

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 17-19 and 22nd

The Solo Events Board met in person November 17-19 and by conference call November 22nd. Attending were SEB members Mike Simanyi, Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Bob Dowie of the BOD; Howard Duncan and 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

Recommended Items for 2019

The following subject 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.

Street Touring

#14648 ECU Clarification

Change section 14.10.F as follows:

~~“14.10.F The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. **These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered.** Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. **Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.** Only OE sensors equipped from the factory may be used for engine management. **Data acquisition modifications to the wiring and ECU are permitted.**”~~

Replace the current 14.10.F.1 through 14.10.F.6 with the following:

1. *For all model years, the following allowances apply:*
 - a. *The OE ECU may be reprogrammed without restriction.*
 - b. *Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.*
 - c. *Ignition timing may be set at any point on factory adjustable distributor ignition systems.*
2. *For 2005 and older model year vehicles:*
 - a. *A supplementary (“piggyback”) ECU is permitted. It must be plug-compatible with the standard ECU/PCM (no splices) and must connect only between the standard ECU/PCM and its wiring harness.*
 - b. *Electronic components may be installed in-line between an engine’s sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU / PCM operation. Example: fuel controllers that modify the signal coming from an airflow sensor.*

c. VTEC controllers and other devices may be used which alter the timing of factory electronic variable valve systems.

3. 1995 and older vehicles may implement a replacement 'standalone' ECU."

Member Advisories

General

#23426 Solo Nationals Course Designer Positions

Members interested in serving as Course Designers for the 2018 Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

#23622 Award Nominations Requested

Nominations are requested for the Kelly Cup award, and must be received no later than February 19th. The description of this award is as follows:

"To the SCCA member who has shown extraordinary dedication and contributions to a Regional Solo® Events Program. The Kelly Cup is named in honor of John and Pat Kelly for their tireless leadership efforts in developing a strong and sustainable Solo program in the San Francisco Region. Kelly Cup finalists are chosen by the Solo Development Coordinators from nominations submitted by the membership at large, with the recipient selected by the Solo Events Board."

Nominations may be submitted via www.soloeventsboard.com

Solo Spec Coupe

#23342 Rules clarification

The following changes have been approved by the SEB to establish the new Supplemental class SSC:

- Change the title of Appendix B to be as follows:

Appendix B - ***SUPPLEMENTAL CLASSES***

- Change the CAM section to become B.1 as follows:

B.1 Classic American Muscle (CAM)

- Add a new section for SSC as follows:

"B.2 Solo Spec Coupe

Objective:

- *To provide an affordable autocross package that combines a streetable car and a capable autocross car using specified parts.*

Car:

- *2013-16 Subaru® BRZ® and 2013-16 Scion® FR-S®.*

Mandatory Parts

- *Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed. Original equipment (OE) or equivalent components are not allowed. Required bumps stops are provided in the Eibach® PRO-PLUS Performance Handling Package.*
- *Anti-roll bar end links are restricted to OE.*

o Tires

§ *Manufacturer: TBD*

§ *Size: P225/45-17, UTQG Treadwear Grade 200 or higher*

o Wheels

§ *Diameter and width (in.): 17x8 (OE 17x7 may be used only as a full set*

of 4 wheels.)

§ Offset, including wheel spacer (mm): +40 (40ET or ET40) or greater

§ Minimum Weight, without spacer if used (lbs.): 17, including:

- Wheel weights
- TPMS sensor if installed
- Tire valve stem (type unrestricted)

o Suspension (available from Tire Rack®)

§ Eibach® PRO-PLUS Performance Handling Package, part # TR82105.880, including:

- 82105.001 spring f (2)
- 82105.002 spring r (2)
- 1J0412303(770343) bump stop f (2), ~53mm height
- BS770143 bump stop r (2), ~33mm height
- 82105.320F front anti-roll bar (1)
- UB0346 front bushing (2)
- 82105.320R rear anti-roll bar (1)
- UB0347 rear bushing (1)
- 1J0412303
- 82105.310HK hardware kit (1)

§ SPC Performance® Adjustable Alignment Kit, part # 60620T, including:

- 81305 [(2) EZCam® XR bolts, 14mm]
- 67660 [(2) rear adjustable lower control arm]
- 67655 [(2) rear adjustable toe arm]

§ Koni® Sport struts/shocks with tamper proof seal

- 8741-1560LSSC [(1) left front]
- 8741-1560RSSC [(1) right front]
- 8041-1416SSC [(2) rear]

Authorized Changes/Modifications:

- If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.
 - Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.
 - Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.
 - Wheel lug studs (e.g., length) and lug nuts may be changed.
 - Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit.
- Examples are:
- o Clutch and related components (excluding flywheel).
 - o Hardware (nuts, bolts, clips, etc.).

- *Parts superseded by Toyota® or Subaru® may be used on either vehicle.*
- *These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a “higher performance” alternative.*
- *It is not permitted to use non-compliant parts even if they have been set to the manufacturer’s specifications.*

Bodywork

- *Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver’s seat substitutions, or the removal of “tow hooks” or “tie- down loops.” Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.*
- *Alternate shift knobs are allowed.*
- *Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.*
- *Driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal “harness bar” may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.*
- *Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.*
- *Tow bar brackets may be installed and may serve no other purpose.*
- *Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).*

Suspension

- *Alignment*
 - o *Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.*
- *Bushings*
 - o *Suspension bushings as supplied in the kits are mandatory.*
 - o *Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.*

Brakes

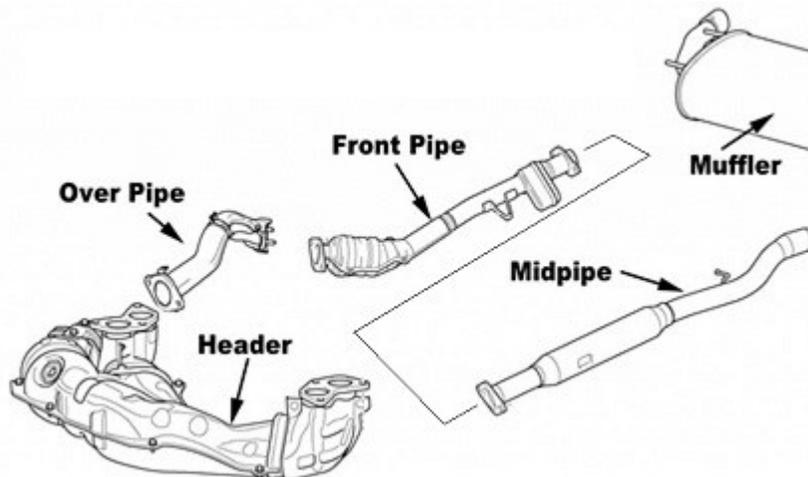
- *The make and material of brake linings (pads) may be changed.*

Electrical System

- The make of spark plugs is unrestricted.
- No changes are permitted to electronic engine management systems or their programming.
- Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

Engine and Drivetrain

- The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.
- The muffler and midpipe (as shown in the following figure) may be substituted provided the system exits the car in one or both original locations.
 - o Weight – minimum, both muffler and midpipe (lbs.): 18
 - o Material for cosmetic exhaust tips is not restricted.
 - o “Track pipes” and “straight pipes” are not allowed.



