

# SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Jan. 28-30, 2009

## SOLO EVENTS BOARD

The Solo Events Board met at the SCCA Convention January 28-30. Attending were SEB members Tina Reeves, Dave Feighner, Iain Mannix, Erik Strelnieks, Bryan Nemy, Mike Simanyi and Steve Hudson; Dick Patullo of the BOD; Doug Gill, Nancy Downing, and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

**Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.**

Comments and other responses regarding items published herein should be directed to [seb@scca.com](mailto:seb@scca.com).

## **RECOMMENDED TO THE BOD**

- The following previously-published rule change proposals are being recommended to the BOD:
  - ITEM 1)** Remove "(2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s)" as one of the allowable carburetion items for the Turner 1500 in G Prepared. (ref. 09-114)
  - ITEM 2)** Add new subsection 15.2.P as follows: "Fog lights may be removed." (ref. 09-623, 09-631, 09-741, 09-753, 10-046)

## **GENERAL**

- The following definition change proposal is published here for member comment: Add to the end of 12.6.B as follows:  
"... or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place."
- The rule book requirement of 3.3.3.A.3 remains in place; a copy of the Solo Rules is required for Annual Tech, in spite of changes to 4.1.B for 2010. This requirement will be reviewed by the SEB for possible change, which would be effective in 2011.
- The following rule change proposal is published here for member comment: Change Section 4.9 to read as follows:  
**"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES**  
If in three consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants *or nine (9) different vehicles*, then for the following year that class will be *reviewed for action by the SEB*. Changes to be considered may include, but are not limited to:
  - a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
  - b) *addition of new makes/models*
  - c) *consolidation with another class or a portion thereof*
  - d) restructuring
  - e) eliminationThis is not intended as the only criterion for class adjustments, *additions*, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes."  
  
*Comment:* Due to the above proposed change and its implications, class B Modified is not considered by the SEB to be subject to 4.9-based changes for 2011.
- The following change to the Appeal requirements is published here for member comment: Change the first sentence of 10.6.3 to read as follows:  
"The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *one week* from the notice to the parties and no later than four weeks from said notice."

## **TIRE RACK SOLO NATIONAL CHAMPIONSHIPS**

- The SEB reviewed and approved portions of the preliminary Supplemental Regulations for the National Championship event. These will be published in an upcoming Fastrack; members planning to attend this or any National-level event are encouraged to review them, as a variety of changes are being implemented.
- Course designers were selected for the National Championship event; they are Roger H. Johnson and Karen Babb.

## **STREET TOURING**

- The STAC has provided the following rule change proposal, which is published here for member comment: Replace 14.2.F in its entirety with the following:

*"F. Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 5 square feet as calculated per Section 12.9. The number of wing elements is limited to 2.*

*Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may extend beyond the rear most portion of the bodywork, above the roofline of the vehicle, or more than 6" forward of the rear axle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof.*

*Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain fully functional (e.g. trunk lids and rear hatches must open fully). Wing endplate surface area is limited to 110 square inches each, and the total number of endplates is limited to a maximum of two. Substitution or removal of rear wings must retain any original third brake light functionality unless otherwise equipped (e.g back deck)."*

*Comment:* This removes the original allowance for aftermarket body kits, spoilers and other appearance items, whose original purpose (i.e. attract Sport Compact enthusiasts) is no longer relevant, and which a number of competitors were using for performance advantage. Its replacement maintains the status quo on usage of aftermarket wings, while placing restrictions on further escalation. In addition, per member input, complete removal of OE wings would now be legal in many cases.

- The SEB and STAC will be continuing to review possible changes in allowances concerning exhaust, firmware, and emissions compliance requirements.
- The SEB has directed the STAC to review the tire treadwear rating minimum value requirement.

#### **STREET PREPARED**

- The SPAC continues to review feedback and data concerning the possible moves of Datsun/Nissan Z cars to DSP. (ref. 09-734, 09-739, 09-753, 10-003, 10-054, 10-055)
- The following rule change proposal has been recommended by the SPAC: Add new subsection 15.1.Q as follows:  
"Q. OE interior rear view mirrors may be removed."

#### **STREET MODIFIED**

- The SMAC is seeking an additional committee member. Interested SCCA members are invited to submit their qualifications in writing to the SEB via [seb@scca.com](mailto:seb@scca.com).

#### **PREPARED**

- Per the PAC, the previously-published (December '09 Fastrack) proposal concerning changes to XP weights has been withdrawn (ref. 09-967, 09-698, 09-700, 09-704, 09-705, 09-706, 09-708, 09-710, 09-717, 09-725, 10-017, 10-049).
- Per the PAC, the following rule change proposal is published for member comment: In Appendix A, under Prepared Class X, change the second bullet item following the AWD specification in subsection 9.b to read as follows:  
"- Cars equipped with traction/stability control: + 50 lbs."

