

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call March 28th. Attending were SEB members 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](http://www.soloeventsboard.com)

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### Recommended Items

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).

### Prepared

#23614 Please remove RWD Escort and Chevette from EP Appendix A

Remove the following listings from class EP in Appendix A as shown.

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

### Member Advisories

#### General

The BOD has approved the addition of Mark Scroggs to the SEB.

#### Street

#24094 M Performance Suspension Package Allowance for BMW M2 - BS

Thank you for your input. The M performance suspension packages referenced are

not available as factory ordered options, except on the ZL9 equipped M2 Performance Edition which is currently classed in A-Street. On any other model these parts would be considered dealer installed accessories and are not legal in the Street category.

#### #24095 DCC electric shock replacement

Please see the updated 13.5.A.7 in the 2018 Solo rule book. Per that rule, replacing just the shocks themselves without altering the controller is compliant.

### **Modified**

#### #22698 FMod Front Splitter

The CRB has addressed questions regarding F5 bodywork in their response to Club Racing item #23904. The MAC believes that their clarification addresses the member's question, and that lateral protrusions in front of sidepods and in the wheel well area are compliant with FM rules.

### **Kart**

#### #24085 Applying for KAC

The SEB has approved the addition of Daniel Wendel to the KAC..

#### #24183 KAC -- Application to Join

The SEB has approved the addition of Tom Harrington to the KAC.

#### #24380 Committee Personnel

The SEB thanks Scott Boito for his service as a KAC member.

### **Change Proposals**

#### **General**

#### #24432 Category Preambles

The SEB and its Advisory Committees have been working on a project to standardize the Solo rule book Preamble section for each Solo Category. After reviewing them extensively, the SEB realized that they are fragmented in structure, are not easy to understand and do not effectively communicate to new and existing members "Purpose", "Philosophy" and "Objectives". Over the last 18 months, the SEB and the advisory committees have collaborated on this project. This exercise has specific goals:

- Clean up and give common structure to all of the Preambles.
- Communicate the current state of the categories to the membership and potential members.
- Preambles are to be our general philosophy guidelines for each category. If the Advisory Committees or the SEB propose a rule change that is outside of the current Preamble for that category, then there should be a proposed directional change with the Preamble sent out to the membership for review.
- Give a guiding principle and set expectations for the membership, the advisory committees and the SEB.

The SEB believes this aligns with the Solo rule book's "Core Values" in Section I.2.3,

and the SEB is publishing the proposed changes, each of which is to be added at the beginning of the applicable Category section, for membership feedback, as follows:

## **Street**

### **Category Objective**

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

### **Category Values**

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

### **Core Modifications**

- Primary allowances permit changes to shocks, anti-roll bars, tires

### **Classes**

**Sports cars and other high performance vehicles classed by performance potential in decreasing order**

#### **SSR**

#### **Super Street**

#### **A Street**

#### **B Street**

#### **C Street**

**E Street** – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

### **Sedans and Coupes**

**D Street** – Coupes and sedans in all drivetrain types.

**F Street** – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars”.

### **Front Wheel Drive Coupes and Sedans classed by performance potential**

#### **G Street**

**H Street** – Typically FWD and other cars of like performance

## **Street Touring**

### **Category Objective**

Competitors in this class are looking to add performance through bolt-on components compatible with public highway use.

### **Category Values**

Incorporate popular enthusiast modifications for public highway and autocross use with a set of classes which targets specific vehicle performance levels.

