

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 26th

The Solo Events Board met by conference call October 26th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek and Bob Dowie of the BOD. 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 **1/1/2018**.

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

Recommended Items for 2017

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

Street Touring

#19556 Tire and wheel width adjustment STP

Effective immediately, the SEB has approved the following proposed changes to the Supplemental class STP ruleset:

14.3 TIRES Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

Tires shall have a section width up to and including the following (mm):

STF, STS, STR (AWD).....225

STX, (AWD).....245

STR (2WD), STU (2WD, mid-engine, rear-engine).....255

STX (2WD), STU (AWD).....265

STU (2WD, front-engine),.....285

STP315

14.4 WHEELS Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STF, STS, & STR (AWD)..... 7.5

STX (AWD)..... 8.0

STX & STR (2WD)..... 9.0

STU, **STP 11.0**

14.8 SUSPENSION

L. The following additional allowances apply to STP:

"On cars originally equipped with separate spring and shock absorber assemblies, coil springs may be relocated so they encircle the body of the shock absorber in a "coilover" configuration. Coil spring perches may be modified, added, or replaced and their position may be adjustable. Additional bolt holes may be drilled for coilover assembly mounting brackets. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."

14.10 ENGINE AND DRIVETRAIN

E. Catalytic converters: Any catalytic converters are allowed, but 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. 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).

STF, STS, STX, STR, & STU: 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.

STP: Catalytic converters must attach within 18" (457.2 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 18" (457.2 mm) along the piping 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).

K. Limited Slip Differentials

STS, STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

STU, STR, STX : 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. 2WD vehicles may use any mechanical LSD unit.

STP: Any mechanical LSD unit is permitted. Final drive ring and pinion gears may be replaced with alternate parts.

Additional cars to be added STP class listing:

Appendix A additions for STP-

Chevrolet

SS (2013-1617) (Move from STU)

Camaro (SS non-1LE, V6) (2016-2017)

Ford

Mustang (GT, V6, & Ecoboost 2.3T)(2015-17)

Mustang Boss 302 (non-Laguna Seca) (2012-13)

Pontiac

G8 GT (2008-09)

GTO (2004-06)

Member Advisories

Street

#20270 SAC application

The SEB has approved the addition of Sam Karp to the SAC.

#20452 SAC Application

The SEB has approved the addition of Mark Labbanicz to the SAC.

#20454 Resignation

The SEB thanks Andy Thomas for his efforts as a member of the SAC.

Street Prepared

#19828 SPAC Committee

The SEB has approved the addition of Steve Seguis to the SPAC.

#20702 SPAC Personnel

The SEB thanks Bill Shenkar for his service as a member of the SPAC.

Street Modified

#20693 SMAC Personnel

The SEB is anticipating vacancies on the SMAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Modified

#20158 MAC opening

The SEB has approved the addition of Jeff Kiesel to the MAC.

#20161 MAC position

The SEB has approved the addition of Brad Smith to the MAC.

Junior Kart

#20694 Kart Program Information

An ad hoc committee has been formed to review the Junior Kart program. The members are Kathy Barnes, Dan Cyr, Doug Gill, Steve Hudson, and Paul Russell. The committee will be looking at improved Tech inspection procedures and requirements, new safety requirements for karts, enhanced training for Youth Stewards and Solo Safety Stewards, and course design issues relating to karts. The committee's recommendations will be published in future Fastracks.

Change Proposals

Street

#20099 SSR numbers

The SAC is seeking member input on the following proposal: Change Appendix A, class SSR, as follows effective 1/1/2018:

~~4. Participation Requirement - If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.~~

#20246 Changes to SSR

In the interest of making the SSR rule set consistent with the rest of the Street category, the SAC is seeking member input regarding the following changes to class SSR in Appendix A effective 1/1/2018:

This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership: - Kumho Ecsta W710.

~~2. Wheels (replacing Section 13.4) Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems including pressure-relief types, and/or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.~~

~~3. Exhaust The exit of the exhaust in the original location (Section 13.10.C) is not compulsory.~~

Other Items Reviewed

Street

#20278 SSR Axe is costing entries, Please remove it.

Thank you for your input. Please see item #20099.

#20292 Please remove limit on SSR

Thank you for your input. Please see item #20099.

#20571 Re: 17283 rethinking Street classing

Thank you for your input.

#20280, 20298, 20299 ND Miata, Scion FR-S and Subaru BRZ classing

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20301 Move BRZ/non-TRD FR-S to D-Street

Thank you for your input.

#20595 Support for moving FRS/BRZ to DS

Thank you for your input.

#20163 2017 Camaro SS 1LE to FS

Thank you for your input. The SAC is waiting to get more real-world data on the car before making a classing decision.

#20268, 20269, 20273, 20274, 20290, 20291, 20295, 20296, 20324, 20327 SSR Participation Requirements

Thank you for your input. Please see item #20099.

#20276 Revisit Electronic Shock FT item #12809

Thank you for your input. Please see item #17490.

#20289 Tweaking SSR for balance and alignment with other classing

Thank you for your input. Please see item #20099 and #20246.

#20325 SSR rules mirroring the rest of street.

Thank you for your input. Please see item #20246.

#20380, 20411, 20442, 20506 1994-2004 V-6 Mustang to H Street

Thank you for your input. Please see the response to letter #20029.

Street Prepared

#19816 Request to join SPAC

Thank you for your interest in serving on the SPAC.

#19827 SPAC Membership

Thank you for your interest in serving on the SPAC.

