

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 28th

The Solo Events Board met by conference call October 24th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Scott Dobler; 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 new rule, class, and listing change proposals herein is **1/1/2020**.

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.

General

#25845 Updated Category Preambles

In response to input, the SEB has revised the Category Preambles to read as shown below and is recommending them to the BOD:

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

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 classed by performance potential

D Street

G Street

H Street

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

Street Touring

Category Objective

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

Category Values

Vehicle modifications should not prevent daily use on public roads; "Daily use" is a subjective criteria; Competitors will interpret this differently; "Street legal" is a category goal. Some states may require more stringent requirements. It is not the intention of "street legality" to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.

Performance Improvements Through "Bolt-On" Modifications

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

Aftermarket/Larger Brake Kits

Wheels/Tire Upgrades

Vehicle Safety Systems

ABS may be electronically disabled, but otherwise must remain unaltered

Required Diagnostic Systems

OBDII systems should remain functional

Retention of specific emissions systems

Engine Tuning

Classes

Street Touring Sport (STS): Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

Street Touring Roadster (STR): Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally sports car based chassis.

Street Touring Xtreme (STX): Medium HP coupes and sedans. Primarily RWD with some performance matching AWD

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

STH: 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

Restricted aerodynamic aids

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: FWD cars naturally aspirated

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
Unconstrained automotive-based powertrain (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 Category

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

The SAC recommends the following change to Appendix A:

Move *from exclusion list to SS*

Audi

R8 (non-GT) (2008-2015)

R8 (non-Plus) (2016-2018)

Prepared Category

#22617 GCR to XP

The PAC and SEB recommend the following change to the rules covering GCR-legal vehicles in Solo:

In 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.

In 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."~~

Modified Category

#24101 Request for limits on anti-lag

The MAC and SEB recommend 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."

Member Advisories

Street Touring Category

#25496 Amendment of Request #25438

Thank you for your input. The Street Touring rule set currently allows for alternate springs and shocks.

Street Modified Category

#25987 Committee Personnel

A vacancy is anticipated on the SMAC, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Prepared Category

#25825 PAC Opening

The PAC currently has a vacancy. Members interested in serving on this committee, are invited to submit their qualifications in writing via www.soloeventsboard.com. Although we encourage all interested parties to apply, the PAC is particularly interested in members with CP experience.

#25826 Committee Personnel

The SEB and PAC would like to thank Chris Raglin for his service to the PAC.

Change Proposals

Street Category

#25535 Cobalt 2.4L classing

The SAC would like member feedback on the following classing change proposal:

Move *from GS to HS*

Chevrolet

Cobalt (non-turbo)(2006-2009)

Street Touring Category

#25473 1992-2005 Honda Civic Class Change

The STAC is seeking member feedback on moving the 6th and 7th gen Civics from STS to STX where they may take advantage of allowances for wider tires and aftermarket differentials. The 7th gen Civic Si is already classed in STX.

Modify listings in Appendix A as follows:

Street Touring Xtreme (STX)

Honda

Civic Si (~~2002~~ 1999-15)
Civic (1996-05)
Street Touring Sport (STS)
Honda
~~Civic (non-Si) (2001-05)~~
Civic (1984-~~2000~~-1995)

Street Prepared Category

#25246 15.10.O Clutch Hydraulics

The SPAC is looking for member feedback on the following rule change proposal:

15.10.O.

Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder *and clutch master cylinder* is permitted.

Prepared Category

#24975 Clarify NOC listings

The PAC would like member feedback regarding the following proposed changes to Appendix A. The changes are intended to prevent vehicles from automatically entering the class that may cause a competitive imbalance.