- Oil filters are unrestricted.
- Engine oil cooler may be added.
- The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
- Silicone replacement hoses are allowed as alternate components provided they meet the requirements of Solo® Rules section 13, Street Category, with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.
- Lubricants and fluids are unrestricted.
- Fuel must be Federally-approved for use on public highways and must not exceed an octane rating of 93 [(R+M)/2], with an allowed variance of up to +0.9. Ethanol content may not exceed 15%.”

Note: Engine control unit (ECU) tuning is under consideration for 2019.

Being a new development for SCCA® Solo®, there may be clarifications issued to these SSC rules from time to time. Official notifications will be published in [Fastrack News](#), posted monthly on www.scca.com.

Street Touring

#22522 Drilling holes for remote reservoirs in ST

The STAC would like to thank you for your inquiry. Additional enlarging of center clearance holes, if necessary for suspension reservoir lines, is not permitted per 14.8.C.

Other Items Reviewed

Street

#23248 (Against) Moving the S2000 to CS

Thank you for your input.

Street Touring

#22921 Support of letter 22920

The STAC would like to thank you for your letter.

#22926 Octane Limits

The STAC would like to thank you for your letter.

#23077 STH wheels

The STAC would like to thank you for your input.

#23089 Against Letter 21094 - Unless revised

The STAC would like to thank you for your letter.

#23124 93 octane restriction: For

The STAC would like to thank you for your letter.

Not Recommended

Street

#22590 Wheel offset rule change

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

#23059 Move MKIV VWs from GS to HS

Thank you for your input. The SAC believes the MKIV VWs are appropriately classed.

#23145 Tesla Roadster Reclassified From SS to AS

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

#23208 Cobalt SS & SS Supercharged reclass to HS.

Thank you for your input. The SAC believes the Cobalt SS is appropriately classed at this time.

Street Touring

#22897 Sky Redline

The STAC has done research on adding the SKY/Solstice to the Street Touring category. Currently it is believed that the car exceeds the performance levels within the current Street Touring class structure.

#23092 MSM from STU to STR

The STAC would like to thank you for your letter. We will continue to monitor the

competitive balance of the car within the class.

Handled Elsewhere

Street

#22929 Elise (non-SC) (2005-11)

Thank you for your input. Please see the response to #20242 in the November Fastrack.

#22955 Please classify the 2018 Mustangs and Camaros

Thank you for your input. Please see the response to #23155 for the Mustang. Regarding the Camaro, which is not anticipated to have any major changes, the SAC will provide updates to the 2018 rulebook to reflect the 2018 models.

#23074 Reclassing the Mazda RX-8 to DS

Thank you for your input. Please see the response to #22282 in the December Fastrack.

#23099, 23102, 23114, 23120, 23231 Feedback on #21094 Octane Rating (various)

Thank you for your input; please see recommendation to the BOD #21094 in the November Fastrack.

#23123 Request Classification: 2017 Chevrolet Bolt

Please see the response to item #22612 in the December Fastrack.

#23162 Honda Type-R Doesn't Belong in Solo D-Street; Move to B-Street

Thank you for your input. Please see the response to letter #22624 in the December Fastrack.

#23243 Camaro ZL1 ILE

Thank you for your input; please see item #22686 in the December Fastrack.

Street Touring

#22903, 22905, 22916, 22920, 22946, 22973, 22990, 22994, 23002, 23003, 23005, 23035, 23037, 23038, 23045, 23050, 23063, 23098, 23136 Comments on item 14648, 14.10.F (various)

Thank you for your letter. Please see the finalized proposal of item #14648 in the November Fastrack and elsewhere herein.

Tech Bulletins

Street

#23506 Errors and Omissions Items From Nov FT

Due to an editing error the following item was listed under Not Recommended when it should have been in the Recommended section in the September Fastrack:

#21519 More expansive, non-performance electronic defeats

Per the SAC, make the following addition to Section 13:

13.9.I

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

#23155 2018 Mustang I4 Premium Sport Package

Per the SAC, please make the following change in Appendix A:

DS

Ford

Mustang Ecoboost (2015-~~2018~~)

Street Touring

#23506 Errors and Omissions Items From Nov FT

Per letter 19986 published in the March 2017 Fastrack, the Golf R (Mk 7) 2015-2017 was placed in STU. Per letter 21408 in the April 2017 Fastrack, the proposed STH vehicle listing ambiguously listed the Golf R without noting model years. The following listing corrects this error, with the Mk 7 Golf R remaining in STU:

STH

Volkswagen

Golf R (~~2012-2014~~)

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 27th

The Solo Events Board met by conference call December 27th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Charlie Davis 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**.

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Recommended Items

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Street Prepared

#22188 Radiators in SP*, and the dimensions requirement

The SPAC and SEB are recommending the following rule change:

Remove the word “core” from section 15.10.L.1 as shown:

“Radiator ~~core~~ dimensions (width, height, thickness) must be no smaller than the standard part.”

#22368 Reclass 370Z to BSP

The SPAC and SEB recommend the following classing change:

Move **from ASP to BSP**:

Nissan

370Z(all)(2009-13)

Note that this proposal adds a new line to the Nissan listing in BSP.

Member Advisories

Tire Rack Solo Nationals

#23757 Course Designer

The SEB is seeking applicants for the Course Designer position for the 2018 Solo Nationals. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Street

#23587 Proposed Change to 13.9.A

Per the SAC, the use of an adapter between an OE electrical connector and an allowed non-OE part is permitted.

Solo Spec Coupe

#23349 Wheel weight limit clarification

Per the SEB and the SSC rules, the only 17x7 wheels which are permitted are the OE ones, which must be used in a set of 4.

