

## 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](http://www.soloeventsboard.com)

### Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### 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 trunks/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](http://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](http://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)*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | January 8th

The Solo Events Board met by conference call January 8th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Jason Isley, 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 new rule, class, and listing change proposals herein is 1/1/2020.**

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## Member Advisories

### Street Category

#25791 Convert Porsche PASM suspension to X73 option

Per the SAC, package conversions must be complete, per 13.0. See section 13.2.a on comfort and convenience for the otherwise non-functional button.

### Solo Spec Coupe

#25831 Allow Roll Bar/ Roll Cage

Per the SEB, 3.3.2 applies to all categories, not just Street. It would be compliant for you to use a roll bar in your SSC car.

### Street Touring Category

#25584 Modification Allowance

Section 14.10.D allows for replacement of the factory exhaust manifold with alternate units. There is no allowance to remove the Secondary Air Pump (SAP) as part of the ST category rule set. However, the SAP may be disconnected from the exhaust manifold while utilizing the allowance for alternate exhaust manifolds. It may be possible to code out any SAP related CELs (Check Engine Lights) utilizing the ECU allowances in 14.10.F.

### Prepared Category

#26043 Modification to Trunk Floor Clarification

The PAC would like to emphasize that the rules use the word "similar" for replacement panels. This does not mean the exact shape and dimensions of the OE panel need to be followed.

### Modified Category

#25683 Modified Advisory Committee

The SEB has approved the addition of Jesus Villarreal to the MAC.

#25851 MAC opening

The SEB has approved the addition of Eric Clements to the MAC.

#26252 Committee Personnel

The SEB thanks Peter Raymond and Chris Pruett for their service as members of the MAC.

## **Change Proposals**

### **Street Touring Category**

#25497 Clarification on Catalytic converters

The STAC is seeking membership feedback on a revision to the ST\* catalytic converter rules. This is not intended to be a change in the allowance but instead provide for a clearer explanation of the allowance with regards to where replacement cats may be located within the exhaust system.

Modify 14.10.E as follows:

~~Any catalytic converters are allowed. Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.~~

*Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6" (152.4mm) further along the exhaust flow path from the original exit of the final OE converter.*

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

### **Prepared Category**

#25235 ABS/Traction Control/Stability Control in Prepared

In an effort to keep the Prepared rule set current with the technology of modern vehicles, the PAC is requesting member feedback on the following changes.

In 17.6 BRAKES:

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, *Anti-lock Braking Systems*, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

~~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.~~

*17.9.F Any traction or stability control systems are permitted.*

In Appendix A – (XP) Prepared:

#### 4. Brakes

~~Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.~~

#### 8.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 with a 1796 cc Turbo engine and 51% of the weight on the rear axle is  $1350 + [(1.796 \times 1.6) \times (200 + 20)] = 1982$  lbs.

Forced Induction Engine Displacement (lbs.)

FWD.....1350 + 150 per liter

RWD.....1350 + 200 per liter

AWD.....1350 + 250 per liter

Normally Aspirated Engine Displacement less than 4.0L (lbs.)

FWD.....1250 + 150 per liter

RWD.....1250 + 200 per liter

AWD.....1250 + 250 per liter

Engine displacement of 4.0L or greater (lbs.)

FWD.....1650 + 50 per liter

RWD.....1650 + 100 per liter

AWD.....1650 + 150 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.)

~~ABS (anti-lock braking system).+ 50~~

~~TSC (traction/stability control).+ 50~~

Active/reactive suspension.....+ 100

Greater than 51% of weight on rear axle.....+ 20 per liter

In Appendix A – (CP) Prepared:

~~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.~~

### **Not Recommended**

#### **Street Category**

#25231 Please classify Lamborghini Huracan in SS

The SAC does not believe the Huracan is a good fit for SS.

#25464 Wheel Offset Allowance in Street Category

The SEB believes the current tolerance is sufficient.

#25621 Move WRX (non-Sti) to GS

Thank you for your input. Please see the response to #22696 in the December



Fastrack. The SAC feels the 2009 and later WRX with the extra power and wheel width is appropriately classed in DS.

#25740 2019 Subaru WRX STI Series.Grey Should Be in DS

Thank you for your input. The SAC believes the gearing change in the 2019 models makes it appropriate to leave this car in BS. Please see the response to letter 25694 in the January Fastrack.

#25757 Class the C7 GrandSport in AS

Thank you for your input. The SAC believes the C7GS is appropriately classed at this time.

#25768 Move Mazda RX-8 to DS from CS

Thank you for your input. The SAC believes the RX-8 is appropriately classed.

#25769 Classification of 2019 Mazda MX5 ND2

Thank you for your input. The SAC believes the ND2 is appropriately classed.

#25827 Move Base C6 Corvette to BS

Thank you for your input. The SAC believes the base C6 is appropriately classed at this time and we will continue to monitor the performance of the recent changes to BS.

#25907 Baby P-cars to CS

Thank you for your input. The SAC believes the Caymans are appropriately classed at this time but we will carefully monitor the relative performance of BS and CS.

#25921 Move BMW 128i to G Street

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

#25934 New Underdogs in D Street with the New Changes Proposed

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

## **SSR**

#25728 Addition of the 2018 Audi TT RS to SSR

Thank you for your input. The SAC does not believe the 2018 TT RS fits within the spirit of SSR.

#25761 Classification of 2018 & up Chevy Camaro ZL1 1LE

Thank you for your input. The SAC believes this car exceeds the performance parameters of SSR.

## **Solo Spec Coupe**

#25102 Please create a new spec class for the NC miata

Thank you for your input. The SEB is not considering new spec classes at this time.

#25455 Brake Ducts For SSC

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

#25906 ECU Tuning Allowance

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

## **Street Touring Category**

#25271 Get rid of lightweight batteries in ST\*

Thank you for your input. The STAC does not believe this change is necessary.

#25597 1994-1997 Miata to STS

Thank you for your input. STS continues to be a popular class in its current form and the STAC is hesitant to introduce new cars to the class that would upset the existing competitive balance.

#25817 Removal of soft top when roll bar installed.

Thank you for your input. The STAC does not support an allowance for removal of components in order to lighten vehicles with roll bars installed.

