

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | July 25th

The Solo Events Board met by conference call July 25th. 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).

### Street Prepared

#### #23431 Eagle Talon reclass

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

Move **from ASP to DSP**:

Mitsubishi

*Eclipse Turbo and Talon Turbo (1989-99)*

Plymouth

*Laser (AWD)*

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

The SPAC and SEB recommend the following rule change:

In 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.

## Member Advisories

### Street

#24912 Removal of plastic badges in street class

Thank you for your input. The SAC believes the rule is adequate as written. The SAC also believes that badges are appearance modifications that don't materially affect weight.

### Street Touring

#25041 STAC Personnel

The STAC currently has a vacancy, and members interested in serving on this committee are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Street Prepared

#24758 15.2.A Violation and Clarification

The SPAC would like to clarify that the way in which the splash shield is modified is not restricted to the original material of the shield. This would allow the use of metal in the modification of a splash shield for tire clearance so long as the modification is specifically for tire clearance, or for installation of fender flares, and is not complete replacement of the original part.

#24589 Street Prepared rule clarification

The SPAC agrees that rule 15.1.C allows standard components to be exchanged between cars on the same line in Appendix A. This would allow any of the factory positions for the windshield washer reservoir bottle to be used independent of other equipment on the car.

## Change Proposals

### Safety

#23152 Senior Solo Safety Steward license

The Solo Safety Committee is requesting member comment regarding the following proposed addition to Appendix H as a new subsection:

#### ***“Senior Solo Safety Steward License***

*Intent: A Senior Solo Safety Steward license should be a tool for keeping long standing experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.*

*The Solo Safety Committee considers this license to be an emeritus status. As such, the Senior Solo Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Committee. Renewal requests shall be made to national Solo Safety Committee Chairperson.*

*The Senior SSS license shall be subject to the following restrictions:*

*1) A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.*

*2) The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA can verify first license issuance date and continuous service).*

3) After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.

4) The Sr.SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity of "Solo Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.

5) Relative to an event Solo Safety Steward of Record, a Sr.SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.

6) Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo Safety Steward Summary" as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson."

## Street

### #22772 #20102 Replacing Electronic Shocks

The SEB and SAC are requesting member feedback on the following revised version of the 13.5.A rule change proposal.

Change 13.5.A to read as follows:

*"13.5.A On vehicles originally equipped with an adaptive ride control system (MSRC, MRC PASM, AMS, etc) the calibration may be altered or the entire controller may be replaced provided the original damper/shock remains unaltered. Additional sensors are not allowed. The calibration or updated controller must use the same methods of control as the OE controller and connect without altering the wiring harness. Changes in signal/current to the damper is the only allowance and must remain within the OE operating design limits. Traction management settings cannot be altered. ~~electronic magnetic shocks/struts - OE shock controllers may be re-programmed or replaced with an aftermarket unit. The re-programming or replacement may serve no other purpose than internal shock/strut "valving" adjustment. Aftermarket electronic shocks may be substituted, but with the exception of connectors, all factory wiring must be retained.~~"*

#### Comment:

The SEB and SAC are continuing to explore if altering adaptive ride control systems should be part of the shock allowance. We have identified 28+ vehicles classed in the Street category that offer the technology. Based on member feedback we agree the rule should be more restrictive than first proposed. Ignoring this technology does not seem prudent.

This revision should allow members to use OE controllers from within the brand. (Example - Update the controller from a newer model or track-focused model). Should the rule allow members to change shocks and controller from a higher performance model in the same family (for example, shocks and controller from one Mustang model to another)?

The revision should allow members to use a calibration flash like Chevrolet is offering for the Corvette.

The revision should allow aftermarket controllers. We are also trying to restrict the operational range of aftermarket controllers (i.e., limit signals/current to OE design limits).

Under discussion and consideration:

Should the SEB experiment with controllers in just one class? SS has the largest share of adaptive ride control systems and would be a good candidate.

Should the SEB consider aftermarket controllers on a brand basis? This would eliminate “home made” systems and controllers not widely available or cost prohibitive.

Should the SEB take a tiered approach? Allow OE controllers and calibrations for 2019 and continue to evaluate “aftermarket controllers” for 2020 or beyond?

The SEB may continue to collect information and make no changes for 2019.

**Other Items Reviewed**

**General**

#24905 Clarify

Thank you for your input regarding NOC and catch-all listings.

#24918 Solo Cup Nomination

Thank you for your nomination.

#24919 Driver of Eminence Award

Thank you for your nomination.

#24931 Supplemental Classes vs Waitlist

Thank you for your input.

#25019 Driver of Eminence Nomination

Thank you for your nomination.

**Street**

#24672 In Support of RX-8 to DS

Thank you for your input.

#24902 Evora to BS response to #22613

Thank you for your input.

#24928 Feedback on DS Classing Changes

Thank you for your input.

**Street Touring**

#24154, 24173, 24468, 24469, 24541 Octane Feedback (various)

Thank you for your input. Please see the 2018 Octane Rules Clarification published on the SCCA website.

#24296 Software Engineer 3

Thank you for your input. Please see the response to letter #24831.

#24497 22139 braces

Thank you for your input. Please see response to letter #22139

#24498 Rear engine tire limit

Please see the response to letter #23879 in the August Fastrack.

## **Street Prepared**

#24650 Re: Change Proposal #19867

Thank you for your input.

#24654 Feedback for #19867 (BOV/POV rules in 15.10.4)

Thank you for your input.

#24655 Relief Valve proposal

Thank you for your input.

#24666 19867 Blow-off/ pop-off valves, Comment in Support of Change

Thank you for your input.

#24667 19867 Blow-off/ pop-off valves, Comment in Support of Change

Thank you for your input.