Street Touring

#23770 Errors and Omissions Item from Dec/Jan

The January Fastrack contained an error: item #14648 should have been shown with an implementation date of 2018, not 2019. This is correctly reflected in the BOD minutes elsewhere in that issue of Fastrack, but the heading in the Solo Events Board minutes is incorrect.

Prepared

#22623 PAC member vacancy

The SEB has approved the addition of Han Henze to the PAC.

#22762 Application to join PAC

The SEB has approved the addition of Chris DeLay to the PAC.

Kart

The SEB thanks Jason Vehige for his service as a member of the KAC.

Other Items Reviewed

General

#23085 Please Provide Legal 93 Octane Tanker Truck at Solo Nationals

Thank you for your input.

Street

#23404 Feedback on #22613

Please see the response to #23457.

#23424 S2000 to CS

Thank you for your input regarding proposal to move the Honda S2000 from BS to CS. Please note, the Mazda Miata MSR and Pontiac Solstice ZOK were not included in the move proposal; the SAC feels those cars are appropriately classed in BS.

#23457 Support for Evora/Evora S to BS/AS

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

#23523 Feedback on #22613 Street Reclass for Lotus Evora

Please see the response to #23457.

#23555 Feedback on DS proposal

Thank you for your input on the proposed DS moves.

Street Touring

#23236 14648 feedback - ST ECU modifications question

Thank you for your letter. The idea of keeping a functional OBDII system in the Street

Touring category is consistent with with the idea of keeping the cars' ability to still complete emissions checks within states that require them. The STAC prefers to try to keep the "Street" in Street Touring.

Street Prepared

#22781 Feedback for 22368 Reclass 370Z to BSP

Thank you for your input.

Street Modified

#23487 Allowance of alternate engines

This issue was addressed in a 2018 rules update; please see Item 14 in the BOD minutes published in the January Fastrack.

Prepared

#22500, 22552, 22553, 22588, 22597, 22598 Mid engine weight penalty comments (various)

Thank you for your input. Please see the response to letter 20237 in the December 2017 Fastrack.

#22505 21414 Response

The PAC thanks the member for their input.

#22587 Proposal #20090 Please add a years cap and split boxer and caym

The PAC thanks the member for their input and will continue to monitor the balance in FP

#22725 Engine Swaps in Prepared

The PAC thanks the member for their input regarding the subject change proposal, which was withdrawn per item 21543 in the August Fastrack.

#22753 input on #21414 Turbo jets and other anti-lag

The PAC thanks the member for their input.

#23450 PAC opening

The PAC thanks the member for their interest in serving on the PAC.

#23594 PAC openings

The PAC thanks the member for their interest in serving on the PAC.

Not Recommended

Street

#22631 Move Nissan 370Z (base NON Nismo) to Cstreet

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

#23272 Cobalt SS (turbo) to GS

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

#23332 Moving older currently uncompetitive sports cars to CS.

Thank you for your input. The SAC believes the C4 is appropriately classed.

#23403 Proposal #22653 S2000 valve spring retainers

Thank you for your input. The SAC does not feel like this part allowance is in the spirit of the Street category rules.

#23417 Mini Cooper S and variants back to GS

Thank you for your input.

#23434 Move R53 and R56 Mini Cooper S and JCW models to GS

Thank you for your input. The SAC believes the Mini Cooper S is appropriately classed at this time.

#23574 2018 ZL1 1LE

Thank you for your input. The SAC would like to monitor how the recent additions to SSR affect the performance balance in 2018 before adding additional cars.

Street Touring

#21802 LSDs for AWD ST Cars

The STAC thanks you for your letter. Currently the STAC does not fully agree that allowing AWD cars to replace 1 differential would be beneficial to overall competition within Street Touring.

#22902 Alfa Romeo 4C Classing

The STAC would like to thank you for your letter. The STAC believes this car exceeds the performance levels within the current Street Touring class structure.

#22974 Class Z4M into STU

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to class the Z4 M Coupe and Roadster in STU. You may want to ask your local region to class it for regional competition. Please see letter #22214.

#22982 Change to wording for Intake allowances - 14.10.C

The STAC would like to thank you for your letter. Currently the STAC does not feel that it would be beneficial to the category to alter the rules to allow MAF equipped cars to use MAP sensors.

#23132 Give STF cars a chance in STH

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23147 S2000 AP1 / 2.0L differential allowance

The STAC would like to thank you for your letter. The requested change is not considered consistent with the ST category parameters. Update/backdate is allowed in the Street Prepared category.

Street Prepared

#22547 REPLACEMENT OF BODYWORK WITH OEM WIDEBODY P

Thank you for your input. This change is not considered in the best interests of the category.

#22678 Restrict tires to 200TW

The SPAC does not recommend a change to 200TW tires.

#22714 Mazda Speed Miata to CSP

Thank you for your input. The SPAC believes the car is correctly classed in BSP.

Street Modified

#22720 Import Version of CAM

The SMAC does not see the value in adding an import version of CAM to the National

level rules.

Modified

#22759 Class Structure - Remove Traction Control Rule

Thanks for your input.

#22784 Renaming D Mod

Thank you for your input.

#23267 corvette karts

Thank you for your input. The MAC prefers not to authorize this configuration for National competition, other than in AM for which it is currently eligible. Local regions are free to class vehicles which meet safety requirements in a manner that meets the needs of their programs.

Handled Elsewhere

Street

#22672, 23391, 23485 Nissan 370Z Classing Comments (various)

Please see the response to #22631.

#22808 981 Cayman/Boxster Base and S Class moves

Please see the response to item 22275.

#22956 Classing the 2018 Audi TTRS

Thank you for your input. Please see the response to item #22965

#23278 classify Audi RS3

Please see the response to item #23476.

#23389 Move NC MSR to CS

Please see the response to #23424.

#23390, 23397, 23405, 23410, 23411, 23416, 23420, 23452, 23459, 23460, 23483, 23524, 23547, 23557, 23615 BS to DS Proposed Moves Feedback (various)

Please see the response to item #23555.

#23398, 23408, 23409, 23556, 23395, 23401, 23415, 23419, 23421, 23422, 23432, 23433, 23435, 23464 S2000 Classing Comments (various)

Please see the response to #23424.

#23309 BMW 335 classing missing from FS

Please see Appendix A in the current Solo rule book.

#23531 Moving From BS to CS

Please see the response to #23424.