#25818 Please class the Model 3 (including performance) in ST\*

Thank you for your input. With Tesla making mid-year hardware and software changes to vehicles the STAC is hesitant to class the Model 3. There are other electric vehicles classed in the ST category from manufacturers that follow a more traditional (and predictable) model refresh strategy. The STAC will continue to monitor interest in the Model 3 among the membership.

#25753 Mini Cooper S should stay in STX class

Thank you for your input. The 1st gen Cooper S (and JCW) are remaining in STX.

### **Prepared Category**

#25819 DP/EP/FP Limited Prep Engine Proposal

Thank you for your input. The PAC wishes to let the current engine swap allowances settle, before we introduce additional engine swap options.

### **Other Items Reviewed**

#### **Street Category**

#25758 2019 hyundai veloster n model classification

Please see the response to 25470 in the January 2019 Fastrack.

#25789 Focus RS & Subaru STI

Thank you for your input. The SAC will monitor the recent changes to DS.

#25847 BS Proposed Car Moves - To Include 2019 Model Year Vehicles?

The 2019 rule book will be updated as appropriate to reflect the model year information for 2019 cars.

#25889 Proposed Muscle cars from AS to BS

Thank you for your input. The SEB and SAC believe it is best to evaluate the effects of recent changes to BS before making further additions. These changes were implemented following evaluation of member input over the course of a year, and they are believed to be a good fit at this time.

#25898 Muscle Cars to B Street

Thank you for your input. These changes were for the 2019 listings. Please see the response to #25889.

#25920 Regarding BS Moves

Thank you for your input.

#25919 Proposal for Input to move BMW M3 ZCP to BS

Thank you for your input. The SAC and SEB appreciate and continue to consider

member comments on this issue, and are not ready to render a final decision at this time.

#25989 Subaru WRX to GS  
Thank you for your input.

### **Solo Spec Coupe**

#25422 Recommending no changes to SSC in 2019  
Thank you for your input.

### **Modified Category**

#25874 Vacancies on MAC

The SEB and MAC thank the member for the application. The positions have been filled.

### **Handled Elsewhere**

#### **Street Category**

#25232 Please classify Lamborghini Huracan in SS  
Please see the response to #25231.

#25373 2019 BMW M2 in BS  
Please see the response to #25179.

#25518 Please class the 2019 M2 Competition  
Please see the response to #25179.

#25852 In response to feedback about e92 m3 classing #25430  
Please see the response to #25919.

#25850 Opposition to Proposal 25430 - E9x M3 Competition to BS  
Please see the response to #25919.

#25855 #25430 Move BMWs out of the stock pony car class to BS  
Please see the response to #25919.

#25863 Keep the M3 ZCP in FS  
Please see the response to #25919.

#25864 E9x M3 to BS  
Please see the response to #25919.

#25866 M3 E92 stability. Comp package or otherwise.  
Please see the response to #25919.

#25867 M3 E92 stability. Comp package or otherwise.  
Please see the response to #25919.

#25868 M3 E92 stability. Comp package or otherwise.  
Please see the response to #25919.

#25870 25430 Move BMWs out of the stock pony car class to BS  
Please see the response to #25919.

#25876 Do Not Move E9x M3 Competition Package Out of FS

Please see the response to #25919.

#25881 25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25895 E9x Comp Pack from FS to BS

Please see the response to #25919.

#25897 Opposition to the proposed e9x M3 ZCP FS to BS move.

Please see the response to #25919.

#25903 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25910 Competition M3s to BS

Please see the response to #25919.

#25912 M3 Change Proposal - Keep FS As-Is

Please see the response to #25919.

#25917 Against E9x M3 move

Please see the response to #25919.

#25930 Feedback on issue #25430 (Move E9x M3 to BS)

Please see the response to #25919.

#25931 Bmw M3 e92 zcp re-class

Please see the response to #25919.

#25938 BMW E9x M3 with competition package

Please see the response to #25919.

#25959 Oppose Re-classing the BMW E9x Competition to B-Street

Please see the response to #25919.

#26002 Feedback for Letter #25430

Please see the response to #25919.

#25780 Hyundai veloster n

Please see the response to #25740 in the January Fastrack.

### **Prepared Category**

#25820 ABS decision

Please review proposal 25235, elsewhere within this Fastrack.

### **Tech Bulletins**

#### **Street Category**

#25179 Request to class the 2019 BMW M2 Competition

Per the SEB, please add the following to Appendix A:

AS

BMW

*M2 Competition (2019)*

Comment: the SEB prefers to evaluate the effects of recent classing changes involving BS before adding a model of this level of capability.

#### #25911 Car classifications

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

FS

Infiniti

*Q50S (2014-2019)*

GS

Buick

*Regal (all)(2014-2019)*

#### **Street Prepared Category**

#25304 Please class Gen6 Camaro SS in SP

Per the SPAC, please add the following new listings to Appendix A, effective immediately upon publication:

ESP

Chevrolet, Pontiac, Buick, Oldsmobile

*Camaro (2.0, 2016-2019)*

*Camaro (3.6, 2016-2019)*

*Camaro (6.2 NA, 2016-2019)*

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | January 8th

The Solo Events Board met at the SCCA Convention January 20th and by conference call January 30th. 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 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](http://www.soloeventsboard.com)

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### Member Advisories

#### Street Category

#26169 2019 Acura NSX

The 2019 NSX has already been classed per the 2019 rulebook.

#26251 SAC Position

The SEB has approved the addition of Matt Luckow to the SAC.

#### Street Touring Category

#26054 What Class do I belong?

The STAC is currently holding classing decisions on the 2019 Miata in the ST category to see if additional data regarding tuning and power becomes available. Until a classing decision is made you may want to request a regional ST classing from your local regional program, or you may run in CSP under the "Sports cars under 2.0L not otherwise classed" catch-all.

#### Street Modified Category

#25577 Clarification on E-Brake rule

Per the SMAC, a hydraulic emergency brake may replace a mechanical emergency brake. This hydraulic system must be separate from the primary brake hydraulic system, and shall not share fluid with the primary system.

#26152 SMAC Applications

The SEB has approved the addition of Jake Namer to the SMAC.

#26155 SMAC Application

The SEB has approved the addition of Dan Stainback to the SMAC.

## Change Proposals

### Safety

#24310 Driver Restraints and Roll Bars in Street Driven cars

The SEB is proposing the following change to wording in Section 12.