### **Core Modifications**

- Performance through bolt-on changes
- Modifications should not require cutting, drilling or permanent alterations to body panels.
- Modifications that enhance the performance for Solo and street driving.
- Suspension

- Differentials
- “Bolt on” Engine parts
- Brake Kits
- Wheels/Tires
- Engine Tuning
- Emissions modifications
- High Performance catalytic converters

### **Classes**

**Street Touring Sport (STS):** Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars.

**Street Touring Roadster (STR):** Rear-Wheel Drive roadsters and coupes.

**Street Touring Xtreme (STX):** Coupes and sedans, primarily RWD and similar performing AWD vehicles.

**Street Touring Ultra (STU):** Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

**Street Touring Hatchback (STH):** FWD and AWD Turbo hatchbacks and sedans

### **Street Prepared**

#### **Category Objective**

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

#### **Category Values**

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

#### **Core Modifications**

- DOT R-compound tires
- Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance
- Drilling trunks/hatches for spoiler mounting
- Front splitters and rear spoilers
- Update/Backdate allowances to interchange of parts among selected models
- Engine tuning with stock internals
- Aftermarket ECU's
- Unrestricted Induction
- Emissions system removal
- Unrestricted exhaust systems
- Weight reduction (A/C removal, steering wheel airbag removal, etc)
- Suspension Updates

### **Classes**

**Super Street Prepared (SSP):** High Performance sports cars.

**A Street Prepared (ASP):** AWD turbo sedans and medium performance

coupes and sports cars

**B Street Prepared (BSP):** Medium performance 2 seater and 2+2 sports cars?

**C Street Prepared (CSP):** Lower powered 2 seat sports cars and FWD cars

**D Street Prepared (DSP):** Heavier RWD sports sedans/coupes and FWD cars

**E Street Prepared (ESP):** Muscle cars and foreign grand touring cars.

**F Street Prepared (FSP):** FWD cars with some lower power RWD and AWD cars

## **Street Modified**

### **Category Objective**

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

### **Category Values**

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

### **Core Modifications**

- Powertrain swaps
- Open Engine Tuning
- Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc)
- Minimum weights based on displacement
- Limited Interior removal
- SRS system removal
- Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting
- DOT R-compound tires
- Front splitters and rear wings
- Custom suspension components
- Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc)

### **Classes**

**Super Street Modified (SSM):** 2 seat vehicles, FWD, RWD, and AWD

**Street Modified (SM):** 4 seat vehicles, FWD, RWD and AWD

**Street Modified FWD (SMF):** FWD vehicles only

## **Prepared**

### **Category Objective**

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

## **Category Values**

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

## **Core Modifications**

- Non-DOT racing tires
- Displacement-based minimum weight formulas
- Purpose built competition vehicles based production chassis or other racing chassis
- Performance through extensive modification and custom fabrication
- Extensive chassis modification including:
  - Interior removal and replacement of body panels, doors, and windows
  - Body panel modification for large tire fitment and suspension travel
  - Custom suspension fabrication
  - Relocation of components for optimizing weight distribution
- Engine and drivetrain allowances including:
  - Extensive internal engine modifications
  - Open transmission and differential allowances

## **Classes**

**X Prepared:** Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.

**C Prepared:** American muscle cars.

**D Prepared:** Lightweight 4 cylinder RWD sports cars and coupes.

**E Prepared:** Naturally aspirated FWD cars.

**F Prepared:** High performance sports cars and sedans.

## **Modified**

### **Category Objectives**

Provide a competitive outlet for the highest level of allowed modifications.

Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

### **Category Values**

Maximum speed and handling for given car parameters

Rules stability to protect member investment and encourage commitment

Highest levels of drivetrain and suspension development (varies among the individual classes)

Custom design and fabrication

Maximum tire adhesion with minimum constraint (varies among the individual classes)

### **Core Modifications**

- Chassis and suspension customization
- Variety of powertrain options including automotive, motorcycle, electric and hybrid featuring a wide range of allowable modifications (varies among the

individual classes)

- Minimum weights generally based on displacement

### **Classes**

**AM** – Least restricted class with significant aero allowances and unlimited drivetrain.

**BM** – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

**CM** – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

**DM** – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

**EM** – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

**FM** – Small, very agile, GCR-based formula cars.

### **Kart Modified**

#### **Category Objective**

This category is an outlet for members interested in running karts at Autocross events.

#### **Category Values**

Preparation allowances in line with national karting organizations, to allow easy migration between Solo and other karting events.