Street Touring

#22901, 22937, 23107, 23146, 23086, 23186 Feedback on ECUs/14648 (various)

Thank you for your letter. Please see the finalized proposal of letter #14648 in the January Fastrack.

#23269 Proposed Fuel change

The STAC would like to thank you for your letter. Please see final version of the proposal as recommended to the BOD, in the January 2018 Fastrack.

Street Prepared

#22674 Rotary engine reliability allowance clarification request

Please see the response to letter #21737 in the October 2017 Fastrack.

#23051 Yes to 370z to BSP

Please see item #22368, as approved by the BOD in Solo Events Board Item 28 in the BOD Minutes in the January Fastrack.

Street Modified

#21319 Clarification on Engine

The Solo Rules for 2018 remove the verbiage pertaining to joint venture swaps and refer to brands only now. As the MZR is in a Mazda branded car it can legally be swapped into any other Mazda without a weight penalty.

#21807 Continuation of Letter #21319

Please see the response to letter #21319.

#22481, 22486, 22503, 22549, 22602, 22690, 22724, 22755, 23266 Street Mod Engine Swaps 21288 Feedback (various)

This issue was addressed in a 2018 rules update; please see Item 14 in the BOD minutes published in the January Fastrack.

#22504 #21288 Response

Please see Solo Events Board Item 14 in the BOD Minutes as shown in the January Fastrack.

#22628 Mazda MZR engines

Please see the response to letter #21319.

#22690 Ideas to Increase SM Participation

Thank you for your input. Please see Solo Events Board Item 14 in the BOD Minutes as shown in the January Fastrack.

Prepared

#22173, 22735 XP minimum weights comments (various)

Thank you for your input. Please see the revised version of item #14898 elsewhere herein.

Change Proposals

General

#23346 Fuel allowance proposal re: methanol

The following rule change proposal is submitted for member review and comment:

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

#22275 981 Cayman (non-GT4, non-GTS, nonR, non-S) (2013-16) to B Street

The SAC is requesting member feedback on the following proposal:

Move **from AS to BS**

Porsche

Boxster (non-GTS, non-S, non-Spyder) (2013-16)

Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)

#23593 Moving Porsche Cayman S & GTS

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

Move **from SS to AS**

Porsche

Boxster S, GTS (981 chassis) (2013-16)

Cayman S, GTS (981 chassis) (2013-16)

Street Prepared

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

The SPAC is requesting member feedback on the following proposal:

Move the BMW 128(2008-2011), Subaru BRZ (2013-2016), and Scion FRS (2013-2016) to DSP with limitations on fender cutting. Section 15.2.A would not apply to these cars and fender rules would instead follow the applicable rule from Street Touring (14.2.E). These cars would run against normal DSP cars as DSP classed vehicles.

The SPAC is also requesting member feedback on the following classing change:

Move **from BSP to DSP:**

BMW

128 (2008-2011)

#22761 Fiesta ST???

The SPAC is requesting member feedback for the following proposal:

Move **from CSP to DSP:**

Ford

Fiesta ST (2014-16)

#23109 2011-2012 GT500

The SPAC would like member feedback on the following change package:

Change in ASP

Ford

Mustang Shelby GT500 (S197) (~~2011-14~~ 2013-14)

Add to ESP:

Ford

Mustang Shelby GT500 (S197) (2011-2012)

#23431 Eagle Talon reclass

The SPAC would like member feedback on the following change:

Move *from ASP to DSP*:

Mitsubishi

Eclipse Turbo and Talon Turbo (1989-99)

Plymouth

Laser (AWD)

Prepared

#14898 XP boosted displacement equivalence and min weight

The PAC has reviewed member feedback, event results and weights, and the current state of XPrepared. The PAC is revising the weight formula proposal published in the July 2016 Fastrack, and is seeking member input regarding the revised version.

Executive summary of the changes from the current rule:

- Increase FI multiplier from 1.4 to 1.6 and increase base weight for FI from 1200 to 1300. This results in ~180-245lbs added to the minimum weight of FI engines.
- Increase FI minimum weights to help discourage small “grenade” motors.
- Change NA formula to prevent some larger engines weighing less than slightly smaller engines.
- Change NA formula to give a weight break above 5.0L. A 7.0L NA motor equals the 2300lb weigh limit
- Change wording of “engine behind driver” to “with 51% or more weight on the rear axle”
- Set a minimum weight for NA vehicles.

The specific proposed changes are as follows:

Appendix A, class X Prepared, section 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, class X Prepared, section 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 *and 51% of the weight on the rear axle is* ~~4200~~ **1300** + [(1.796 x ~~1.4~~ **1.6**) x (200+ 20)] + ABS = ~~4753~~ **1982** lbs.

Engine displacement less than 4.0L

FWD..... **1300** lbs. + 150 lbs. per liter

RWD..... **1300** lbs. + 200 lbs. per liter

AWD..... **1300** 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 (lbs.)

- 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	<i>Supercharged/Turbo</i>
FWD.....	1425.....	<i>1675</i>
RWD.....	1550.....	<i>1950</i>
AWD.....	1675.....	<i>2000</i>

#22790 ABS/Prepared category

The PAC is requesting member feedback on allowing Anti-lock Brake Systems to be added/modified in CP. This will allow older vehicles to remain competitive, without placing restrictive takebacks on newer vehicles. The PAC recommends making the following changes to Appendix A - (CP) Prepared:

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non-OE or modified OE ABS incurs an ABS weight adjustment.

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal. *Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.*

The following weights apply unless a specific weight is indicated with the model listing.

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

Weight Adjustments (lbs.)

Non-OE or modified OE ABS.....add 250

Maximum weight on the rear of the car shall be 51% of the total weight of the car. Exceptions: Corvair, Yenko Stinger.

Tech Bulletins

Street

#22470 Reclass request: 2017 Camaro V6 1LE

In accordance with section 3.2 in the Solo Rules, the SAC recommends the following change to Appendix A:

Move **from BS to FS:**

Chevrolet

Camaro V6 1LE (2017)

#22965 Classification of 2018 TT RS

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

SS

Audi

TT RS (2012-2013, **2018**)

#23110 2017 Viper for SSR?