Closed Car

“A closed car is one with a full roof, a targa top-type car with a full windshield, or a T-top-type car with a full windshield., ~~or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place.”~~”

Note: This will affect cars currently running a hard top and full harness without a roll bar.

### Street Prepared Category

#23358 Align SP fluid cooler allowances with ST allowances

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

15.10.U

Any transmission *and/or differential* oil coolers may be used. *Differential covers may be modified or substituted for cooling.*

#25346 Leaf Springs in SSP

The SPAC is requesting member feedback on the following rule change proposal. This change is being considered due to limited supply of springs for the vehicles effected.

“15.8.M *For cars originally equipped with transverse leaf springs: spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a “coilover” configuration.*”

### Street Modified Category

#23106 16.1.H Rule Clarification - Rear diffusers

The SEB and SMAC are requesting further member feedback regarding the following proposed change:

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 Category

#26099 Clarification: Radiator mount/support modification

The PAC would like member feedback on the proposed wording changes to section 17.10.O.2 and Appendix A:

In 17.10.O.2:

Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. ~~A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.~~ A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior

bodywork is not altered) to accommodate the change. *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration.*

In Appendix A, CP:

Chevrolet

Corvair & Corvair Turbo (1960-64); weight (lbs.):.....1850

*A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.*

Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850

*A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.*

## Modified Category

#25252 Footplates in B Modified

The MAC is seeking member input on the following proposal.

In Appendix A under Modified Class B, change section E.1 as follows:

“E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of front and rear wings shall not exceed 8 sq. ft. (0.743 m<sup>2</sup>). Area calculation is of *a rectangle fully enclosing* the airfoil element plan view and does not include *flat vertical* side plates, *but does include footplates and similar aerodynamic devices*. Side plate area and element profile are unrestricted.”

#25046 Solo Vee carburetor(s)

The MAC is seeking member input regarding the following change proposal:

In Appendix A, Modified Class C, section C.1.a.2, change

“Any single carburetor is permitted. Multiple carburetors are prohibited.”

to

*“Any single carburetor is permitted. Dual one-barrel carburetors are permitted.”*

#25570 Allow Dial a Jet modifications for FMod carbureted engines

The MAC is seeking member input regarding the following rule change proposal.

In Appendix A, under F Modified, add new subsection A.6 (and renumber subsequent sections accordingly) as follows:

*“6. External carburetor jetting devices may be used (such as Mikuni Power Jet, Dial a jet, Intelijet, Thunder Powerjet). They must be plumbed to the float bowl for the carburetor for which they are installed. Remote float bowls are not allowed.”*

## Handled Elsewhere

### Street Category

#25748 Electronic shock tuning - Don't open Pandora's box!

Please see the response to #25746

#25763 Feedback on shocks letter 22772

Please see the response to #25746

#25767 Please No Active Damper Programming in Street

Please see the response to #25746



#25860 December FT - Member feedback requested on shock controllers

Please see the response to #25746

#25924 Please do not allow electronic shock controllers

Please see the response to #25746

#25932 Comment on #22772 #20102 Replacing Electronic Shocks

Please see the response to #25746

#25954 Electronic shock controller allowance

Please see the response to #25746

#26007 OPPOSE Proposition #25430 moving BMWs to BS

Please see the response to #26006

#26010 BMW M3 Move

Please see the response to #26006

#26039 Arguments opposing moving M3 from FS to BS

Please see the response to #26006

#26057 BMW M3 Move

Please see the response to #26006

#26060 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26098 E9X M3 ZCP is adequately classed

Please see the response to #26006

#26125 RE: #25430 E9X M3 ZCP Reclass

Please see the response to #26006

#26150 Don't move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26180 All CS series BMW's to separate class from non-CS series BMW's

Please see the response to 26006

#26181 Please update Hyundai Veloster Turbo to include 2019 model year

Please see the response to letter #25470 in the January Fastrack.

#26195 Ref. to #25430 and FS Car Count

Please see the response to #26006

#26239 2019 Hyundai Veloster N Class?

Please see the response to letter #25470 in the January Fastrack.

### **Street Touring Category**

#26105 Request for classing of my car (AWD Tesla Model 3)

Thank you for your input. Please see the response to letter #25818 in the February Fastrack.

## **Not Recommended**

### **Street Category**

#25858 Mitsubishi Lancer Ralliart to GS

Thank you for your input. The SAC will continue to monitor the performance balance between GS and DS.

#26126 Cobalt SS/TC to GS 08-10

Thank you for your input. The SAC believes these cars are appropriately classed.

#26207 Mini Cooper S buried

Thank you for your input. The SAC believes this Mini exceeds the performance potential for GS.

#26217 Keep the STI's together

Thank you for your input. The SAC believes the new STI's changes to third gear along with a broader power curve were enough of a change to warrant a separate line. The SAC will be closely monitoring the performance of the new additions to DS this year.

### **Street Touring Category**

#25980 Super Street Touring

Thank you for your input. The STAC is evaluating options for vehicles that exceed the performance envelope of the current ST classes.

#26190 Intercooler Boost Piping Modification

Thank you for your input. The STAC is not in favor of an intercooler piping allowance at this time.

### **Street Prepared Category**

#24337 89-91 Honda Civic Si to FSP (in Full STS Prep except tires)

Thank you for your input. The SPAC is continuing to work with the SEB on an experiment in a limited prep rule set.

#24493 Class philosophy

Thank you for your input.

#25156 Complete Replacement of Fenders

Thank you for your input. The SPAC does not believe that allowing complete fender replacement is in the best interests of the category.

#25293 reclassification request

Thank you for your input. The SPAC believes the '88-'91 Civic/CRX is appropriately classed at this time.

#25345 Drive shaft upgrade

Thank you for your input. The SPAC does not believe that this change is in the best interests of the category.

#25783 Reclass 2005-2010 Mustang GT to FSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

#25896 Moving the Honda s2000 from BSP to DSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

### **Street Modified Category**

## #25606 SM AWD cars

Thank you for your input. The SMAC believes classing structures are appropriate at this time, but will continue to monitor the balance between 2WD and AWD cars in SM.

## Prepared Category

### #24953 Wings in Prepared

The PAC and SEB thank the member for the input. However, because the proposal has implications beyond the Prepared category, we have decided to not consider it at this time.