### **Street**

#24097 reclass 997 porsche turbo

The SAC would like member feedback on the following proposal:

Move from exclusion list to SS

Porsche

*911 Turbo (997 chassis)(exc S, GT2)(2006-12)*

*911 Turbo (993 chassis)(1995-99)*

#24090 Solstice and MX5 MSR to CS

Thank you for your input. The SAC feels the Solstice/Sky z0k package and NC Miata MSR are appropriately classed.

The SAC would like member feedback on the following proposal:

Move **from BS to CS**

*Pontiac*

*Solstice (non turbo)(exc z0k)(2007-10)*

*Saturn*

*Sky (non turbo)(exc z0k)(2007-10)*



## #22088 Brake Allowance Parking Brake Rules

The STAC is seeking member feedback on the following changes related to the drum to disk conversion allowance and the requirement for individual rotor plates to be at least as thick as the OEM rotor. The drum to disk change is intended to clear up the allowance and make it easier for competitors to utilize off the shelf components when performing the conversion. Similarly, the removal of the disk plate restriction is intended to facilitate use of common off the shelf rotors in aftermarket brake kits.

Modify 14.6 as follows:

### "14.6 Brakes

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and *overall* thickness) and made of ferrous material(e.g., iron). ~~Thickness includes the individual plates of a vented rotor, as well as the overall dimension.~~ The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. ~~Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.~~

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

*E. Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.*

*F. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g. pedal vs handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/brake lines/emergency brake cables to accommodate these changes are permitted*



*but may serve no other purpose.”*

#22139 Master cylinder brace allowance in ST

The STAC would like to solicit member feedback on an allowance for a bolt-on brake master cylinder brace mirroring the allowance present in the SP category. This would be added as a new line in section 14.6, as follows:

*“G. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose.”*

The STAC would also like to solicit member feedback on a bolt-on clutch master cylinder brace. This would be added as a new line in section 14.10 as follows:

*“N. A single clutch master cylinder brace may be added provided it is bolt-on and serves no other purpose”*

#23879 Please allow 265mm tires for MR in STU

The STAC is seeking member feedback on an allowance for 265 wide tires on STU 2WD mid and rear-engine cars. Change Section 14.3 as follows:

Tires shall have a section width up to and including the following (mm):

STS, STR (AWD).....	.....225
STH (AWD), STX (AWD).....	.....245
STR (2WD), <del>STU (2WD, mid-engine, rear-engine)</del> .....	.....255
STH (2WD), STX (2WD), STU (AWD), <i>STU (2WD, mid-engine, rear-engine)</i> .....	.....265
STU (2WD, front-engine).....	.....285
STP.....	.....315

**Modified**

#21881 Rocket style anti-lag

The MAC is seeking member input on the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections.

*“6. 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.”*

**Not Recommended**

**General**

#24198 Requirement for publication of tally of letters for and against

The SEB does not believe this change is necessary.

## **Street**

### **#23973 #23593 Moving Porsche Cayman S & GTS**

Thank you for your input on the proposed moves. The SAC believes the Cayman R and Boxster Spyder are appropriately classed at this time.

### **#24019 Honda Civic Type R**

Thank you for your input. The SAC believes that the Civic Type R is appropriately classed. The SAC would like to note that power to weight ratios are just one of many factors that are taken into account when classing a car.

### **#24028 member feedback DS changes**

Thank you for your input. The SAC believes the current class change proposals are adequate as written at this time, but will continue to evaluate member feedback regarding additional cars.

### **#24038 Feedback regarding #23333 2011 Audi R8 V10 Spyder from SSP -> SS**

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

## **SSC**

### **#24157 Simulate turning off traction control**

The SEB does not believe this item is compliant with the SSC rules.

### **#24188 Aftermarket Seats Allowance**

The SEB does not believe this change is necessary.

## **Street Touring**

### **#22794 Allow Toe Arms to be Legal due to SSC allowing them**

Thank you for your input. The STAC does not recommend a toe arm allowance for the Street Touring category.

### **#23344 STP Camaro 2.0 Turbo**

Thank you for your input. The STAC believes that the 2.0T Camaro exceeds the performance envelope of the current ST classes.