Per the SAC, make the following change to Appendix A:

SSR

Dodge/SRT

Viper/Viper GTS (non ACR, non T/A) (2013-**2017**)

#23271 Classify the 2018 Mustang

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

FS

Ford

Mustang GT (2011-**2018**)

#23340 Change 991 GT3 2014-15 to 991 GT3 2014-18 to include current GT3

Per the 2018 rules, Appendix A is updated as follows:

SS

Porsche

991.2 GT3

#23377 Classification request, Audi A3 e-tron

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

GS

Audi

A3 e-tron

#23476 2018 Audi RS3 Classification

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

BS

Audi

RS3

#23535 Ford GT 350 Years

Per the SAC, the SSR and AS listings for Ford Shelby GT350 are to be updated to include the 2015 model year.

#23626 Class the 718 Cayman/Boxster GTS

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

SS

Porsche

718 Boxster S and **GTS** (2017-2018)

718 Cayman S and *GTS* (2017-2018)

#23627 Class the super kitties

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

SS

Jaguar

F-Type SVR, R-coupe (2018)

Also, update the AS listing as follows:

AS

Jaguar

F-Type (*NOC*, excluding Project 7)(2014-18)

#23628 Class BMW updates

Per the SAC, update the following BMW related listings in Appendix A:

DS

BMW

228i *2 series (228i, 230i)* (F22 chassis) (2014-*18*)

328i *3-Series (328i, 328d, 330i)* (2012-16) & 328d (2014-17) (F30/F31/F34 chassis) (*2012-18*)

428i *4-Series (428i, 430i)* (F32/F33/F36) (2014-*18*)

Street Touring

#23230 Please classify the Alfa Romeo Giulia

The STAC has recommended the following listing addition to Appendix A:

Street Touring Ultra (STU)

Alfa Romeo

Giulia (2.0T) (2016-17)

Street Prepared

#22778 Fix year listing for Nissan 370Z

Per the SPAC, update the following listing as shown:

BSP

Nissan

370Z (all) (2009-*2018*)

#22833 Please the class the Kia Forte (N/A) in a Street Prepared Class

Per the SPAC, make the following addition in Appendix A:

FSP

Kia

Forte (NA) 2008-2011

Forte (NA) 2012-2018

Prepared

#23242 2007 honda fit not classified in prepared category

Effective immediately upon publication, add the following vehicle to E Prepared.

Appendix A, E-Prepared

Honda

Fit (2007-2018)

Modified

#22770 Floor pans in DM and EM

Per the MAC, clarify subsections of 18.1.C.2 and 18.1.C.3 as follows:

2.e. Floor pan material, ~~and~~ thickness *and method of attachment* are open under Modified Tub allowances.

3.a. *Except as specifically authorized*, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension.

3.c. *Except as specifically authorized*, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

Junior Kart

#22329 Suggestions for clones in JB

Per the KAC, change 19.2.A.2.b.4 as follows:

4. Clone Motors (*up to 212 cc displacement*)

A. The intent of the clone motor allowance is for inexpensive 6.5 hp 4-stroke motors such as the Predator and Powerhorse. This does not allow Box Stock Project (BSP) motors which are available with multiple upgrades.

A B. Fuel - Gasoline only

B C. Weight (lbs) ~~265~~ 250

~~*C D. Motor must remain completely standard with the exception that the "governor" may be removed (no modifications or changing of the flywheel, exhaust, carburetor, etc.).*~~

Motor must remain stock with the exceptions that the governor may be removed or defeated and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, exhaust, carburetor, or intake are allowed.

#22434 Cadet chassis in JA?

Per the KAC, add new rule 19.1.A.6 as follows:

19.1.A.6 "Kid" or "Baby" kart chassis with a wheelbase less than 900mm must run tires no larger than 4.6" front, and 5.0" rear, as imprinted on tire for all Formula Junior classes.

Change 19.2.B

B. Chassis

~~*Formula Junior will follow Section 19.1.A. 2. Additionally, Cadet-sized*~~

~~chassis (overall length 69"; wheelbase 35" minimum and 38" maximum) is approved for all engine configurations in JB. All Junior karts will follow Section 19.1 items pertaining to construction materials and ballast.~~

Formula Junior will follow Sections 19.1.A.1,2,3,5,6. Smaller, "kid kart" chassis are approved for all Junior Classes providing they meet 19.1.A.6.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 24th

The Solo Events Board met by conference call January 24th. Attending were SEB members Mike Simanyi, Brian Connors, 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

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.

Prepared

#21414 Turbo jets and other anti-lag

Add to 17.10.D as follows:

4. 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.

#21828 XP non-OE wing mounting

Change 1.c in Appendix A, class X Prepared, as follows:

“Appendix A: 1.c. Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*”

Note: The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work.

Member Advisories

General

#23854 spectator and non-spectator Solo events update

The Solo rule book has been updated to contain language which is consistent with current insurance requirements, regarding spectator/non-spectator events.

#23960 SEB Personnel

The SEB has a vacancy and is requesting interested members to submit their qualifications in writing via www.soloeventsboard.com

The SEB thanks Eric Hyman for his service as an SEB member.

Street Touring

#23688 2 step limiters on STS Civics

Thank you for your inquiry. There is no allowance for wiring modifications in the current Solo rules to facilitate feeding additional sensors into the ECU. The STAC would

encourage the letter author to talk with fellow competitors who are utilizing a 2-step rev limiter under the current rules.

Change Proposals

General

#23348 Approved means for preheating tires

The SEB is seeking member feedback regarding the following proposal.

Change 6.11 as shown:

~~“6.11 PREHEATING TIRES-TIRE TEMPERATURE MANAGEMENT~~

~~Pre-heating of tires prior to competition by electrically heated covers or by similar means is prohibited. Supplemental heating of tires less than 30 minutes prior to the first car of the heat starting a run is prohibited.~~

~~Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off.~~

~~Water may be used to cool tires.”~~

Street

#22582 Muscle cars to B Street?