## Modified Category

### #25585 EM weight simplification

At this time the MAC believes that maintaining rules stability in the weight and engine displacement rules is of more value than a potential improvement from using a single weight for all engine sizes.

### #25696 Request to add new class

The MAC believes that at this time a class for FSAE cars with non-compliant intakes is better handled at the Regional level. Regions have the ability to allow any class that meets local needs. We suggest the creation of a set of rules that you and other owners of FSAE cars in a similar situation could use for Regional competition. Significant participation at the Regional level could potentially show the need for a National class.

## Other Items Reviewed

## Street Category

### #25746 NO Electronic shock adjustment

Thank you for your input.

As published in the December 2018 Fastrack the SEB rules recommendations were submitted to the Board of Directors for approval. During the review process the BOD wanted to further discuss the electronic shocks rule and the language proposed. Rather than delay the entire rules package the BOD withheld the rule until the details of that proposal could be further discussed. The SEB revised the proposal using language from the July Fastrack. The BOD approved the language below, effective upon publication in this Fastrack.

Per the SAC, add the following to Section 13 in the rulebook:

*"13.5.A.8 Vehicles in Super Street originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) the calibration may be altered using an OEM provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM Shock bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness is allowed."*

The SEB will be evaluating this rule on regular basis and conduct a yearly review. The SEB is proceeding cautiously by adding this allowance to just one class. This allowance may change as the membership gains experience and can provide feedback as it applies to Solo. Based on that feedback the allowance may be expanded or rescinded.

### #26006 Proposition #25430 moving BMWs to BS

Thank you for your input on the proposed classing change.

## **Street Prepared Category**

#25340 NO on Sunroof Removal

Thank you for your input. Please see the response to letter #24599.

#25441 Classing the 6th Gen Camaro

Thank you for your input. Please see the response to letter #25304 in the February Fastrack.

#25529 24599 feedback - Sunroof mods

Thank you for your input. Please see the response to letter 24599 in the January Fastrack.

#25760 Classification request for 2018+ Chevy Camaro ZL1 1LE

Thank you for your input. Please see the updated Appendix A in the 2019 Solo Rules on the SCCA website.

## **Prepared Category**

#26168 #24314 Input

Thank you for your input.

## **Kart Category**

#25972 comments of #25502

Thank you for your feedback regarding the changes to 19.1.D. The KAC will be keeping an eye on Stock Moto and make any adjustments needed for the 2020 rules.

The KAC currently believes that the weight delta between Open and Ladies classes is appropriate for the current membership.

## **Tech Bulletins**

### **Street Category**

#25861 2019 Dodge Challenger R/T Scat Pack Widebody

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

BS

*Dodge*

*Challenger R/T Scat Pack Widebody (2019)*

#26073 2019 Mustang Bullitt

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

FS

Ford

*Mustang Bullitt (2019)*

### **Street Touring Category**

#26078 Fusion Sport classing

Per the STAC add the following listing to Appendix A.

STH

Ford

*Fusion Sport (2017-2019)*

## Kart Category

#25265 19.2.E.2 Emergency Kill Switch clarification

Change 19.2.E.2 as follows:

All Formula Junior karts must have ~~an~~ *a maintained (non-momentary)* emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart.

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | February 27th

The Solo Events Board met by conference call February 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 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](http://www.soloeventsboard.com)

### Member Advisories

#### Solo Nationals

#25562 Course Designer for 2019 Solo Nationals

The SEB has approved Mike Feldpusch and Jason Frank as course designers for the 2019 Tire Rack Solo Nationals.

#### Street Touring Category

#26283 Request for consideration to join the STAC

The SEB has approved the addition of Andrew Clark to the STAC.

#26380 STAC vacancy

The SEB has approved the addition of Annie Gill to the STAC.

#### Street Prepared Category

#24686 15.2.A clarification request

Per the SPAC, occasional contact between the tires and chassis and/or bodywork components is expected as part of the allowed modifications, and in most cases this contact does not fundamentally provide more tire clearance. Competitors are reminded that modifications to areas inboard of the vertical hub/wheel mounting face (particularly for allowing tires larger than would otherwise fit) are prohibited whether the modification is performed intentionally (i.e. by cutting, bending or hammering) or whether it occurs as a result of incidental contact with a tire during normal autocross maneuvers.

#### Prepared Category

#26282 Adding My Name to the PAC List

The SEB has approved the addition of Jeff Minor to the PAC.

### Change Proposals

#### Street Category

#24903 NOC vs Catch-all

The SEB and SAC are requesting member feedback on the following proposed rule change:

Add to Appendix A under STREET CATEGORY, to the end of the first paragraph as follows:

***“Any car listed under a NOC classification is ineligible for National events. See section 13.0 for other eligibility requirements.”***

In an effort to simplify the NOC listings, the SAC is soliciting member feedback

regarding potentially competitive cars that are currently classed solely by a NOC listing. These cars include the following:

#### AS

Jaguar F-Type (NOC except Project 7)

#### CS

Mercedes SLK (NOC)

911 (non-turbo, NOC)

#### FS

Mustang (V8, NOC)

Camaro (V8 non-supercharged, NOC)

Firebird (V8, NOC)

G8 (V8 & NOC)

Catch-All V8 sedans, pick-ups, and sedan-derived convertibles (NOC)

#### GS

Audi A6 (V6 NOC & 4 cyl)

GM FWD Models (4-cyl turbo, 6 cyl, ecotec or quad 4 engines, NOC)

VW 1.8 Turbo Models (NOC) (2002-06)

Volvo Turbo models (NOC)

Saab Turbo models (NOC)

#### HS

Chevy Beretta (NOC)

Alfa Romeo Sedan (NOC)

BMW 320 (NOC)

Fiat (NOC)

Hyundai (NOC)

GM FWD Models (NOC)

GM RWD V6 Models (NOC)

Mercedes (NOC)

Renault (NOC)

Saturn DOHC (NOC)

Saturn Ion (NOC)

VW Rabbit & Rabbit GTI (all, NOC)

VW VR6 (NOC)

Subaru Imprezz (NOC)

Subaru Legacy (NOC)

Subaru Sedan Turbo (NOC)

Subaru (NOC)

Volvo (NOC)

## Catch-All RWD pickup trucks (NOC)

### **Kart Category**

#26523 Feedback for sunset of Formula Junior engines

The KAC is looking to remove the following engines for the 2020 season for JA and JB.