#24690 Blowoff/popoff valves

Thank you for your input.

#24756 Change Proposal #19867 Blow off/ pop-off valves

Thank you for your input.

#24757 Change Proposal #23604 Allow any Tie Rod or Toe Link in SP

Thank you for your input.

#24766 SP Allowances Clarification

Thank you for your input. Please see the response to letter 24758.

#24847 Support of letter #23431

Thank you for your input.

#24908 Feedback for #23979 Equal Rights for Superchargers and Turbos

Thank you for your input.

#24957 RE: 23431 DSM cars

Thank you for your input.

## **Prepared**

#24952 24314 ABS feedback

Thank you for your input.

## **Not Recommended**

### **Street**

#24452 RE#22696 ; non-M, non-turbo E46, E9x ,and E82 should be together

Thank you for your input. The SAC feels the E9x and E82 BMWs are appropriately classed at this time.

#24824 Move the 2000-05 Toyota Celica GT to HS

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

#24840 Stainless Steel Brake Lines in Street

Thank you for your input. The SAC does not believe this modification is in the spirit of the Street Category.

#24854 Vehicles after 1989 should be excluded

Thank you for your input.

#24862 Consider tightening the aftermarket shock allowance in Street

Thank you for your input.

#24864 Move the Nissan 370Z to CS?

Thank you for your input. The SAC will continue to monitor the competitive balance in CS.

#24896 Please Classify the Ford CMax

Per 3.1.A this vehicle doesn't meet the height to track width standard and therefore is not eligible for competition.

#24897 Move Mercedes SLK32 AMG from BS to FS alongside its SRT-6 twin

Thank you for your input. The SAC believes the SLK32 is appropriately classed.

### **Street Touring**

#24583 Allow the addition of MAP sensors for ST cars pre-'96

Thank you for your input. The STAC does not feel that an allowance for additional sensors is appropriate for ST.

#24675 Move the 99-05 NB Miata to STX

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

#24711 NA/NB torsens from STR to STS

Thank you for your input. STS continues to be well-subscribed, and the STAC does not believe that the addition of newer and faster cars would be beneficial to the class.

#24783 Please fix the massive imbalance with the former STF cars in STS,

Thank you for your input. The STAC is monitoring the competitive balance of cars in STS and is evaluating options for making some of the cars more competitive.

#24811 981 Cayman S in STU

Thank you for your input. The STAC is waiting to see how the recommended allowance for 265s on the MR cars affects STU before introducing newer and likely slightly faster MR cars to the class.

#24814 Aftermarket Fuel Pump

Thank you for your input. The STAC does not believe that aftermarket fuel pumps are appropriate for ST.

#24831 17+ Camaro SS 1LE

Thank you for your input. The STAC will continue to monitor the health of STP and introduce additional cars when appropriate.

#24853 R53 MINI to STH with pulley allowance

Thank you for your input. The STAC believes the supercharged Mini is appropriately classed in STX. The committee does not support an allowance for cars in the ST category to replace supercharger pulleys.

#24855 R53 Mini to STH

Thank you for your input. The STAC believes the supercharged Mini is appropriately classed in STX. The committee does not support an allowance for cars in the ST category to replace supercharger pulleys.

## **Street Prepared**

#24649 BMW E30 m42 from D/SP to F/SP

Thank you for your input. The SPAC does not believe that this car would fit the competitive balance of FSP.

## **Prepared**

#24948 Prepared engine swaps - Keep It Simple

Thank you for your input. The PAC is concerned that your proposal would add a layer of complexity that would be difficult to monitor.

## **Handled Elsewhere**

### **Street**

#24868 2019 MX-5 Classing

See response to letter 24826

#24876 MazdaLotus ND2 to AS

See response to letter 24826

#24878 Mazda Miata ND2 - CS Thoughts/SPEC ND2

See response to letter 24826

#24933 2019+ (ND2) Mazda MX5

See the response to letter 24826.

### **Street Touring**

#24825 Seats and steering wheel with airbag

Thank you for your input. The ST airbag proposal was withdrawn, as published in the July Fastrack.

## **Tech Bulletins**

### **Street**

#24177 2018 BRZ tS Classing

Per the SAC, please add the following listing to Appendix A, effective immediately upon publication:

CS

Subaru

***BRZ tS (2018)***

#24921 Please class 2014 Mercedes E550

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

FS

Mercedes-Benz

***E-class (W212 chassis)(non AMG)(2009-16)***

## Street Touring

### #24473 STU and STH NOC Classing

Errors and Omissions: With the creation of STH, the STAC recommends the following previously-overlooked updates to the “Catch-All” class listings for STU and STX.

Modify Appendix A as follows:

STU

“Catch-All:” Sedans and Coupes NOC (non-sports-car-based; 4-seat minimum; over 5.1L normally aspirated or ~~2.0L-2.5L~~ to 3.1L forced induction)

STX

“Catch-All:”

Sedans and Coupes NOC (non-sports-car-based, 4-seat minimum; 3.1L to 5.1L normally aspirated ~~or up to 2.0L forced induction~~)

### #24606 Dealer-Installed JCW Package on Gen 1 Minis

Errors and Omissions: The STAC would like to correct the years in the listing for the first generation JCW Cooper S listed in STX.

Modify Appendix A as follows:

STX

Mini

Cooper S & Cooper S JCW (incl. ~~2004-05-2005-06~~ dealer-installed)

## Modified

### #24017 Tracking Number 24016 - Sylva J15 kit car

Per the MAC, add to the list of DM/EM eligible kit cars in 18.1.A.1 under “The list of currently approved models is as follows:”

*Sylva Sports Cars J15*