The SAC would like member feedback on the following proposal:

Move *from AS to BS*

BMW

M3 and M4 (F80/F82)(2015-18)

Chevrolet

Camaro SS 1LE (V8)(2017-18)

Ford

Mustang Shelby GT350 (2015-18)

Nissan

350Z NISMO (2004-08)

370Z NISMO (2009-18)

#23650 BMW Z4 Class Change Proposal

The SAC would like member feedback on the following proposal:

Move *from BS to CS*

BMW

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

#22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS

The SAC would like member feedback on the following proposal:

Move *from DS to GS*

BMW

3-Series (E46 chassis)(non-M3)(1999-2006)

Lexus

IS300 (2001-05)

Subaru

WRX (non-STi)(2001-08)

#22882 Move RX-8 from CS to DS

The SAC is requesting member feedback on the following revised version of a previously-published list of class change proposals for 1/1/2019:

Move *from BS to DS:*

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

Ford

Focus RS (2016-2017)

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move *from BS to DS:*

Audi

TTS (2009-15)

Move *from CS to DS*

Mazda

RX-8

Nissan

350Z (exc Nismo)(2003-2009)

#23333 2011 Audi R8 V10 Spyder from SSP -> SS

The SAC would like member feedback on the following proposal:

Move *from exclusion list to SS*

Audi

R8 (non-GT) (2008-2015)

R8 (non-Plus) (2016-2018)

Street Touring

#22139 Master cylinder brace allowance in ST

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

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

Street Prepared

#22718 Request to Re-classify FR-S/BRZ/GT86 to DSP

The SPAC is requesting member feedback on the following proposal:

Move the BMW 128i(2008-2011), Subaru BRZ (2013-2016), and Scion FRS (2013-2016) to DSP with limitations on fender cutting. Section 15.2.A would not apply to these cars and fender rules would instead follow the applicable rule from Street Touring (14.2.E). These cars would run against normal DSP cars as DSP classed vehicles.

Please see item #22536 in the February Fastrack for a related proposal.

Street Modified

#23104 16.1K Canards

The following change proposal is submitted for member review and comment:

Revise the following paragraph from 16.1.K as shown:

“Canards are allowed and may extend a maximum of 6.0” (152.4 mm) 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 cm²) for each side.*”

#23106 16.1.H Rule Clarification - Rear diffusers

Per the SPAC, the following change proposal is submitted for member review and comment:

Add to 16.1.K as follows:

“Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.”

Prepared

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

In order to correct an oversight from the DP/EP/GP reorganization, the RWD 1968-1981 Escort & Lynx and Chevrolet Chevette are recommended to be removed from EP. The listing is proposed to be corrected as follows:

Appendix A

E Prepared (EP)

Ford & Mercury

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

Chevrolet, ...

~~Chevette (1975-87)~~

Other Items Reviewed

General

#22756 input on multiple proposals

Thank you for your input.

Street

#23634 Feedback for street class proposed moves #22526 & #22882

Thank you for your input.

#23659 Move AWD boost machines from BS to DS

Thank you for your input.

#23660 S2000 (non CR) to CS

Thank you for your input.

#23668 Concur with Proposal # 22882

Thank you for your input.

#23732 YES to #22613 Comprehensive Street Reclass for Lotus Evora

Thank you for your input.

Street Touring

#23682 Not for the proposed 93oct rule change.

Thank you for your input. The STAC will monitor the new 93 octane rule and continue to accept member feedback.

Street Prepared

#22733 SP Participation

Thank you for your input.

Prepared

#23373 Response to #21828

The PAC thanks the member for their input. The PAC feels a wing mount, regardless of style, is considered a component of the wing and would be subject to the placement allowances of Appendix A.1.c.

#23442 Member input Prepared Letter #20237

Thank you for your input.

#23794 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#23832 PAC Committee Personnel

The SEB thanks Jeff Stroh for his service on the PAC.

Kart

#22509 Proposed 19.2.H.2

Thank you for your input.

#23314 Information about comparing weights of KZ/ROK/Stock Honda

Thank you for your input.

Not Recommended

General

#23164, 23166 3.3.3.B.12 - Non-Metallic Wheels

The SEB does not recommend this change.

Street

#22749 More Vipers into SSR

Thank you for your thorough and data-driven letter. However the SAC does not want to make further changes to SSR at this time.

#22763 Shock bumpstop rule, 13.5.D

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

#22807 Move Honda S2000 CR from AS to BS

Thank you for your input. The SAC believes the S2000 CR is appropriately classed.

#23669 Move Porsche Cayman (non-S, all years) to D-Street

Thank you for your input. The SAC believes any Cayman variant exceeds the performance potential of DS. Please see letter #22275 in the February 2018 Fastrack for a class change proposal involving the Cayman.

#23670 Addition of the 2018 Audi TTRS and RS3 to SSR

Thank you for your input. The SAC does not want to make further changes to SSR at this time.

Street Touring

#23133 Tire width proposal for stf cars being moved to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23134 Wheel/LSD allowance

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23137 Additional allowances for STF cars moving to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23139 Larger wheel/tire for STF cars going to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23141 STF cars to STX instead of STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23143 stf cars to stx

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23151 Additional STF cars reclassified to STX.

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23484 It's time to move all NA/NB Miatas to STS

Thank you for your input. The STAC feels the performance levels of the Torsen-equipped NA and NB Miatas are not currently appropriate for STS. In Club Racing, Spec Miata uses restrictors and weights to balance performance of the NA and NB Miatas, and such measures are not applicable in the Solo Street Touring category.

#23663 Request to please consider classifying the BMW Z4 M Coupe in ST-

Please see the response to letter #22214 in the October 2017 Fastrack.

Street Prepared

#22716 Stop fender cutting

Thank you for your input. Please see item #22536 in the February Fastrack.

Prepared

#22239 Prepared a restructuring comment.

Thank you for your input. Please see item #14898 in the February Fastrack.

#22789 Restrictor size increase request?

The PAC feels that the current restrictor allowances provide sufficient parity for Forced Induction and Naturally Aspirated motors in the current structure.

#23338 Weight calculations

The PAC feels the current allowances for 2 valve engines adequately cover the performance differences. The PAC will continue to monitor the competitive balance of the weight formulas.

#23356 Restructuring classes Blown versus NA engines

Thank you for your input. The PAC will consider this subject when discussing long-term category goals.

Kart

#21979 Legal motor

Thank you for your input. At this time, the KAC/SEB does not believe this motor should be added to KM.

#22020 REQUEST TO CLASS ROK SHIFTER AS NEW ENGINE

Thank you for your input. The KAC does not recommend adding this motor to KM.

#22022 Change 19.D.2 to allow csai aci homologation

Thank you for your input. At this time, the KAC prefers not to class the ROK motor in KM.

#22508 Consider requiring WKA/IKF/... compliance for kart chassis?

Thank you for your input.

#22517 Jr. Kart Weights

Thank you for your input. The KAC believes the weight requirements are sufficient as written.

Handled Elsewhere

Street

#22632 Please DO NOT move Mustang GT 350 to BStreet

Please see the response to item #22582.

