

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | June 27th

The Solo Events Board met by conference call June 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis 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)

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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).

#### General

#23346 Fuel allowance proposal re: methanol

The following rule change proposal is recommended by the SEB:

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend. Federally-approved E85.* Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

#### Street

#24090 Solstice to CS

The SAC and SEB recommend the following change to Appendix A:

Move *from BS to CS*

*Pontiac*

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

*Saturn*

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

#22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC and SEB recommend the following change to Appendix A:

Move **from BS to CS**

Honda

*S2000 (exc CR)*

#23650 BMW Z4 Class Change Proposal

The SAC and SEB recommend the following change to Appendix A:

Move **from BS to CS**

BMW

*Z4 roadster (2.8i, 3.0i)(2009-16)*

## Street Touring

#22088 Brake Allowance Parking Brake Rules

After reviewing member feedback the STAC is recommending 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 and SEB recommend the following allowance for a bolt-on brake/clutch master cylinder brace mirroring the allowance present in the SP category. This is 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.”*

Also add 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 and SEB recommend 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), <del>STU (2WD, mid-engine, rear-engine)</del> .....	.....265
STU (2WD, front-engine).....	.....285
STP.....	.....315”

**Street Modified**

#23104 16.1K Canards

The following change proposal is recommended by the SMAC and SEB:

Revise the following paragraph from 16.1.K as shown:

“Canards are allowed and may extend a maximum of 6.0” (152.4 mm) **forward-of from** the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. **Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm<sup>2</sup>) for each side.**”

**Prepared**

#23095 Ducting air from bumper to intercooler

Change 17.10.C.3 as follows:

“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.**”

#14898 XP boosted displacement equivalence and min weight

The PAC and SEB recommend the following change to the XP weight calculation.

Appendix 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.”

Appendix 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 ~~1.4~~ **1.6**) 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.):

	<u>Naturally Aspirated</u>	<u>Supercharged/Turbo</u>
FWD.....	1425.....	<i>1625</i>
RWD.....	1550.....	<i>1900</i>
AWD.....	1675.....	<i>1925</i>

**Member Advisories**

**General**

#22884 Heating tires in a pit vehicle

Per the SEB, pre-heating tires in a support vehicle is considered to be “similar means” as prohibited by 6.11.

Note: the previously-published change proposal pertaining to this subject (see item #23348) is being withdrawn. The SEB cautions members against attempting to actively pre-heat tires, such as via illegal offsite activity which can reflect negatively upon the Solo program. Attempting to raise tire temperatures (e.g. via the heating system) inside a vehicle is not permitted under the current 6.11. Further attempts to use creative methods to pre-heat tires could result in more restrictive language being added to the Solo Rules.

#24857 Request for Awards Nominations

The SEB is seeking nominations from the membership for the Driver of Eminence and Solo Cup awards. Nominations are due by July 24th and should be submitted via [www.soloeventsboard.com](http://www.soloeventsboard.com). Descriptions of these awards are as follows:

Driver of Eminence: To the Solo driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Previous winners may not be nominated again

Solo Cup: To the SCCA member who has made an outstanding contribution to the Solo Events Program. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

Lists of past winners may be found in Appendix K.V of the Solo Rules.

## **Street**

#24651 Interest in serving on the SAC

The SEB has approved the addition of Bryan Hertweck to the SAC.

#24695 Clarification of Karcepts ND Sway Bar Mount legality

The SAC believes this mount is compliant with the rules.

#24716 Legality of HFP Parts for 2017+ Civic Si

The SAC believes this kit does not meet the Standard Part definition and does not intend to allow it utilizing Appendix A.

## **Street Prepared**

#24845 Correction to DSP Listings

Errors and Omissions: The DSP listing for the BMW 128 which appears in class DSP is erroneous; moving that car there was a proposal last year, but it was withdrawn.

#24140 Clarification on Sunroof (15.2.O & 15.2.P)

Converting a sunroof car to a non-sunroof car via installing a non-OE sunroof block-off panel is not an allowed modification per 15.2.P. For the conversion to be compliant, 15.2.P requires removing the roof body panel and installing a non-sunroof panel.

## **Prepared**

#24647 Change to Cooling System allowance

The PAC believes that the vehicle-specific cooling allowance in section 17.10.O.2 addresses your concern.

## **Other Items Reviewed**

### **Street**

#23520 Application to serve on the SAC

Thank you for your application.

#24153 Fuel Octane Rules

Thank you for your input.

#24156 Octane Limit Rule Needs Revised

Thank you for your input.

#24352 Various Street Classing Changes

Thank you for your input.

#24454 In favor of #22582

Thank you for your input.

#24517 Why the non-Cr S2000 should be in B Street

Thank you for your input.

#24624 Class change - 1998 Mustang V6

Thank you for your input. The 1998 V6 Mustang is listed in HS in the 2018 rulebook and cannot be classed any lower.

#24644 RX-8 to DS

Thank you for your input

#24662 Support Evora reclass

Thank you for your input.

#24696 Define Street and Keep it Affordable

Thank you for your input.

#24717 Mazda Rx-8 to E street, not D.Solstice/Sky to C street from B (no

Thank you for your input.

### **Solo Spec Coupe**

#24787 ECU Tune in SSC

Thank you for your input. The SEB is continuing to monitor this situation and to evaluate alternatives.

### **SSR**

#23534 SAC Resume

Thank you for your application.

### **Street Touring**

#24442 camaro turbo to STU

Thank you for your input. Please see the response to letter #24419.

