

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call April 25th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Eisley, and Chris Albin of the BOD; Doug Gill and Howard Duncan 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

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 Prepared**

#22761 Fiesta ST???

The SEB and SPAC are recommending the following classing change effective 1/1/2019:

Move **from CSP to DSP:**

Ford

*Fiesta ST (2014-18)*

### Member Advisories

#### **Street**

#24584 Committee Personnel

The SEB thanks Mark Scroggs for his service as SAC Chair.

#24611 Committee Personnel Needed

The SAC is anticipating one or more openings, and the SEB invites interested members to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### **SSC**

#23776 2015 Scion FR-S RS 1.0 & Subaru BRZ Series.Blue

If the car did not come from the factory with the specified parts, those parts may not be added.

#### **Street Touring**

#24130 Reprogramming ECU

Thank you for your clarification request. Under the current ECU rules it would be permitted to remove, re-program, and re-install a chip into the ECU provided that you are re-installing the original chip. It is not permitted to remove a chip from the board and replace it with an alternate chip of different origin. Installing alternate chips into the standard ECU would be a hardware modification which is only allowed for Model Year 1995 and older cars.

#### **Prepared**

## #24232 ABS Proposal

The PAC does not feel your proposed modifications are currently compliant in C Prepared. Please watch future Fastracks for updates regarding the consideration of ABS in CP.

## Change Proposals

### Street Prepared

#### #19867 Blow-off/ pop-off valves

The SPAC is requesting member feedback on the following change, removing 15.10.4.d and modifying 15.10.4.e as below:

15.10.4

d. No changes are permitted to blow-off/pop-off valves.

e. Compressor bypass valves (CBVs), *blow-off valves, and pop-off valves* are considered part of the air intake system and may be added, replaced, or updated/backdated independently of other components of a forced induction system.

#### #23604 Allow any tie-rod or Toe link in Street Prepared

The SPAC is requesting member feedback on the following proposed rule addition:

*15.8.M Outer tie rod ends and toe links may be modified or replaced but must attach to the original factory location(s) with no additional modification.*

### Street Modified

#### #23829 Please add 4 seat Porsches to SSM

Update Appendix A as follows:

“Super Street Modified class (SSM) Eligible Vehicles:

- All ~~2-seat~~ cars not excluded below
- All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.
- All SM eligible vehicles
- ~~McLaren MP4-12C~~
- ~~Porsche GT3 (991) and Carrera GT~~

Excluded Vehicles:

- ~~Lotus (all except Elise, Exige, & Esprit)~~
- ~~All 2-seat cars not eligible for Street Prepared Category~~
- All vehicles not meeting specifications (*see 13.0 first sentence*) to have been delivered in the US.”

This change accomplishes the following items.

- 1) eliminates confusing list of included cars like the McLaren and Porsches
- 2) eliminates wording about the list of cars not allowed in SP
- 3) allows all US sold Lotus cars
- 4) eliminates 2 seat requirement which allows all Porsches

### Prepared

#### #24266 88-91 Civic/CRX to same line in EP

The PAC would like member feedback on combining the 1988-91 Honda Civic and CRX onto the same line. This would allow members to use functionally similar engine components on either vehicle. The listing change would appear as follows:

Prepared (EP) - Appendix A

Honda

Civic & CRX (1988-91)

~~CRX (1988-91)~~

#### #23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

In order to improve the possible progression between SP and P, the PAC is requesting feedback on the following change to Appendix A, of the FP class:

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves~~

924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

924S (1986-88) & 944 (non-turbo, all) (1982-91)

2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves

#### #20239 Manufacturer Engine Swaps within Prepared

The PAC has gone over all the member comments and would like feedback from the membership on the following updated proposal. This proposal would be added as 17.10.S. The purpose of this proposal is to allow older Prepared cars to update to more modern engines as various parts are getting harder to source. A few notes:

1) The weight penalty is added for the PAC to be able to react to any imbalances or competitive changes caused by this new allowance. An initial weight penalty of 10% of displacement shall be applied. The penalty for each class will be reviewed separately. This will be subject to review to maintain a competitive balance of each class.

2) The PAC recommends increasing the maximum weight allowed for E Prepared from 2200lbs to 2400lbs.

3) The PAC recommends increasing the minimum weight allowed for F Prepared using the alternate engine allowance from 1900lbs to 2100lbs. This is done to make sure certain engine swaps would not be at a weight reduction or no increase penalty.

The proposal is as follows:

*“17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.*

*1. Alternate engines are to be from the same make as the make of the vehicle. 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 in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.*

*2. Vehicle manufacturers that no longer exist may use any motor available in the use*

from corporate brands or via the following listings:

*British makes may use Ford motors including Mazda*

*Italian makes may use Fiat Chrysler motors*

*3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.*

*4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.*

*5. Alternate engine weights will be calculated using listed engine displacement of swapped 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 standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.*

*The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine)."*

Appendix A changes/additions:

Class D Prepared

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Class E Prepared

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Class F Prepared

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except for cars using 17.10.S (engine swap allowance) cars must not weigh less than 2100 lbs, or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

#22617 GCR to XP

The PAC is interested if the membership feels there is an issue with cars using GCR Club Racing GT and Production allowances competing in D, E, and F Prepared. The proposed changes would not effect CP vehicles, and would continue to allow GCR vehicles to compete in XP without mixing/matching the SOLO and GCR allowances.

"17.11

*A. Vehicles competing in C Prepared class, should refer to section 17.11.B.*

Vehicles prepared in excess of Solo® allowances and prepared to either the

current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class*. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (e.g., a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may *only use* the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications.