The reasoning behind this is because of a lack of production, and parts availability issues due to age of the engine packages.

Briggs Raptor

Rotax Mini-Max

Rotax Micro-Max

Comer k-80

Yamaha Kt-100

The KAC is requesting feedback from and/or regarding people who are actively using these engines.

### **Not Recommended**

### **Street Category**

#25429 Street#24097 reclass 997 Porsche turbo S to SS

Thank you for your input. Due to production numbers and performance parameters, the SAC does not believe this is a good fit for SS.

#25430 Move BMWs out of the stock pony car class to BS

The SAC has withdrawn the following proposal but will continue to monitor participation in FS. The SAC would appreciate further member comment on the future direction of FS.

Move **from FS to BS**

BMW

*M3 (Competition Package)(E9x chassis)*

#25865 #22772 #20102 Replacing Electronic Shocks

Thank you for your input. The SAC will be monitoring the shock absorber developments in SS.

#26049 Replacing Electronic Shock proposal(#22772 & #20102)

Thank you for your input regarding the electronic shocks rule for SS. The SAC and SEB prefer to apply it only to SS at this time.

#26317 Open up wheel width allowance

Thank you for your input. The SAC believes the wheel allowances are adequate as written.

#26319 Move 2009-2011 GTR (aka CBA) to AS

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

#26324 Ford Focus RS Split

Thank you for your input. The SAC believes the front differential in the 2018 cars is a sufficient difference to warrant keeping them in BS.

#26350 Camber Plates

Thank you for your input. The SAC does not believe camber plate allowances fit the



spirit of the Street category.

### **Street Touring Category**

#26157 What class is the 2018 Camaro with 2.0L turbo when modified?

Thank you for your input. The STAC does not feel that the 2.0L Turbo Camaro fits the performance envelope of STU. While the car is not currently classed Nationally, at the Regional level it is eligible for the ST category under the applicable STH catch-all.

#26191 Restriction to Factory Boost Piping when changing CAC

Thank you for your input. Unfortunately, not all cars will be able to take advantage of all allowances equally. Currently the STAC is not interested in additional allowances for changes to OE charge pipes.

#26450 Lets be logical and finally move Non Torsen NB Miata to STS

Thank you for your input. The STAC does not feel that adding the NB Miata to STS would be in the best interest of the class.

### **Street Prepared Category**

#26407 Consider doing the RIGHT THING...Please the 128i from BSP to DSP

Thank you for your input. The SPAC is currently working on the limited prep proposal, as previously published in Fastrack. Please see an update to that proposal in a future Fastrack.

#26430 Clarification on Fuel Pump / Camshaft

Thank you for your input. Replacing a camshaft for the purposes of changing a fuel pump is not permitted, and the SPAC does not believe that allowing alternate camshafts is in the best interests of the category.

### **Street Modified Category**

#26148 aero in Street Modified Category

The SMAC is in agreement that we cannot write rules to cover all potential "loopholes". Writing of more rules creates more loopholes, until it becomes a spec class.

Aero allowances in SM are confined to wings and splitters. The SEB/SMAC recognizes that body panels, bumper covers, and side view mirrors have some intrinsic aero influence; however, competitors are strongly cautioned to not make tortured interpretations of the rules allowances.

### **Prepared Category**

#26465 Rotary Engine displacement calculation (SM, Prep, Mod)

Thank you for your input. The PAC would like to let recent XP weight adjustments take effect, before we consider any additional weight changes. We will continue to monitor the competitive balance of rotary and piston engines.

### **Kart Category**

#23287 Electric class karts

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

#23318 Electric Karts class

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

## **Other Items Reviewed**

### **Solo Nationals**

#25703 For your consideration

Thank you for your input. Please see the response to item #25562.

#25971 Solo Nationals course design.

Thank you for your application. Please see the response to item #25562.

#26186 Nationals Course Design

Thank you for your application. Please see the response to item #25562.

#26333 Course Designer application

Thank you for your application. Please see the response to item #25562.

#26335 Course design

Thank you for your application. Please see the response to item #25562.

#26339 National Tour and/or Championship course design

Thank you for your application. Please see the response to item #25562.

### **Street Category**

#25880 SAC Application

Thank you for your application and willingness to serve as a committee member.

#25990 Electronic shock controllers in SS

Thank you for your input. The rule is going into effect for 2019.

#26058 SAC Application

Thank you for your application and willingness to serve as a committee member.

#26256 SEB recommendation to allow evaluation of programable shocks

Thank you for your input. The SAC will continue to closely monitor how the rule affects the performance balance.

#26360 Please monitor status of Veloster N

Thank you for your input. The SAC will indeed be closely monitoring the performance of the Veloster N.

### **Street Touring Category**

#25137 STAC application

Thank you for your application to the STAC and willingness to serve as an AC member.

### **Prepared Category**

#26231 Responce to PAC opening

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

#26257 PAC Opening

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

#26444 PAC vacancy

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

## **Handled Elsewhere**

### **Street Category**

#26032 please delay electronic shock proposal

Please see the response to #26049.

#26203 Proposal #22772 #20102

Please see the response to #26049.

#26254 M3 Comp pkg

Thank you for your input. Please see item #25430.

#26272 Electronic Shock Controller repeal by the BOD... FYI: to BOD

Thank you for your input. Please see item #26256.

#26336 Keep e-shocks stock!

Please see the response to #26256.

#26337 Electronic shock tuning...again

Please see the response to #26256.

#26373 Classify 2019 Hyundai Veloster in Street category

Please see the response to letter #25470 in the January Fastrack.

#26414 Keep E92 M3 in FS

Please see the response to #26254.

#26417 Don't Move E9x ZCP to BS

Please see the response to #26254.

#26426 Shock controllers in SS

Please see the response to #26256.

#26446 Support e-shocks updates by car mfg.and aftermarket controllers

Please see the response to #26256.

### **Street Prepared Category**

#26167 #23979 response

Thank you for your input. Please see letter 23979 in the January Fastrack.

## **Tech Bulletins**

### **Street Category**

#26471 Sunset Rule

Errors and Omissions: In Appendix A, under STREET CATEGORY, first paragraph, correct the model year reference to be **1988**.

### **Street Prepared Category**

#26447 Mazda Miata CSP classification.

