

#23774 Vehicle Eligibility Clarification

Please see Appendix B.II of the 2018 Solo Rules, available here: <https://www.scca.com/downloads/39464-2018-solo-rules-book-1-draft-a/download>

#23779 End Link Allowance

Thank you for your input. The SEB is aware of the concerns in this area.

#23912 Revise wording in Authorized Modifications section

Thank you for your input. The SSC rules are standalone and do not build on the allowances of the Street category.

Street Prepared

#22818 128 to DSP

Thank you for your input.

#23874 Move Fiesta ST from CSP to DSP

Thank you for your input. Please see letter #22536 in the February Fastrack. The SPAC is currently collecting feedback on this proposal.

#23834 Please give the Fiesta ST a Street prepared class

Thank you for your input. Please see letter #22536 in the February Fastrack. The SPAC is currently collecting feedback on this proposal.

#23868 Uncut Fenders in SP

Thank you for your input. The SPAC is continuing to discuss this proposal and to refine it for further discussion.

#23897 Limited Prep SP

Thank you for your input. The SPAC is continuing to discuss this proposal and to refine it for further discussion.

Prepared

#23665 Response to SCCA SEB Solo Rule Change #20237

Thank you for your input.

Not Recommended

Street

#23810 2018 Audi TTRS to SSR

Thank you for your input. The SAC does not want to make further changes to SSR at this time--please see the response to #23670 in the March Fastrack.

#23826 Corvette C6 non-Z51 to BS

Thank you for your input. The SAC believes that the Corvette Base C6 is appropriately classed at this time.

#23891 classing of the Porsche 981 & 982

Thank you for your input regarding the proposed Porsche 981 class changes. The SAC believes the 718 Boxster/Cayman GTS models are appropriately classed at this time.

#23925 2018-2019 Mustang Info

Thank you for your input, the SAC will class the 2019 Ford Mustang Bullitt Edition when it becomes available later this year.

#23958 Regarding #23593 Moving Porsche Cayman S & GTS

Thank you for your input regarding the proposed Porsche 981 class changes. The SAC believes the 2012 Cayman R and 2011-12 Boxster Spyder are appropriately classed at this time.

Street Touring

#23647 Throttle Body Allowance

Thank you for your input. The STAC does not feel that an aftermarket throttle body allowance would be beneficial to the Street Touring category.

#23710 TL;DR version: Stop ham-stringing throttle-cable cars.

Thank you for your input.

Handled Elsewhere

Street

#23796 Lotus Evora Re-Class

Thank you for your input; please see the response to letter #23788.

#23848 Comment on Proposed Move of Audi TT to D Street

Thank you for your input regarding the proposed BS-DS class changes. Please see the response to letter #23811.

#23867 2018 Mustang GT Performance Pack Level 2 (PP2)

Thank you for your input; please see the response to letter #23680.

#23869 Supporting change proposals

Thank you for your input; please see the response to #23949.

#23890 Please class Performance Pack 2 Mustang GT

Thank you for your input; please see the response to letter #23680.

#23924 Do not disrupt AS with Porsches

Thank you for your input; please see the response to #23949.

#23950 Support for Porsche 981/981S reclassing

Thank you for your input; please see the response to #23949.

Street Touring

#21407 Please take back replacing steering wheels with integrated airbag

Please see item #21325.

#22213 Changes relative to safety equipment

Thank you for your input. Please see letter #21325 for proposed rule changes.

#22223 Safety systems and street driven cars

Thank you for your input. Please see letter #21325 for proposed rule changes.

Street Prepared

#23869 Supporting change proposals

Thank you for your input regarding proposed DSP listing additions.

Prepared

#23873 Response to #14898 proposal

Please see the revised version of item #14898, elsewhere herein.

Tech Bulletins

Safety

#22566 Change to Appendix E.VIII.D.7

Change App. E.D.7 as follows:

Appendix E, D.7. *Refer to Section 2.2.D and Appendix G.11.A.1 for rules on kart course design and the authority and responsibility of the Solo Safety Steward. ~~The Solo® Safety Steward has the authority to disapprove a site for karts only when there are upright solid objects (light poles, fence posts, etc.) on the site within 50 feet of the actual course, or low-lying objects adjacent to the course area. This does not include curbs. While safety systems for karts provide acceptable driver protection for most incidents, upright solid objects and low-lying objects present potential hazard for which kart safety systems are not well suited. This rule gives the Solo® Safety Steward the option of excluding karts without having to declare the site unsafe for everyone. It is the judgement of the Solo® Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix. In most cases, the situation can be resolved by a course design change.~~*

Note: this is to remove duplication; the updated wording is now found in the referenced sections.

Street

#23680 2018 Mustang Performance Pack 2 Question

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

AS

Ford

Mustang GT Performance Package - Level 2 (2018)

Per the SAC, update the following listing in Appendix A:

FS

Ford

Mustang GT (*excl. Performance Package - Level 2*) (2010-18)

Note: the "PP2" Package for the Mustang GT is very similar in concept to the Camaro SS 1LE, so the SAC has decided to class this car alongside the 1LE in AS. However proposal #22582 to re-class the 1LE to BS is currently out for member comment, so the SAC welcomes member feedback on including the PP2 in that proposal for 2019.

#23906 Tesla Model 3 classification

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

DS

Tesla

Street Touring

#22263 Can a 370Z Nismo please run in Street Touring?

Per the STAC, add the following listing in Appendix A:

Street Touring Ultra (STU)

Nissan

370Z (NISMO) (2009-17)

#23819 VW Rabbit oversight in STS

The STAC would like to correct an omission made during the switch from STF to STH. The 2.5L Rabbit and Golf should be in STS.

Correct the existing line in STS from

“Jetta (2.5L 5-cyl)”

to

“*Golf, Rabbit, &* Jetta (2.5L)”

Street Prepared

#23700 BMW 128 Year Clarification

Per the SPAC, the listing for the BMW 128i in BSP is updated to include the 2012 and 2013 model years and will read as:

BSP

BMW

128i (2008-~~11~~13)

#23721 Class '16-'18 Focus ST in DSP

Per the SPAC, the Ford Focus ST listing in DSP is updated to include the '16-'18 model years, to read as follows:

Ford & Mercury

Focus ST (2013-~~2017~~2018)

Kart

#23969 Fix to 19.2.B (JC chassis in all junior class)

The following revision to the FJ rules has been recommended by the KAC and approved by the SEB, effective immediately upon publication:

19.2.B Chassis

Formula Junior will follow Sections 19.1.A.1,2,3,5,6. Smaller, kid kart chassis are approved for all Junior Classes (*with JC engine configuration*) providing it meets 19.1.A.6.