*Comment:* The proposed change reduces the adjustment for traction control to the same level as the adjustment for ABS.

- Per the PAC, the following change proposal is published for comment: In Appendix A, under Prepared Class X, replace subsection 4 as follows:  
"4. BRAKES  
Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment, incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

*Comment:* This would allow ABS in XP to be unlimited, but still incur a weight penalty, and improve vehicle migration opportunities from Street Modified. (ref. 09-516)

- The PAC recommends the following listing additions for Appendix A, GP Limited-Preparation, and these are being published here for member comment:

“BMW

1600 ('68-'71)	1574	1575	13x7	1.65/1.38	56.5/56.5
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*Carburetion*

*Comp. ratio limited to 11.0, valve lift to .450”*

*Alt. intake manifold #CAM-6618*

Toyota

Corolla ('71-'74)	1588	1590	15x7	1.61/1.42	57.9/57.5
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*Carburetion*

*Comp. ratio limited to 12.0, valve lift to .450”*

*Comment:* the PAC considers these older-technology cars which fit within the concept of GP Limited-prep.

#### **MODIFIED**

- An opening is anticipated on the MAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.
- The SEB thanks Sheldon Lemoine for his valuable work on the MAC.
- The following rule change proposal is submitted for member comment: Replace the fourth paragraph of 18.0 with the following:  
 “The exhaust system/length of a car may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of a noise limiting device(s), and in so doing, keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting devices shall serve no other purpose than that stated, and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.”

#### **NOT RECOMMENDED**

- Stock: Move V8 Camaro to GS (09-740) *Comment:* the SAC does not believe this car is a good fit for GS, which is in a rebuilding phase following the departure of the Cooper S.. Adding a new model line--consisting significantly of cars which are nearing the 30-year limit--to this class is not considered likely to be beneficial. .
- Stock: Move MR2 Spyder to ES (09-750) *Comment:* the SAC feels the current ES is well-subscribed, and adding a potentially dominant car is not advisable. The committee will be assessing the impacts of ongoing reorganization efforts.
- Stock: Camber allowances (ref. 09-716, 10-025)
- Street Modified: SMF class (ref. 09-691, 09-745)
- Street Prepared: welding procedures/update-backdate (ref. 09-718)
- Prepared: Add Toyota Yaris, Honda Fit to GP Limited-prep (ref. 09-689) *Comment:* the PAC will be evaluating potential impacts of classing newer-technology cars with older ones.
- Prepared: Front spoiler/fascia allowances(ref. 10-006) *Comment:* the PAC notes that the requested component incorporates a splitter, and splitters are not presently permitted in Prepared classes other than XP.
- Prepared: Cylinder bore limits (ref 09-721) *Comment:* goes beyond the intent of Prepared car development rules and weight formula usage.

#### **TECH BULLETINS**

- 1) General: Section 4.9 is reformatted for clarification, without intended change in current content or effect, as follows:  
 “4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES  
 If in three consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants, then for the following year that class will be amended . Changes to be considered may include, but are not limited to:
  - a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
  - b) consolidation
  - c) restructuring
  - d) elimination
 This is not intended as the only criterion for class adjustments, consolidation, elimination, or restructuring; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account

participation levels at other events such as National Tours when making decisions regarding the need for changes.”

*Comment:* as a clarification, this reformatting is effective immediately upon publication. The separate change proposal elsewhere within these minutes reflects this reformatting.

2) Safety: A vehicle must meet the requirements of 3.3.2 as they apply to all categories in which it is entered.

3) Prepared: Per the PAC, the GP listing for the Saab Sonett is corrected to read as follows:

Sonett				
843cc engine	1200	16x6	60/60	
1498cc engine	1600	16x6	60/60	
1699cc engine	1800	16x6	60/60	

4) Prepared: Per the PAC, the following example is added after the last paragraph before the listings in Appendix A, Prepared Class F:

*“Weight calculation example:*

*Subaru Sti (2.5 L) running 11 inch wheels.*

*Actual displacement (before overbore) 2457cc.*

*The formula would be: 0.75 for piston engine + 0.375 for forced induction + .075 for 4wd. Total weight factor is 1.2.*

*Calculated weight is 1.2 x 2457 = 2948 lbs (exceeds max limit)*

*Maximum calculated weight is 2500 lbs + weight penalty of 100 lbs for over 10” wheels*

*Total competition weight would be 2600 lbs”*

5) Prepared: The GP Limited-prep listing for Ford Festiva ('78-'80) should read “Ford Fiesta.” *Comment:* the Festiva was not produced in '78-'80.

6) Per the PAC, the following new listings are added in CP, effective immediately upon publication:

Chrysler, Plymouth, & Dodge

*Dakota 2WD ('87-'96)*

*Dakota 2WD ('97-'04)*