#19913 Request for classing C7 Z06 and 991 Turbo S in SSP

The SPAC thanks you for your letter. Please see item #19445 for initial Porsche 991 Turbo/S classing.

#20093, 20094, 20150, 20255 SP Reliability Proposal #19923

The SPAC thanks you for your input.

#20098 Reliability Allowances

The SPAC thanks you for your input.

#20106 durability proposal suggestion

The SPAC thanks you for your input. The committee also reminds the membership of rule 15.10.Q for machining of differentials.

#20208 19715 Proposed change to 15.2.i.2.b

The SPAC reminds the membership that the revised/corrected wording for 15.2.i.2.b has been published in a more recent Fastrack (see item #19715 in the October issue) and will be included in the 2017 rulebook.

#20209 19923 Proposed changes to 15.x

The SPAC thanks you for your input.

#20312 Cayman R/ boxster spider

The SPAC has provided the following correction from what was published as follows under item #18760. The proposal should have read as follows:

Per the SPAC, member comment is requested on the following possible reclassifications:

Change the following lines in class **ASP** under Porsche:

Boxster, Cayman (981, all)

Boxster, Cayman (987, all)

Add the following line to **BSP** under Porsche.

Boxster, Cayman (986, all)

#20320 Rethink ASP and BSP classing

Thank you for your input, the SPAC continues to monitor classing within SP.

#20406 Move MazdaSpeed Miatas to ASP, Boxsters to BSP

Thank you for your input, the SPAC continues to monitor classing within SP.

Not Recommended

Street

#20293, 20294, 20310, 20373 ND Miata to BS

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20300 B C and D Street

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20304 Re-Classing of VW Golf R

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20307 Consider moving early S197 V8 Mustangs to DS with the Ecoboost

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20315 Move the R55-R57 Mini Cooper S back to GS

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

#20340 Move AP1 2000-2003 Honda S2000 to CStreet

Thank you for your input. The SAC will continue to monitor the performance balance in BS and CS in 2017.

#20342 Steering wheel rule change

That SAC does not believe that replacing airbag equipped steering wheels is in the spirit of the Street category.

#20346 2016+ Audi TTS from AS to BS.

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

#20378, 20395 GT350R to AS

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

#20379 Classing of the 370Z

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20428 Request change from FS to DS

Thank you for your input. The SAC feels that the 2013+ Hyundai Genesis V6 Coupe is appropriately classed at this time.

#20456 2016 Focus RS in D-Street

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20497 Brake Lines

Thank you for your input.

Street Touring

#19778, 19781, 19782, 19783, 19796, 19797, 19804, 19805, 20042 Response to 19179 LSD in STS - no

Thank you for your input; the subject proposal has been withdrawn. Please see the August Fastrack.

#19820, 19821, 19847, 19848, 19850, 19915 370Z to STU

At this time the STAC does not feel that moving the 370Z to STU would be beneficial to the category. Thank you for your input.

#19899 no aero in Street Touring

Thank you for your input. The STAC is not in support of any additional aero at this time.

Street Prepared

#19471 Proposal for creating a new DSP with a new rule set

Thank you for your input. The SPAC continues to monitor classing within SP.

#20149 Allow Fender Replacements in SP

Thank you for your input. The SPAC believes that the current fender rule is acceptable as written.

Street Modified

#19931 Canards - surface area

The SMAC believes the current rule for canard measurement is sufficient as written. It provides an easy and repeatable method to determine surface area.

#20128 SMF tire proposal

Thank you for your input.

Handled Elsewhere

Street Touring

#20189 Moving Impreza WRX (2009-2014) to STX

Thank you for your input. Please see letter# 16000 in the September Fastrack.

Tech Bulletins

Street

#17490 electronically controlled shock replacement

Per the SAC, add to Appendix F under Street, as follows:

"The following is provided to clarify rule 13.5.A.5 which permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Converting from Electronic Shocks to non-electronically controlled shocks is permitted; Option package conversions must be complete including ECU programing and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes are not permitted. Devices may be added to satisfy the ECU that the OEM shock is still installed; Such devices may perform no other function."

#20302 Gen V Viper ACR (2016-2017) SS Eligibility

Per the SAC, add the following listing to Appendix A effective 1/1/2017:

SS

Dodge

Viper ACR (2016-2017)

#20365 F54 Mini Clubman Classification Request

Per the SAC, add the following to Appendix A effective 1/1/2017:

DS

Mini

Cooper Clubman S (2016-2017)

GS

Mini

Cooper Clubman (2016-2017)

#20399 Clarify wording on converting wheel bolts to studs

Per the SAC, add as follows to section 13.4:

"Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed."

#20409 2017 Fiat 124 Spider classing

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

CS

Fiat

124 (inc Abarth) (2017)

Street Prepared

#19445 Request to include Porsche 991 Turbo and Turbo S (based on 997s)

Per the SPAC, add the following initial classing for 991 Porsche to Appendix A:

SSP

Porsche

911 Turbo, Turbo S (991 chassis)

Street Modified

#19722 Engine Swap Clarification

Per the SMAC, clarify 16.1.d.1 as follows:

“16.1.d.1. Engine block (or housings of rotary engines) must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi, *or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Scion engine*). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

Prepared

#20314 Please classify the 2016 Mazda Miata in Prepared

Per the PAC, effective immediately upon publication, add the following new listing in Appendix A:

DP

Mazda

MX-5 (2016-2017)