*B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.*

#### Appendix A - (XP) Prepared

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class,

specifically listed in CP, DP, EP, or FP ~~that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. "In-excess" cars per Section 17.11.A are not eligible for XP.~~

#### ~~8. Other~~

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class.~~

### **Other Items Reviewed**

#### **Street**

##### #24114 Muscle Cars to B Street

Thank you for your input on this proposal. The SAC is continuing to collect data on the performance of these cars relative to BS.

##### #24116 Comments on #23593: Moving Porsche Cayman S & GTS

Thank you for your input on this proposal. The SAC will continue to evaluate the competitive balance in AS throughout this season.

##### #24139 #22882 Move RX8 from CS to DS

Thank you for your input on the current proposals involving DS.

##### #24242 Reclassifying AP1 S2000

Thank you for your input. Per letter #22526 in the December Fastrack, the SAC has proposed moving the Honda S2000 (non CR) from BS to CS. The SAC is continuing to review member feedback on this proposal and event results and will make a decision later in the year in time for 2019 classing.

##### #24280 #22696 - 3 series from DS to GS

Thank you for your input on this proposal.

##### #24332 Reclassification of Lotus Evora

Thank you for your input.

##### #24369 Audi R8 V10 classification in SS/SSR

Thank you for your input. Please see letter #23333 in the March Fastrack where the R8 V10 is proposed as an addition to SS. The SAC would like to evaluate the recent additions to SSR before adding any additional cars.

##### #24377 Additional Input to Letter #24116

Thank you for your additional input. Please see the response to #24116.

##### #24391 Comment on #23811 Audi TTS (2016-2018) Move to BS

Thank you for your input.

#### **Street Prepared**

##### #23894 Eclipse / talon / laser - to dsp

Thank you for your input.

##### #23964 Limited Preparation Street Prepared Format

Thank you for your input. The SPAC is continuing to work on a more detailed limited preparation Street Prepared proposal.

##### #24098 Regarding Proposal 22718 - FRS/BRZ to DSP

Thank you for your input. The SPAC is continuing to work on a more detailed limited preparation street prepared proposal.

## **Not Recommended**

### **Street**

#24136 Wheel Offset

Thank you for your input. The SAC believes that the current wheel allowances are appropriate for the Street Category at this time.

#24182 Moving the 2017+ Camaro ZL1 to B Street

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

#24378 Consider clarifying wheel dimension rules

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

### **SSR**

#24112 Request to add C7-Z06 to SSR

Thank you for your input. The SAC would like to evaluate the recent additions to SSR before adding any other new cars.

#24338 Gen5 Viper TA 1.0 allow into SSR, pretty please

Thank you for your input. The SAC would like to evaluate the recent additions to SSR before adding any other new cars.

### **Street Touring**

#24127 STP IRS Tires

Thank you for your input. The STAC will continue to monitor the parity between the IRS and solid axle cars in STP.

#24248 Moving the IS-F to STP

Thank you for your input. The STAC does not feel that the Lexus IS-F would be appropriately classed in STP.

#24252 Nismo Z Cars in STU?

Thank you for your input. The 370z Nismo is currently classed in STU. Please see the response to letter #22263 in the April Fastrack. However, the STAC does not feel that classing the 350z Nismo in STU is appropriate.

#24324 Please Class the 2016+ Chevy Camaro 2.0T

Thank you for your input. The STAC does not feel that the Camaro 2.0T is appropriate for STU at this time.

#24348 Move Lexus ISF to STP

Please see the response to letter #24248.

#24354 Focus RS Intercooler Blocking Plate

Thank you for your input. The STAC does not believe that an allowance to modify intercoolers is appropriate for STU.

### **Street Prepared**

#22783 FWD cars in FSP

Thank you for your input. The SPAC is investigating the competitive balance of this class and potential additions in the future.

### **Street Modified**

#21589 Separate 'Boosted' from 'Non-boosted' Vehicles

The SMAC is currently reviewing NA/FI weights, but at this time does not feel it is necessary to create a new class for NA vehicles only.

#23830 Please add porsche 924/944/968 front engine porsche to SM

At this time the SMAC does not see a reason to class specific two-seat cars into SM.

## **Prepared**

#24071 #21414 Turbo jets and other anti-lag

Thank you for your input. As with the prohibition of porting oil into the exhaust (section 3.3.3.b.10), the PAC is concerned with injecting fuel. Also, the combustion of fuel in a specifically designed chamber (outside of the cylinder) offers the competitor a means of introducing energy into the turbocharger that is not accounted for in the current displacement-to-weight calculations.

## **Handled Elsewhere**

### **Street**

#24105, 24111, 24119, 24148, 24152, 24158, 24170, 24204, 24384 Responses to proposal #22582 (various)

Please see the response to #24114.

#24135 Wheel Offset

Please see the response to #24136.

#24181 Re-class Camaro SS 1LE, 987.2 Cayman S, AP2 S2000, GT350 to BS

Please see the response to #24114.

#24387 #22882 Move RX-8 from CS to DS

Please see the response to #24139.

### **Street Touring**

#21610, 21825 Comments on #14648, ECU Clarification

Please see letter #14648 for the final change proposal published in the November Fastrack.

#21845 Exhaust modifications to allow Boost gains

Please see letter #14648 for the final change proposal published in the November Fastrack.

### **Street Prepared**

#21476 BOV on a Mazdaspeed.

Please see the Fastrack response to letter 19867.

#24069 Fender Cutting

Please see the response to item #23964.

#24046 Limited Prep SP & The 128i

Please see the response to item #23964.

#22880 POV and compressor bypass valves

Please see the Fastrack response to letter #19867.