### **#23934 14648 feedback - ST ECU modifications question**

Thank you for your input. The STAC believes the current rule is appropriate for Street Touring but will continue to monitor the situation.

### **#24022 Non Torsen NB Miata to STS**

Thank you for your input. The STAC believes that the NB Miata exceeds the performance parameters of the current STS class but will continue to monitor the health of STS.

## **Prepared**

### **#24043 #21414 Turbo jets and other anti-lag**

Thank you for your input. The PAC will continue to monitor the balance between naturally aspirated and forced induction motors.

## **Other Items Reviewed**

### **General**

#23865 Fuel testing concern

Thank you for your input.

#24132 6.11 feedback

Thank you for your input regarding item #23348 in the March Fastrack.

### **Street**

#23982 Arbitrary 93.9 limit set on Octane Limit

Thank you for your research on the measured octane samples from pump gas.

#24018 Proposed BS to DS classing changes

Thank you for your input regarding the proposed moves to DS.

#24034 Feedback regarding #22582 Muscle cars to B Street

Thank you for your input on the proposed moves of the track pony cars to BS.

#24035 Feedback regarding #23650 BMW Z4 Class Change Proposal

Thank you for your input.

#24037 Feedback on #22696

Thank you for your input.

#24063 370Z to DS

Thank you for your input. The SAC believes the 370Z is appropriately classed.

### **SSC**

#24201 Yep - another endlink letter

Thank you for your input.

### **Prepared**

#23877, 23884, 23886 XP Weights Proposal (#14898) Feedback (various)

Thank you for your input. Please note, there was an update to this proposal in the April Fastrack.

#23888 XP weight proposal #14898 -- max weight

Thank you for your input. The PAC will continue to monitor XP maximum weights.

### **Modified**

#23279 Problem with rule for fuels

Thank you for your input regarding the proposal to prohibit methanol, per item #23346 in the February Fastrack.

## Handled Elsewhere

### Street

#24036 Feedback regarding #22882 Move RX-8 from CS to DS

Please see the response to item #24018.

#24039, 24047, 24050, 24051, 24053, 24054, 24057, 24058, 24077, 24087 Feedback Regarding #22582 Moves of Muscle cars to BS (various)

Please see the response to item #24034.

#24040, 24059, 24083, 24096 Feedback Regarding #22882 Moves from CS to DS (various)

Please see the response to item #24018.

#24072, 24078, 24086 Feedback Regarding #22696 Move E46 from DS to GS (various)

Please see the response to item #24037.

#24100 2009 saturn sky class change

Please see the response to item #24090.

### Street Touring

#23940 Toe Arms Legal (align with T2-T4 rules)

Please see the response to letter #22794

#23946 Clarify Letter # 23940 Allow adj toe arm with spherical bb in STX

Please see the response to letter #22794

### Prepared

#24115 #14898 XP boosted displacement equivalence and min weight

Thank you for your input. There was an error in the published XP weight proposal (#14898) as it appeared in the February Fastrack. The corrected proposal will be found in the April Fastrack.

## Tech Bulletins

### Street

#23980 Post Manufacturing Installed Parts

Errors and Omissions: Thank you for your input regarding the revised Standard Part definition. Please note the following statement was inadvertently omitted from that section in the 2018 rules draft:

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

The official 2018 rules will be updated to include this statement.

#24030 Volkswagen Jetta 1.4t classification

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

HS

Volkswagen

*Jetta (1.4T)(2016-18)*

### **Street Touring**

#23126 2013-2015 BMW X1 in STH?

Per the STAC, add the following new listing to class STU in Appendix A. Please note that the newly classed X1 must meet the rollover requirements outlined in Section 3.1 to be eligible for competition.

STU

BMW

*X1 (2013-2015)\**

#23449 Bolt EV for Street Touring

Per the STAC, add the following new listing to Appendix A.

STH

Chevrolet

*Bolt*

#23828 ST Classification request for 2018 Honda Civic Type-R

Modify Appendix A to include classing of the Honda Civic Type R in STU as follows:

STU

*Honda*

*Civic Type R (2017-18)*