



SOLO® EDITION

SOLO EVENTS BOARD | August 26th

The Solo Events Board met by conference call August 26th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2021.**

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

RECOMMENDED ITEMS

The following subjects will be referred to the Board of Directors for approval and would be effective 1/1/2020 if approved. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Touring Category

#25497 Clarification on Catalytic converters

The STAC recommends the following rule change to clarify the ST* catalytic converter rules.

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). "

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

The STAC recommends the following allowance to permit additional modifications to expand the existing brake ducting rules.

Replace the current 14.6.C 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 recommends the following changes to Appendix A in an effort to clarify the listings for eligible Mustangs in STU.

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)~~

Prepared Category

#26771 Driveshaft material update

The PAC feels that composite/non-metal based driveshafts are not as exotic as they once were. The PAC recommends the following change to 17.10.Q.1.

"Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. ~~All non standard driveshafts must be made of metal."~~

MEMBER ADVISORIES

Awards

#27528 Nominations Request

The SEB is requesting nominations for the Driver of the Year award. This award is described in section V of Appendix K in the Solo Rules.

General

#27333 Snell helmet eligibility

Change to Section 4.3.1 as follows:

"Helmets meeting the following standards must be worn while on course:

~~All helmets meeting the latest or two immediately preceding~~ Snell Memorial Foundation standards ~~{EA2016, CMS2016, CMR2016, SA2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005}, ..."~~

Comment: The Snell SA 2020 helmets will not be available for retail sales until October 2020. This change is intended to help the membership and Tech inspectors to know what helmets will be allowed.



Street Category

#27235 Miata top replacement in ES

The SAC believes that a non-OEM soft top is an acceptable replacement as it is a wear item. However, members are reminded that no performance advantage may be gained from such an allowance.

Street Touring Category

#27153 2006 S2000 with CR Bumper

Per the STAC, section 14.2.F allows adding a CR front lip on a base model S2000.

#27171 Fender Modification Allowance

Thank you for your input. The STAC would like to remind the membership that while fender rolling is permitted, changes to the outer fender contour are not permitted. The STAC would like to caution the membership that certain methods of rolling the inner fender lip may result in unintended changes to the outer fender contour.

#27282 STAC Opening

The STAC currently has a vacancy. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

#27283 STAC Personnel

The SEB and STAC would like to thank Bart Hockerman for his service to the STAC.

Prepared Category

#27059 XP Rules Clarification

The allowances in XP Appendix A, supersede 17.2.L

Modified Category

#27051 Vehicle Eligibility

Per the MAC, a Can Am Maverick X3 DSX Turbo may be consistent with the criteria of a Special (see [Solo® Rules](#) 18.4) and thus compete in Modified Class A, so long as it meets the specifications of [Solo® Rules](#) 18.4 and the safety requirements of 18.0.

CHANGE PROPOSALS

Street Touring Category

#26768 Clarification on ND Miata front strut bar assembly

The STAC is soliciting member feedback on a change to the definition of strut bar in Section 12. Many vehicles today come from the factory with strut tower braces that attach to the firewall at multiple points. This revision is an attempt to bring the rules up to date with the way manufacturers are building vehicles.

Change the definition of strut bar in Section 12 as follows:

“**strut bar** A transverse member connecting the upper or lower suspension mounting points at the front or rear of the car. Strut bars may be mounted only transversely across the car from upper left to upper right suspension mounting point and from lower left to lower right suspension mounting point. A two-point strut bar fastens only at the left and right suspension pointing points. A triangulated strut bar has **a third area of one or more** attachments at ~~the chassis (e.g., at the firewall/bulkhead~~ **in addition to the attachment points at each strut tower**). All connections to the vehicle must be bolted. No connection point to the chassis can be welded.”

#26867 Coolant Hardlines

The STAC is seeking membership feedback on a clarification to the current allowance for fluid coolers. With the current rules language, the allowances are not sufficient to allow competitors to fully utilize the fluid cooler



allowance as it was intended. This new language provides competitors authorization to make necessary modifications to utilize the existing fluid cooler allowance.

Modify 14.10.A as follows:

“14.10.A Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, differential fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose. *Modifications necessary to route fluids to an appropriate heat exchanger (modification of oil and coolant lines, addition of oil cooler sandwich adapters, addition of fluid pumps, etc.) is allowed provided they serve no other purpose.*”

Street Prepared Category

#27165 Make ESP Great for the First time

The SPAC is requesting member feedback on the following classing changes:

ASP

~~BMW~~

~~328 & 335 (2006-13)~~

BSP

~~BMW~~

~~335 (2006-13)~~

DSP

~~BMW~~

~~328 (2006-13)~~

Kart Category

#27340 MG HZ tire sun setting in 2021

The KAC would like member feedback on sun setting the MG HZ for the 2021 rules. This should allow those who have the older tire to cycle through, since the tire is no longer in production, and switch to the HZi.

The MG HZi tire would become the only spec tire in 2021.

NOT RECOMMENDED

Street Category

#27206 MINI Cooper S classification

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

#27212 Subaru WRX to GS

Thank you for your input. The SAC believes the newer WRX chassis are appropriately classed.

#27232 Bolt for wheel clearance

Per Section 13: Parts available as replacements which do not meet the standard part specifications (e.g., hardness, size, etc.) are non-compliant.

#27246 Limit tire width in Street Category

Thank you for your input.

#27314 Reclass GLA45 AMG

Thank you for your input. The SAC believes the GLA45 is appropriately classed.



Street Touring Category

#25473 1992-2005 Honda Civic Class Change

The STAC would like to withdraw the proposal to move the 6th and 7th gen base Civics to STX. The STAC feels that those vehicles more closely align with the cars in their existing class (STS).