In Appendix A, D-Prepared:

Alfa Romeo:

Sedan or sports car (~~NA~~, RWD, NOC,)

BMW:

Sedan (~~NA~~, RWD, NOC)

Volvo:

Sedans (~~NA~~, RWD, NOC)

In Appendix A, E-Prepared:

Toyota

Sedans (~~non-turbo~~ ~~NA~~, FWD, NOC)

Subaru

Sedan (~~non-turbo~~ ~~NA~~, FWD, NOC)

Other Items Reviewed

General

#25225, 25227, 25277 Junior Karts at Nationals (various)

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25226 Nationals Registration entry limits

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25233, 25273 2018 Nationals Feedback, Comments (various)

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25287 SCCA growing participation numbers at Nationals and Safety

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

Street Category

#25295 Electronic shocks and the basic tenets of Street

Thank you for your input.

#25298 Replacing Electronic Shocks in Street Keep Pan

Thank you for your input.

#25534 BS-DS moves 2019

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

#25538 Request to class the 2019 Camaros

The 2019 cars will be added to the 2019 Solo rule book.

#25573 E92 M3 Stability

Thank you for your input.

#25610 Input on #23593, 981 Cayman/Boxster S/GTS

Thank you for your input; please refer to item 23593 in the November Fastrack

#25625 Adaptive shocks / Pandora's box

Thank you for your input

#25652 Letter 25206

The 2019 Solo rulebook will be updated to include all model year 2019 cars.

Street Touring Category

#25468 Replace STP with another class

Thank you for your input.

Street Prepared Category

#25364 Approval for Toyota FT86 and Subaru BRZ

Thank you for your input.

Prepared Category

#25107 Proposal #20239

The PAC thanks the member for their input regarding the proposal.

#25612, 25727 Proposed engine swaps in Prepared

Thank you for your input. The PAC has noted that the recommended engine swap allowance has generated a great deal of positive member excitement.

Modified Category

#22460 Minimum weight

Thank you for your comments and suggestions; the MAC and SEB have discussed this topic at some length. The SEB considers it appropriate for the Protest Committee to deal with each situation as it believes necessary, including consideration of aspects

such as scale calibration, margin to the minimum weight, and other circumstances as may apply.

#24770, 24772, 24776 Weighing Cars at Nationals (various)

Thank you for your input. The SEB is examining alternatives for improving the process of weighing cars in the Modified category.

Not Recommended

Street Category

#25296 Clarification request on Sunset rule and Celica GT classing

Thank you for your input. The SAC believes there are currently several affordable, competitive options in HS.

#25297 Fiesta ST ineligible for Street due to rollover risk

Thank you for your input.

#25498 Mazda RX-8 move from CS to DS

Thank you for your input. Please see the response to 22282 in the October Fastrack. The SAC believes the RX-8 is appropriately classed.

#25560 17-fastrack-December BS to DS classing question

Thank you for your input. Please see the response to 22282 in the October Fastrack. The 2018 Focus with the front diff was intentionally excluded from the move.

#25589 23593 Moving Porsche Cayman S & GTS

Thank you for your input. The SAC considers many factors besides performance when classing cars.

#25593 Honda S2000 CR Proposed Class Change - 25236

Thank you for your input, the SAC feels the S2000 CR is appropriately classed. The SAC believes that out of production cars with low production volume should not normally be placed into competitive situations. The SAC has been consistent with this policy with other similar packages such as the MX-5 MSR, Solstice ZOK, etc.

#25594 new econ car class

Thank you for your input. The SAC believes that there is not strong membership interest in a class at sub HS speeds.

#25598 Porsche Cayman (non-s), 2 liter 4cylinder from AS to BS

Thank you for your input. The SAC will continue to monitor the performance of the 718 chassis.

#25613 2004 Porsche 996 GT3 move from SS to AS

Thank you for your input. The SAC believes the 996 GT3 is appropriately classed.

#25630 +0.5

Thank you for your input. The SAC believes current wheel rules are adequate and additional width is not in the spirit of the category.

#25651 Move 13-16 Scion FRS (Non-TRD) from DS to GS

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

#25697 Stop the RE71R domination

Thank you for your input. The SAC believes the tire rules are adequate as written.