#22697 Follow up from the town hall discussion at Nationals

Please see the response to item #22696.

#22699 6th Gen SS 1LE to B Street

Please see the response to item #22582.

#23413 Street class change proposals

Please see the response to item #23555 in the January Fastrack.

#23642 Take a few cars off the exclusion list?

Please see the response to item #22333.

#23689 Member Feedback on proposed moves to DS

Please see the response to item #23634.

#23694, 23730, 23734, 23735, 23736, 23742, 23748 Re: Lotus Evora (various)

Please see the response to item #23732.

#23698 RE letter 22882

Please see the response to item #23634.

#23722 Feedback on the proposal to move the s2000 to C-Street

Please see the response to item #23660.

Street Touring

#23643 STR NB Miata with open diff to STS

Please see the response to letter #23484.

Street Modified

#22741 Diffusers in Street Modified

Please see the response to item #23106.

#23249 Car Classification

Please see the response to item #23106.

Prepared

#16812 XP Weight Formula Conformity

Thank you for your feedback. Please see item #14898 in the February Fastrack.

#22791 22790 - ABS in CP

Thank you for your feedback. It was considered in the response to item #22790, which can be found in the February Fastrack.

#22830, 22947, 22949, 22950, 22951, 22968 Re: 22790 - ABS in CP (various)

Please see the response to item #22791.

#23516 51% weight modifier

Thank you for your input. Please see item #14898 in the February Fastrack.

#23618 Oppose Proposed Rule Change #20237!

Thank you for your input. Please see item #20237 in the December 2017 Fastrack.

Modified

#22811 Non Ferrous floor attachment.

Please see item #22770 in the February Fastrack.

Tech Bulletins

Street Touring

#23716 2017+ Civic Si to STH

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

STH

Honda

Civic SI (2017-2018)

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**.

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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-**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.

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

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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.

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), STU (2WD, mid-engine, rear-engine).....	.....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)

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

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.

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

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.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call May 23rd. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Scott Dobler; 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**.

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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.

Prepared

#23872 No minimum weight for NA 4 cylinder cars listed

To accommodate non-turbo 4 cylinder vehicles, the PAC is recommending the following previously-published 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”

Member Advisories

General

#24538 Request clarification of rule for reruns due to workers on course

Thank you for your inquiry. The SEB believes your answer is covered by Solo Rules section 7.8.2.

Street

#24546 Question Regarding 2018 Camaro SS

The “1LE suspension package” is a dealer installed accessory when not ordering the full 1LE package from the factory, which is not specifically listed as a permitted option, and is therefore not compliant for use in the Street category.

Solo Spec Coupe

#24446 Swaybar option legality

Per the SEB, the service manual does not have an option to disconnect an end link, so that configuration would not be compliant. You may adjust the links into a combination that you find acceptable.

Street Touring

#24123 Allow S2000 CR Wing for non-CR

The STAC believes that per 14.2.F adding an OE CR wing on a base model S2000 is an allowable modification. The committee does not consider putting a CR wing on an AP2 to be an abuse of the current allowances.

Street Prepared

#22684 Aftermarket Electronic Suspension Controllers in SP

Per the SPAC, aftermarket electronic suspension controllers are already allowed using rule 15.1.D.

#24345 Accommodations for roll bar installation

An OE top can not be removed to facilitate roll bar installation. Roll bars must comply with Section 13.2.G.1.

Prepared

#24418 Alternate heads for MazdaSpeed Miata

Per the PAC, any BP4W cylinder head may be used on the MazdaSpeed Miata.

Change Proposals

Street

#22772 #20102 Replacing Electronic Shocks

The SAC would like member feedback on the following proposed addition to the Street Category rules:

“13.5.A On vehicles originally equipped with 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.”

Street Touring

#23581 Please review Intercooler rule for ST

The STAC is soliciting member feedback on the following rules proposal to allow replacement intercoolers in STH.

Modify 14.10.C as follows

“C. Induction allowances are as follows:

All - The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

STH - As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced.”

#24601 Specific model / year classing for the Mini's

The STAC is soliciting member feedback on moving the second generation (2007-2013) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX while the turbocharged 2nd and 3rd gen cars move to STU. The STAC feels the gen 2 turbo cars would be too fast for STH and would also be significantly lighter than the other cars in the class.

Modify listings in Appendix A as follows:

STU

Mini

Cooper S & Cooper S JCW (2007-2013)

Cooper (non-S) (2014-2015)

STX

Mini

~~Cooper (non-S) (2014-15)~~

Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed) *(2001-2006)*

Street Prepared

#23979 Equal rights for Superchargers and Turbos

The SPAC is requesting member feedback on the following change proposal.

Change the following sections to allow supercharger pulley ratio changes:

~~“15.10.C.4.c No changes are allowed to supercharger drive system pulleys. Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes.~~ Belt tensioners may be added/changed to reduce belt slip.”

“15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended.

~~Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.”~~

“15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys).

~~Supercharged cars may not alter crankshaft/supercharger drive ratio.~~ Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose.”

Prepared

#24314 Prepared ABS rules.

The PAC is seeking member input on the following proposed change to the ABS allowances. The proposed allowances are intended to clarify what the ABS is comprised of, and what may be modified without altering the functional operation of the system.

17.6.C

~~“Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.”~~

Addition or replacement of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be disabled in a manner not accessible while driving. Any component of a disabled system may be removed or modified, unless prohibited elsewhere. ABS sensors (excluding wheel speed sensors), ABS computer, ABS valve block and input signals of a functional system, may not be replaced, relocated or altered. The ABS wheel speed sensors and ABS tone wheels may be relocated, replaced or modified, as long as the functional operation of the system is not altered (e.g. pulses per wheel revolution remains the same). The ABS warning lamp/s and related wiring, of a functional system, may be removed or modified. The length and routing of ABS related wiring, of a functional system, may be modified, as long as the functional operation of the system is not altered.”

Other Items Reviewed

General

#24291 Against Tire Warming Restriction Proposal

Thank you for your input.

#24422 Organizational Structure

Thank you for your input.

#24427 Rules transparency

Thank you for your input.

#24597 National Tour Bump Classes

Thank you for your input. The flexibility of the National Tour program allows a Regional-level class to be added to a particular event, and an indexed Prepared class could fit in via this mechanism. Event organizers at the host Region level would be the ones to initiate such a class addition.

Street

#22591 Street Advisory Committee

Thank you for your application.

#23418 Future SAC position

Thank you for your application.