Per the SPAC, update Appendix A effective immediately upon publication with the following change:

CSP

Mazda

MX-5 (2006-~~2015~~)

#26323 Acura NSX in SSP

Per the SPAC, add the following new listing, effective immediately upon publication, to Appendix A:

SSP

*Acura*

*NSX (2016-2019)*

### **Kart Category**

#21591 Junior HZ Red tire is now HZi

The online Solo Rules, section 19.2.C, have been updated to reflect the approval of the MG HZi 'Red' tire.

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | March 27th

The Solo Events Board met by conference call March 27th. 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; 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 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](http://www.soloeventsboard.com)

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### Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Prepared Category**

#24975 Clarify NOC listings

The PAC and SEB recommend the following changes to Appendix A.

Appendix A, D-Prepared

Alfa Romeo:

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

BMW:

Sedan (NA, RWD, NOC)

Volvo:

Sedans (NA, RWD, NOC)

Appendix A, E-Prepared

Toyota

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

Subaru

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

### Member Advisories

#### Street Category

#26458 rule clarification.

Per the SAC, re-flashing the transmission controller is not permitted by any allowance in the Street category.

### **Street Touring Category**

#26525 1989-90 Mazda RX7 GTUs classification

Thank you for your input. The '88 Mazda RX-7 GTU is classed in STR due to its clutch-type limited slip differential, while the '89 and '90 cars are classed in STS with their viscous differentials. The STAC feels these cars are appropriately classed.

#26565 Legality for Removal of Seat Belt Tensioner Shroud / Hardware

Removal, modification, or relocation of the seat belt pre-tensioner and plastic cover in the ND Miata is not permitted per the current rules. The STAC would like to point out that removal of interior pieces to fit aftermarket seats is not allowed.

### **Street Modified Category**

#25797 6 PT Roll Cage and Interior Removal

Per the SMAC, interior trim such as pillar trim and headliners, or door sills may not be removed in SM. Allowances provided in 16.1.O and in 15.J are considered sufficient for installing 6-point cages per the GCR. Rear doors may not be treated as front doors.

### **Modified Category**

#26153 Is My Exocet Knock-Off Allowed at Solo Nationals

Thank you for your inquiry. The current kit car eligibility requirements (see 18.1.A.1) do not permit replicas of recognized kit models. The only clones or replicas which are eligible for DM and EM are those based on recognized production cars (see 18.1.A.2).

Regarding the roll structure, the MAC is not comfortable with approving a variation from Appendix C.

### **Change Proposals**

#### **Street Category**

#26588 Please include GT3 (996 & 997 chassis, all) in SS

The SAC would like member feedback on the following classing change proposal (effective date 1/1/2020):

Update the following listing in SS:

Porsche

911 GT3/~~GT3 RS~~ (996 & 997 chassis, ~~excl. 4.0~~)

#### **Street Touring Category**

#26061 Allow brake ducts to be oriented to direct air to the rotor

The STAC is soliciting member feedback on a re-write of the brake duct rules for the ST category (effective date 1/1/2020). Current rules don't allow many vehicles to implement brake ducts that are rules compliant. The proposed wording adds allowances for modifications to plastic fender liners/undertrays/etc. in order to route ducting from the front of the car to the brakes. There is also an update to 14.2.E to remove "brake duct" from the list.

Replace the current 14.6.C as as follows:

~~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:~~

C. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose.

Revise 14.2.E as follows:

E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, ~~brake ducts~~, etc). No other changes to the standard fenders or wheel wells are permitted.

#26206 Clarification request for Mustang listing in STU

The STAC is seeking member feedback on a revision to the Mustang listings in STU (effective date 1/1/2020). The purpose of this revision is to clarify the listing so that the membership can more easily determine their vehicle classing.

Modify Appendix A as follows:

STU

Ford

~~Mustang (N/A)~~

~~Mustang GT, V6, and ecoboost (2.3T) (2015-2017)~~

~~Mustang (all except Cobra R) (1979-1993)~~

~~Mustang (all except Cobra) (1994-2004)~~

~~Mustang GT (excludes Shelby versions and Boss 302) (2005-2014)~~

~~Mustang GT (excludes Shelby versions) (2015-2018)~~

~~Mustang V6 (All)~~

~~Mustang Ecoboost (2.3T) (2015-2018)~~

### **Street Prepared Category**

#26555 Miata Extended Lower Ball Joints

The SPAC is requesting member feedback on the following allowance change proposal:

15.8.H Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms, ~~or~~ arm mounts, ~~or ball joints~~ that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted.

### **Not Recommended**

#### **Street Category**

#26478 Proposal: C7 Corvette Grand Sport to A-street

Thank you for your input. The SAC believes this car is appropriately classed at this time given the current popularity of AS, but will continue to monitor the competitive balance of the class for future changes.

#### #26524 Clarification on radiators for street class

Thank you for your input. As per section 13 of the Solo rule book, alternate parts must not provide any performance benefit. The SAC believes that aftermarket radiators that offer potential cooling enhancements could benefit performance and are not allowed.

#### #26548 Infiniti G35 (sedan and coupe) DS to GS

Thank you for your input. The SAC feels the G35 is appropriately classed at this time.

#### #26554 Clarification on GM Performance Air Intake

Thank you for your input. The SAC feels that this dealer installed option is not in the spirit of the Street category.

#### #26587 +/- 2

Thank you for your input. The SAC believes the wheel allowance is sufficient at this time.

### **Street Touring Category**

#### #26534 Continental ExtremeContact Sport as Street and ST spec tire

Thank you for your input. The STAC and SEB do not believe mandating a spec tire would be in the best interests of the ST category.

### **Street Prepared Category**

#### #21202 Traction Control

Thank you for your input. The SPAC does not believe that this change would be in the best interests of the category.

#### #24599 Street Prepared Sunroof Removal proposal

Thank you for your input. The SPAC does not believe that this modification is in the best interests of the category.

#### #26031 Four cylinder z3 to DSP

Thank you for your input. The SPAC does not think that creating a cross platform update/backdate vehicle is in the best interests of the category.

#### #26546 coolant reroute allowance

Thank you for your input. The SPAC does not believe allowing for cooling system modifications of this level are in the best interests of the category.