Street Touring Category

#25499 ND2 2020 ST Class Evaluation

Thank you for your input. The STAC does not support update/backdate engine swaps in the Street Touring category.

#25525 Classification request: C4 Corvette (1996, LT-4 engine) in STU

Thank you for your input. The STAC does not believe that the LT4 powered Corvette is appropriate for STU.

#25581 Move 1999-2015 Miata from STR to STX

Thank you for your input. The STAC does not believe that the NB and NC Miatas are appropriate for STX.

Street Prepared Category

#25286 Move the ND to CSP

Thank you for your input. The SPAC is closely watching the competitive balance in BSP and will continue to observe over the next season.

Modified Category

#24894 Tire options

Thank you for your input. After gathering technical data and looking at event results, the MAC does not feel the Hoosier 16" LC0 merits exclusion from FM at this time.

Handled Elsewhere

General

#25194, 25238, 25269 Nationals Course Design Confidentiality (various)

Please see the response to 25196 et.al. in the December Fastrack.

#25315 Ladies class v club

Please see the response to item #24941 in the December Fastrack.

Street Category

#23211 #20102 Replacing Electronic Shocks

Per the SAC this is addressed by the revised shock absorber rule change proposal.

#25569 Please class the Hyundai Veloster N for 2019

Please see the response to 25470.

#25590 23593 Moving Porsche Cayman S & GTS

Please see the response to 25589.

#25591 Super-Ponies From AS to BS

Please see the response to 22582.

#25592 Super-Ponies From AS to BS

Please see the response to 22582.

#25605 November Fastrack #22882 - Class 2018 Focus RS

Please see the response to 25560.

#25616 reclassing changes to AS

Please see the response to 22582.

#25622 Support moving Mustang Shelby GT350 and Camaro SS 1LE to B-Street

Please see the response to 22582.

#25627 Please reclass my car.

Please see the response to 25613.

#25656 GT86 Twins to GS

Please see the response to 25651.

#25698 Tire Selection Criteria (Section 13.3)

Please see the response to 25697.

#25699 Relax tire constraint

Please see the response to 25697.

#25700 Regarding moving AWD turbo vehicles into DS

Please see the response to 25534.

Street Prepared Category

#25200, 25211, 25212 Street Prepared #23979 Equal rights for Superchargers and Turbos (various)

Thank you for your input. Please see the response to letter #23979 in the November Fastrack.

Tech Bulletins

Street Category

#25718 2016 BMW M4 GTS

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

SS

BMW

M4 GTS

#25542 Classing of 2018 STI RA and Series Grey

The SAC will continue to separate out limited edition cars.

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

BS

Subaru

WRX STi Type RA (2018)

#25733 Class Tesla Model 3 AWD Performance

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

BS

Tesla

Model 3 (AWD Performance)(2018)

#25470 Veloster classing

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

DS

Hyundai

Veloster N (inc Performance Pack)(2019)

GS

Hyundai

Veloster (Turbo)(2019)

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

HS

Hyundai

Veloster (non-turbo)(2012-17, *2019*)

(Note: there was no 2018 model year for this car.)

#25694 Please class the 2019 STI into DS with the rest of the rally cars

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

Subaru

WRX STi (2019)

Street Prepared Category

#24846 Chevy Sonic to FSP

Per the SPAC, add the following vehicle to class FSP in Appendix A:

Chevrolet

Sonic (2012-2018)

#25291 Update listing for R8 and Huracan for latest model years.

Per the SPAC, update the following listings in Appendix A as shown:

SSP

Audi

R8(except GT) (2008-*2019*)

Lamborghini

Huracan (all) (2014-*2019*)

#25326 Lotus Evora 400

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

SSP

Lotus

Evora 400

#25580 BMW M2 (except performance addition ZL9) (2016-18) SP

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

ASP

BMW

M2 (non-ZL9)