#23500 Anticipated SAC Openings

Thank you for your application.

#24060 Audi R8 V10 to SS

Thank you for your input.

#24134 Input on moving the 981 from SS to AS (letter 23593)

Thank you for your input regarding the proposal. The SAC feels that the Porsche 991.1 and 991.1S are appropriately classed.

#24495 Recommendation to move Nissan 350Z (non-Nismo) to D Street

Thank you for your input.

#24530 Muscle to BS Proposal #22582

Thank you for your input regarding the proposed changes.

#24536 2018 Camaro 1LE and 2018 Mustang PP2 to BS

Thank you for your input.

#24602 RX8 to Remain in CS

Thank you for your input.

Street Prepared

#24125 In favor of #22761

Thank you for your input.

#24356 23431 - DSMs to DSP

Thank you for your input. Please see the response to item #23431 elsewhere herein.

Prepared

#24471 Updating of the rules for modern cars

Thank you for your input.

Modified

#23540 Proposed additions to EM rules, possible DM rules as well

Thank you for your input. The MAC is considering possibilities for additional constraints on high-cost modifications in DM and EM, and will continue to monitor the competitiveness levels within these classes.

Not Recommended

General

#24553 Class Pitch

Thank you for your input. The SEB believes a situation like this one can be addressed at the Regional level, since per Solo Rules section 1.1, a Region may use a classing structure which helps it develop its program.

Street

#24443 Simplify Dodge Viper models

Thank you for your input.

#24503 Porsche 997

Thank you for your input. Please see the response to letter #24097 in the June Fastrack, regarding the 997 Turbo. The SAC believes the naturally aspirated 997 chassis cars are appropriately classed.

#24515 OE tire allowance for Regional Solo Events

Per Solo Rules section 1.1, Regions have the ability to alter their local rule sets as needed to suit the needs of their competitors. The 200TW rule allows for an even playing field at National competition.

#24518 Passive restraints in 13.2.H

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

#24600 Reclassify All twins/triplets BRZ/ FRS/86 to D Street

Thank you for your input. The SAC believes the newer FRS, BRZ, and 86 are appropriately classed.

Street Touring

#21325 Minimum seat weight, steering wheels, airbags

The STAC and SEB would like to withdraw the proposal published in the April Fastrack concerning the removal of SRS, and higher minimum seat weights. The STAC and SEB

will continue to monitor the effects current ST allowances have on modern cars, and the SEB may revisit this proposal at a future date.

#24359 Move Nissan 350Z 2003-04 from STU to STR

Thank you for your input. The STAC does not feel that it is appropriate at this time to move the early 350z to STR.

#24388 STP's straight axle cars

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

#24458 e46 M3 and e9x M3 to STP

Thank you for your input. The STAC does not feel that the e46 or e9x M3 is appropriate for STP.

#24483 STP participation -> Time for National Recognition?

Thank you for your input. The STAC is monitoring the participation levels in STP across the country, with regards to whether it has the numbers to support becoming an official class.

Street Prepared

#24262 Reclass Lotus Elige

Thank you for your input. Please see the response to item #23979 elsewhere herein.

Prepared

#22790 ABS/Prepared category

Thank you for your input. This topic has resulted in very diverse opinions at all levels (SEB, PAC, and Membership). Because of the lack of clear direction, and limited evidence that ABS is causing a substantial adverse effect in the class, it has been decided to keep the current allowances and continue to monitor the topic.

#23981 Feedback on Feb 2018 FastTrack XP weights proposal

Thank you for your input. The PAC will continue to monitor the influence of NA motors in the class.

#24269 FP RWD Turbo Restrictor

Thank you for your input. The PAC is aware of the new build. The performance levels of the current RWD turbo cars competing are on par with the FP class, including several examples of the chassis of concern. The PAC will continue to monitor the balance of the class.

Handled Elsewhere

Street

#24528 re: Ltr 24097

Please see the response to letter #24097 in the June Fastrack.

Street Touring

#24184, 24185, 24186, 24187, 24189, 24190, 24192, 24193, 24194, 24195, 24196, 24199, 24202, 24203, 24205, 24206, 24207, 24208, 24209, 24210, 24212, 24214, 24216, 24217, 24218, 24219, 24220, 24223, 24224, 24225, 24226, 24227, 24228, 24229, 24230, 24231, 24233, 24234, 24435, 24236, 24239, 24241, 24244, 24249, 24251, 24267, 24268, 24271, 24272, 24276, 24288, 24289, 24290, 24292, 24293, 24294, 24295, 24298, 24302, 24304, 24305, 24306, 24307, 24308, 24312, 24318, 24321, 24325, 24327, 24329, 24333, 24334, 24339, 24341, 24346, 24349, 24350, 24355, 24361, 24363, 24364, 24366, 24368, 24381,

24398, 24406, 24409, 24410, 24415, 24417, 24423, 24426, 24466, 24470, 24472, 24484, 24489, 24490, 24502, 24525, 24527, 24578, 24625 Feedback on 21325 (proposed changes to 14.2.B and 14.2.D; steering wheels, seats)

Thank you for your input. Please see the updated response to letter #21325.

#24395, 24397, 24404 STH allowances

Please see the proposal written in response to letter #23581.

#24447 Intercooler Modifications in ST

Please see the proposal written in response to letter #23581.

Prepared

#23893, 23905, 23909, 23939, 23947 Responses to Proposal 22790, ABS in CP

Thank you for your input. Please see the updated response to item 22790 contained within this Fastrack.

Tech Bulletins

Street

#24508 Please update Corvette Z06 (C7) listing in Appendix A

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

SS

Chevrolet

Corvette Z06 (*inc Z07 package*)(C7)(2015-18)

#24566 Mitsubishi Mirage (2014-18)

Per the SAC, please make the following clarification to Appendix A:

HS

Mitsubishi

Mirage (*1978-2003*)

#24618 2019 C7 Corvette Z06 - SS/SSL Class

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

SS

Chevrolet

Corvette Grand Sport (2017-19)

Corvette Z06 (2015-19)

Street Prepared

#23357 Classing Request 2017 VW GOLF R

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

ASP

Volkswagen

Golf R (2015-2018)

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**.

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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.

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), STU (2WD, mid-engine, rear-engine).....	.....255
STH (2WD), STX (2WD), STU (AWD), STU (2WD, mid-engine, rear-engine).....	.....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 cm²) 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. 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.

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**.

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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

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 allowace

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