#27046 Consider using Street class rules for batteries in Street Touring

Thank you for your input. The STAC does not feel that a take-back on the current ST* battery rules is appropriate at this time.

#27076 2019 mx5 to STU

Thank you for your input. The STAC feels that the ND2 is not appropriate for STU.

#27097 Consider 2006-2008 BMW Z4M Coupe and Roadster in STU

Thank you for your input. The STAC does not feel that the Z4M Coupe/Roadster is appropriate for STU.

#27245 Spec tire for ST

Thank you for your input. The STAC is not interested in pursuing a spec tire at this time.

Street Prepared Category

#27065 Remove allowance for custom pistons in Street Prepared

Thank you for your input. The SPAC believes that the rule is sufficient as written.

Kart Category

#27222 Electric Karts

Thank you for your ideas. The KAC does not recommend adding electric propulsion to Formula Junior at this time but will continue to monitor the evolution of the karting industry including alternative energy powerplants.

OTHER ITEMS REVIEWED

Street Category

#27197 Proposal to move Nissan 370Z to F/S

Thank you for your input. The SAC is continuing to evaluate this proposal.

#27244 Yoko A052 availability and basic tire eligibility concerns

Thank you for your input. The SAC is continuing to monitor the tire eligibility rule.

#27304 2019-20 BMW M2 Competition Coupe

The 2019+ M2 Competition is currently classed in AS and there is currently no proposal to move it.

Street Touring Category

#27045 Support for #26061

Thank you for your input on the brake duct proposal.

Prepared Category

#27247 ABS and other sissypants stuff

Thank you for your input.

Modified Category

#27179 feedback on #26464

Thank you for your input.



Kart Category

#27178 Missed items in rewrite

The KAC acknowledges we missed these items in the KAC rewrite of the 2020 section 19 rules for 2020. The rewrite will be updated.

HANDLED ELSEWHERE

Street Touring Category

#26316 Comment on #25473

Thank you for your input. The proposal was withdrawn.

Super Street R

#27217 NSX withdraw request

Per the SAC, we weren't going to class it in SSR anyway.

Modified Category

#27050 Vehicle Eligibility

Please see the response to #27051.

TECH BULLETINS

Street Category

#27266 Aston Martin V8 Vantage

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

BS

Aston Martin

V8 Vantage (2005-17)

#27292 Please class the 2019 Audi TT RS

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

SS

Audi

TT-RS (2012-13, 2018-*19*)

Street Prepared Category

#27227 No car class

Please update the year listing as shown below:

ESP

Ford & Mercury

Mustang (non-GT350, non-GT500) (2015-~~16~~-*19*)

#27277 Please classify the 2019 Hyundai Veloster Turbo in SP

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



DSP

Hyundai

Veloster Turbo (2019)

2019 SCCA® SOLO® NATIONAL CHAMPIONSHIPS PROTEST RESULTS

Protestor: Paul Brown, Chief Steward

Protestee: Chris Perry, Car # 38 FM

Vehicle underweight. Weighed in both directions 795 w/ 800 minimum.

Date/time: 9/3/2019 10:25 AM

Protest Decision: Upheld

The protest committee has decided an illegal car should not finish ahead of a legal car. Therefore, we are adding a 7 cone penalty to each run for 38 FM for day 1. This will put the driver behind the otherwise last place car.

An intent to appeal was not filed.

Protestor: Thomas Thompson, Car # 199 STH, competitor

Protestee: Chris Thorpe, Car # 124 (24) STH

Violation of Solo® Rules section 14.10.K.2

124 STH has an aftermarket front diff installed. This is undisputed. I believe this is illegal because the Haldex that controls the front/rear balance on the AWD system should be considered a center LSD. A brief internet search finds the Haldex described as a limited slip coupler. AWD cars in STH are allowed on 1 limited slip "diff."

Date/time : 9/6/2019 8:29 AM

Protest decision: Upheld

The protest committee confirms the car has an aftermarket front differential. The committee has determined the stock Haldex unit is performing the function of a type of limited slip differential between the front and rear (center) The times for 24 STH and 124 STH are to be disqualified. of the vehicle.

An intent to appeal was filed 9/6/2019 10:54 AM and accepted by the Chief Steward.

NATIONAL APPEALS COMMITTEE REPORT

FINDINGS OF THE PROTEST COMMITTEE - At the Solo® National Championships on 9/6/19 Thomas Thompson protested #124 Chris Thorpe's 2012 VW Golf R for violating section 14.10.K.2 of the Solo® Rule Book. Rule section 14.10.K.2 states that "Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added." Mr. Thompson wrote that the



OEM Haldex coupler controlled the front/rear balance of the AWD system and should be considered a center LSD. Mr. Thorpe confirmed that the car had an aftermarket front limited slip differential. The PC agreed with the protestor and disqualified the times for #24/124. Mr. Thorpe is appealing that decision.

DATE OF THE APPEAL - The Solo® National Appeals Committee (NAC), Jeff Cashmore, Steve Hudson and Doug Wille, met on September 18, 2019, to review the evidence, hear testimony, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED - Letter of appeal from Mr. Thorpe.

FINDINGS - Standard refers to the "Standard part" definition in Section 12, there is no limited slip differential definition. While the Haldex unit is an electro-hydraulic limited-slip coupler or clutch it performs the same function as a center LSD.

DECISION - The NAC upholds the PC decision in its entirety. Mr. Thorpe's appeal is well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned. It also recommends that the STAC revisit the rule to add more clarity. Perhaps, "(including center differential, transfer case, electro-hydraulic limited-slip coupler or clutch (Haldex type unit))".