### **Street Modified Category**

#### #26277 NVH foam/padding NOT visible from interior/exterior

Thank you for your input. The SMAC believes the removal of NVH foam/padding in any location is not consistent with the core modifications of the Street Modified category.

#### #26457 Create a Street Modified class for bigger, CAM type cars

Thank you for your input. The SMAC does not believe combining the provisional class rules of CAM with SM is appropriate at this time. As CAM is a provisional class without an Advisory Committee, please direct your member input to Howard Duncan, Doug Gill, or Raleigh Boren.

### **Modified Category**

#### #25925 Proposal #23570 Front aero

The MAC does not believe it is in the best interests of the category to significantly expand the aero allowances for DM and EM, for example to match those of XP, at this time.



## **Other Items Reviewed**

### **Street Category**

#26472 AS Mustang Clean Up (Move them all to BS)

Thank you for your input. The Mustang GT with Performance Pack Level 2 is listed in B Street in the official 2019 Solo rule book. The SAC will continue to monitor the competitive balance of BS for future changes.

#26481 05-12 911 request for comment

Thank you for your input.

#26550 25430 comment

Thank you for your input. Please see the withdrawal of item 25430 in the April Fastrack.

### **Street Prepared Category**

#26201 Update on SP light classing

Thank you for your input. The SPAC is continuing to work on the limited prep rule set.

#26571 Response to letter #25346

Thank you for your input. The intent of the change for transverse leaf springs is to address the critical supply issue for aftermarket springs of this type.

#24688 Allow coilover conversion for Corvettes

Thank you for your input. Please see the response to letter 25346 in the March Fastrack, in which the SPAC is requesting member feedback on a proposal which would allow this modification.

### **Modified Category**

#26208 DF Goblin Kit Car

Thank you for your inquiry regarding the eligibility of the Goblin kit car. The requirements for kit car eligibility are documented in Solo Rules section 18.1.A.1.

#26618 Support for adjustable jets on 2-cycle FM cars (Letter 25570)

Thank you for your comments regarding the published proposal.

#26628 #25252 Footplates in B Modified

Thank you for your comments regarding the aero proposal.

## **Handled Elsewhere**

### **Street Category**

#24065 Class McLaren 720s to SSP

Thank you for your input. Please see the response to item #23601 elsewhere herein.

#26338 Disappointed with the recent ruling regarding DSC controller

Please see response to #26256 in the April Fastrack.

#26340 Stop shock allowance rules creep in Street

Please see response to #26256 in the April Fastrack.

#26342 The Slippery Slope of E-Shock Tuning

Please see response to #26256 in the April Fastrack.

#26348 Yet another argument against adaptive damper coding

Please see response to #26256 in the April Fastrack.

#26549 VQ boats to GS

Please see the response to letter #26548 elsewhere herein.

#26577 Regarding 25430, proposal to move E92 M3 ZCP from FS to BS

Please see the response to letter #26550 elsewhere in this Fastrack.

#26625 Change 997 GT3 RS to be included in SS

Please see the response to letter #26588 elsewhere herein.

### **Street Touring Category**

#26314 Commonize or clarify brake duct rules between STU, ESP, and TT

Thank you for your input. Please see the response to letter #26061 elsewhere herein.

#26356 Get rid of lightweight batteries in ST\*

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26357 Lightweight batteries

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26358 OEM sized and weight batteries please

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

### **Modified Category**

#25900 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25901 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25902 Dive planes/canards

Thank you for your input. Please see the response to #25925 elsewhere herein.

#26026 DM aero,#23579

Thank you for your input. Please see the response to #25925 elsewhere herein.

### **Tech Bulletins**

#### **Street Category**

Errors and Omissions: Correction to DS Listings

Correct the DS listing for the WRX STi as below:

Subaru WRX STi (including Special Edition) (~~2004~~-18)

#### **Street Prepared Category**

#23601 Car class - McLaren 720S

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

SSP

McLaren

**720S**

## Prepared Category

#26694 Correction to CP appendix A

Errors and Omissions: An editing error allowed a previously withdrawn proposal to be added to the 2019 CP section in Appendix A. The correction is as follows:

~~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.~~

## SOLO® NEWS

### SOLO EVENTS BOARD | April 24th

The Solo Events Board met by conference call March 27th. Attending were SEB members Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Jason Isley 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](http://www.soloeventsboard.com)

### Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Prepared Category

#26099 Clarification: Radiator mount/support modification

The PAC and SEB recommend the following changes to section 17.10.O.2 and Appendix A:

In 17.10.O.2:

Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. ~~A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.~~ A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior bodywork is not altered) to accommodate the change. *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration.*

In Appendix A, CP:

Chevrolet

Corvair & Corvair Turbo (1960-64); weight (lbs.):.....1850

*A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.*

Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850

*A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.*

### Junior Kart Category

#24633 Briggs Motor and Clutch clarification for Kart JA

Per the KAC, change 19.2.1.b.C and 19.2.2.b.C to the following:

Carburetor, ~~cluteh~~, and exhaust as supplied with engine by manufacturer. *Clutch must be of drum-type centrifugal configuration, with a maximum of nine (9) springs and six (6) shoes. Clutch drum must be stamped steel. Clutch mounting bolt must be minimum SAE Grade 8. Machining or alteration of any clutch part from the manufacturer's original configuration is not allowed. Clutch key, springs, and drive sprocket are non-tech.*

## Member Advisories

### Street Category

#26721 The Tesla Model 3 should be moved from B-Street

The SAC believes that the Model 3 is appropriately classed. However, if any manufacturer issues a change (software or otherwise) to a previously classed vehicle that would have altered the SAC's initial classing, the SAC will request immediate re-classing from the SEB and the BOD.

### Modified Category

#26575 Dwarf cars in FM

Per the MAC, no rule change is needed to permit the requested modification. As stated in Solo Rules Appendix A, under F Modified, subsection B.1.b, you may use any differential and final drive ratio.

## Change Proposals

### Street Category

#26735 Fix SS - Viper 2013-17 (ALL)

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

SS

Dodge

Viper (*all*)

~~Viper & Viper GTS (non-ACR, non-TA)(2013-17)~~

~~Viper ACR (2016-17)~~

~~Viper SRT (non-ACR, non-TA 2.0)(2015-17)~~

~~Viper (NOG)~~

### Street Prepared Category

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

The SPAC is requesting member feedback on the following proposal. This is a revised version of the Limited Prep proposal from last year.