#24450 265 Tire Allowance

Please see the response to letter #23879.

#24499 24432 differentials

Thank you for your input. The preambles are designed to be general overviews of the category and not intended to delve into the details of each of the classes within a category. Controls on limited-slip differential changes are intended to balance performance between different car types in particular classes, and are not a basic characteristic of the category as a whole.

#24501 smaller width wheels/tires than stock

Thank you for your input.

#24526 265 tire for 2WD MR cars - Proposal #23879

Please see the response to letter #23879.

#24558 Feedback on #24432 Category Preambles

Thank you for your input.

#24559 #24432 Category Preambles - STP, the forgotten class

Thank you for your input. STP is currently a Supplemental class (see 4.8) and as such was not included in the ST Preamble.

### **Street Prepared**

#23991 DSC Sport for Corvette C7-Z06, and extension to other SP/SM class

Please see the response to letter #22684 in the July Fastrack.

#24453 RE#22718 ; note on tire limitation on 128i in DSP

Thank you for your input. The SPAC is continuing to work on the Limited Preparation SP proposal.

### **Street Modified**

#24082 RE:#23104 16.1K Canards

Thank you for your input.

### **Not Recommended**

### **General**

#23348 Approved means for preheating tires

The SEB is withdrawing the previously-published proposal to revise 6.11. Please see item #22884 for related information.

### **Prepared**

#24691 Wheel weight rule

Thank you for your input. The PAC will continue to monitor the recently implemented wheel width allowance.

### **Street**

#24682 Changes to wheel offset allowances

Thank you for your input. The SAC believes the +/- 7mm allowance is sufficient.

#24698 driver seat change allowance

Thank you for your input. The SAC believes that adding race seats is not in the spirit of the entry level category.

#24771 Proposed move of Camaro ss 1le to BS

Thank you for your input. The SAC is continuing to evaluate the classing for the track ponies.

### **Solo Spec Coupe**

#24084 Allow Toyota / Subaru Front Lip

Thank you for your input. The SEB does not believe a front lip allowance is appropriate in a class with few clearly defined allowances.

### **Street Touring**

#24412 Elise/Exige in ST?

Thank you for your input.

#24419 Request classing of Camaro 2.0 Turbo

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

#24433 In response to the decision to leave NB Miata in STR

Thank you for your input. The STAC feels the NB Miata is appropriately classed.

#24513 New ST class for SS cars

Thank you for your input.



#### #24561 2012-2013 TTRS to STU?

Thank you for your input. The STAC feels that the 2012 and 2013 TTRS exceed the performance envelope of STU.

#### #24591 Permit crush sleeve eliminators

Thank you for your input. The STAC does not feel that crush sleeve eliminators are appropriate for ST.

#### #24679 MBCs & 1 LSD for AWD Boost Buggies

Thank you for your input. The STAC feels that allowing MBCs would disproportionately benefit older cars and would upset the competitive balance in some ST classes. Also, the STAC feels an additional differential allowance for AWD cars is not appropriate at this time. However, the STAC will continue to monitor the competitive balance within the classes.

### **Street Prepared**

#### #24175 Roll Protection using Fixed Bucket Seats

Thank you for your input. The SPAC does not feel that FIA/SFI safety systems should be required in SP, although competitors are encouraged to use additional safety equipment as they deem appropriate.

### **Street Modified**

#### #21777 turbo vs N/A weight difference

With the recent changes in engine swap allowances, the SMAC wants to wait for further data before making any adjustments to weight calculations.

#### #24390 SAWD - drivetrain consideration

The SMAC does not recommend any classing changes at this time.

#### #24706 Non-Slick SSM Class

Thank you for your input. The SMAC does not see the need for a Street Modified category class that mirrors ST rules with turbos.

### **Handled Elsewhere**

#### **Street**

##### #24197 S2000 to CS

Please see item #22526.

##### #24420 TRD FR-S/86 and Perf Pack BRZ to DS with RX8s/Boost Buggies

Please see the response to 24600 in the July Fastrack.

##### #24712 Kia Stinger GT2 AWD not in a category for solo autocross

Please see item #24693.

#### **Street Touring**

##### #24044 Street Touring Feedback

Thank you for your input. Please see item #22139.

##### #24073 Feedback Re # 22139 Master Cylinder Brace

Thank you for your input. Please see item #22139.

##### #24485 Master cylinder brace allowance in ST #22139

Thank you for your input. Please see item #22139.

#24511 RE: #22139 Master cylinder brace allowance in ST

Thank you for your input. Please see item #22139.

#24512 #22139 Master cylinder brace allowance in ST

Thank you for your input. Please see item #22139.

#24560 Feedback on #22088 ST Brake Allowance

Please see item #22088.

## **Tech Bulletins**

### **Street**

#24639 Tesla Model 3 street classification request

Per the SAC, please modify the following listing in Appendix A:

DS

Tesla Motors

Model 3 (~~RWD~~)(2018)

Note: this has the effect of adding the AWD version of the car as a new listing.

#24693 Please class Kia Stinger GT2 RWD

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

FS

*Kia*

*Stinger (V6)(2018)*

GS

*Kia*

*Stinger (4 cyl)(2018)*

### **Street Prepared**

#24393 BMW M4 in Street Prepared

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

ASP

BMW

*M4 (F82/F83 chassis)*

### **Prepared**

#24104 Is my Cobra eligible to run in XP?

Per the PAC, effective immediately upon publication, add the following vehicle to X Prepared.

Appendix A, X-Prepared

**Backdraft**

**RT3 (all)**

**Minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.**