Add listings to Appendix A as follows:

DSP

Subaru

*BRZ (2013-2016) \*Limited Prep\**

*BRZ (2017-2018) \*Limited Prep\**

Scion

*FR-S (2013-2016) \*Limited Prep\**

Toyota

*GT86 (2017-2018) \*Limited Prep\**

BMW

*128i \*Limited Prep\**

Add to section 15. as follows:

*Vehicles denoted with \*Limited Prep\* in Appendix A will run under the normal Street Prepared rule set with exceptions as follows: subsections denoted "Full Prep" do not apply.*

Modify subsection number designations as follows:

15.1.C (*Full Prep*)

15.2.K *(Full Prep)*

15.2.L *(Full Prep)*

15.2.N *(Full Prep)*

15.2.O *(Full Prep)*

15.2.P *(Full Prep)*

15.2.R *(Full Prep)*

15.2.D *(Full Prep)*

15.9.D *(Full Prep)*

15.10.R *(Full Prep)*

15.10.S *(Full Prep)*

15.10.T *(Full Prep)*

The sections below are shown with changes providing alternate rules for Limited Prep

15.2.A:

*Full Prep:* Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified or removed for tire clearance and for installation of fender flares as allowed herein.

*Limited Prep:* Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, brake ducts, etc). No other changes to the standard fenders or wheel wells are permitted.

15.2.E.3:

*Full Prep:* SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.

*Limited Prep:* SFC's must be bolted.

15.2.I:

*Full Prep:*

Spoilers/splitters and cosmetic trim pieces are permitted. Side skirts may not be used. Spoilers/splitters must comply with the following:

1. A spoiler/splitter may be added to the front of the car below the bumper. It may not extend rearward beyond the front most part of the front wheel well openings, and may not block normal grille or other openings, or obstruct lights. Splitters may not protrude beyond the bumper. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.

2. A spoiler may be added to the rear of the car provided it complies with either of the following:

a. It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.

b. It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

*Limited Prep:*

*Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:*

- 1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)*
- 2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc). Parts must be installed as directed by the manufacturer. Exact replicas, including weight, from alternate sources are also permitted.*

15.6.A:

*Full Prep:* Any brake lines, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of Section 3.3.3.B.13 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose. One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.

*Limited Prep: Any brake line may be used.*

15.6.C:

*Full Prep:* ABS braking systems may be disabled, but not removed.; brake boosters may be removed, modified, substituted, or added.

*Limited Prep: ABS braking systems may be disabled, but not removed*

15.10.O:

*Full Prep:* 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 is permitted.

*Limited Prep: 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 is permitted. Clutch/ Flywheel friction surface diameter must be the same as original equipment.*

**Modified Category**

#25310 Electric motor clarification

In Appendix A under Modified Class E, subsection A, remove the following line:

~~Electric powerplants (non-hybrid) ..... 1800~~

The MAC believes electric-powered vehicles should be separately classed in the Modified category, and is looking at possible specifications and safety requirements for such a class. Member input regarding these subjects is invited.

**Not Recommended**

**Street Category**

#26727 Fix F street

Thank you for your input. The SAC will continue to evaluate future additions to F Street.

#26661 Pimpy Dumpers

Thank you for your input. The SAC will continue to evaluate the shock rules in Street.

#26700 Street and Street Touring Class Tire Proposal

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

#26712 Reclass. Ford Focus RS from DS to BS

Thank you for your input. The SAC will continue to monitor the performance balance in DS.

#26737 Steering Wheel Spacers

The SAC believes that 3.1.B covers modifying the controls of the vehicle to accommodate physical handicaps. Otherwise modifying the controls of the vehicle is not in the spirit of the Street category.

#26762 Move C5 from BS to DS

Thank you for your input. The SAC believes the base C5 is appropriately classed.

#26769 FRS / BRZ /86 Re-classification Request

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

#26776 Please Move Stick Axle Mustangs to BS, They are too fast for M3s

Thank you for your input.

#26785 +/- 2

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

**Solo Spec Coupe**

#26680 Amend driver seat substitution and restraint allowances

The SEB does not believe seat substitutions are in the best interests of the SSC class.

**Other Items Reviewed**

**General**

#26443 Course design

Thank you for your willingness to serve the Club in this capacity. Please see item #25562 in the April Fastrack.

#26483 Kelly Cup Nomination

Thank you for your nomination.

#26526 2019 Nationals Changes (Kudos)

Thank you for your input.

#26619 Support for Non-gender Based Classing

Thank you for your input.

#26673 Supplemental Classes

Thank you for your input.

#26788 Updated Input - Letter 26655 -

Thank you for your positive feedback.

#26826 Impound Delays

Thank you for your input.

**Street Category**

#26589 911 Carrera (inc 4, S, 4S) (997 chassis)(2005-12)

Thank you for your input.

#26734 Don't change NOC eligibility

Thank you for your input.

**Handled Elsewhere**

**Street Category**

#26729 NOC Feedback

Please see the response to #26733 elsewhere herein.



#26732 NOC cars should not be eligible for national competition

Please see the response to #26733 elsewhere herein.

#26747 Over-the-Air Updates for Model 3 and Others

Please see the response to #26721 elsewhere herein.

#26778 Additional infoPlease include GT3 (996 & 997 chassis, all) in SS

Please see the response to letter #26588 in the May Fastrack.

#26783 Wheel sizing

Please see the response to #26785 elsewhere herein.

#26787 OTA Software Updates to Tesla 3

Please see the response to #26721 elsewhere herein.

#26784 Remove wheel diameter restriction

Please see the response to #26785 elsewhere herein.

### **Tech Bulletins:**

#### **General**

#26682 Revise grammar for 6.11 - Tire Temperature Management

Clarify 6.11 to read:

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

#### **Street Category**

#26721 The Tesla Model 3 should be moved from B-Street

Add to 3.2 after the second sentence: "*If a manufacturer issues an official specifications change (software or otherwise) to any previously-classed vehicle, and that change is deemed significant enough to warrant reclassification, the SEB can request the BOD to approve an immediate classing change.*"

#26756 Lincoln MKZ 3.0T to join Fusion Sport in GS

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

DS

*Lincoln*

*MKZ (AWD)*

GS

*Lincoln*

*MKZ (FWD)*