

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 25

The Solo Events Board met by conference call January 25th. Attending were SEB members Mike Simanyi, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; 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

Member Advisories

General

#21385 Protest Notification

The intent of the SEB in proposing this change (see item #21025 in the [January FasTrack](#)) is to clarify and assign responsibility for communications to notify affected class competitors after a protest has been accepted. Previously these responsibilities were assigned to the Chief Steward, Chief of Protest, or other Event Official. By this proposal, if the affected class is currently running the Chief of Protest will inform the Announcer, such that the Announcer may notify the class competitors by public address. Alternatively, if the affected class is in Impound, the Chief of Protest will notify the Impound Chief or Grid Chief, such that they may notify the class competitors prior to release from Impound.

Street

#18978 Street Class Endlink Clarification

As per 13.7.C relocating the endlink attachment point to the suspension is allowed as long as it is done by drilling a hole, or attaching it to the strut, which is permitted per 13.5.

#21211 Re: standard part change proposal

The changes to the standard part definition do expand what is considered a factory option on many cars, however dealer options and accessories like turbo and supercharger kits and ECU re-flashes are still not included in the definition.

#21276 Allowing Stub Antennas

The SAC believes stub antennas fall under the comfort and convenience allowance (see SR 13.2.A).

#21520 Advisory Committee Personnel

The SEB thanks Charlie Davis for his service as a SAC member.

Street Touring

#19743 Air Oil Separators in ST

Members are advised that when installing air oil separators, (commonly referred to as "catch cans") as permitted by the inherited allowance of Street rules section 13.10.E, the original functionality of the PCV and other emissions components must be preserved. While Street Touring rules section 14.10.C permits modification to the standard intake system, it also maintains the requirement to retain standard emissions components (such as PCV valves) and their function along the induction flow path.

#21137 Accessory components in street touring - STP class

Current rules specifically allow for addition or substitution of factory wings and spoilers when available from the OE manufacturer.

Street Modified

#20986 Application to the SMAC

The SEB has approved the addition of Bob Day to the SMAC.

#21010 Street Modified Advisory Committee Application

The SEB has approved the addition of Jason Merritt to the SMAC.

Modified

#21248 Committee Personnel: AM

The MAC is seeking a committee member with experience in AM. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Change Proposals

General

#21399 I.2.2

The following rule change proposal is provided for member review and comment:

Change I.2.2 as follows:

"2. The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. ~~Any SEB member in attendance at the Solo® National Championship may serve on the Appeals Committee.~~ *Members of the SEB may not serve on the National Championship Protest Committee.*"

Street

#21277 Allowing Skip Shift Defeat Devices

Per the SAC and SEB, the following rule change proposal is provided for member review and comment.

Add new 13.9.H as follows:

"13.9.H On cars equipped with computer aided gear selection or "skip-shift" features from the manufacturer, modifications to defeat skip-shift are permitted and may serve no other purpose."

Prepared

#20024 Wheel width allowance change for D/E/F Prepared

The PAC is requesting member feedback on changing the weight penalty for wheels over 10" wide in Prepared. Lower preparation-level categories commonly use wider than 10" wheels, and this change is intended to encourage progression from those to Prepared without take backs. Also, C Prepared has done away with wheel weight penalties.

17.4.G For classes DP, EP, and FP, wheels up to 10" wide are allowed with no weight increase. ~~Wheels greater than 10" wide will receive a 100-lb. increase.~~ *Wheels greater than 10" wide up to 11" wide will receive a 50lbs increase. Wheels greater than 11" wide up to 12" wide will receive a 100lbs.*

Please note that the example in Appendix A for F Prepared would update to:

F Prepared

Weight Calculation Example

Subaru WRX STI (2.5 L) with 11" wheel width

Actual displacement (before overbore): 2457 cc

The formula would be: 0.750 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: $1.3 \times 2457 = 3195$ lbs. (exceeds maximum limit).

2700 lbs. (maximum calculated weight) + ~~400~~ 50 lbs. (wheel width over 10" to 11" weight adjustment) = ~~2800~~ 2750 lbs. (total competition weight)

#20239 Manufacturer Engine Swaps within Prepared

The PAC would like feedback from the membership on the following proposal for changes to Section 17, to be added as a new 17.10.S. The intent of this proposal is to allow older Prepared cars to use alternate engines since original manufacturer and aftermarket drivetrain parts are getting harder to source. Please note the following points regarding this proposal:

- 1) This applies to D, E, and F Prepared. X Prepared and C Prepared will continue to use their existing Appendix A engine allowances.
- 2) The proposal increases the minimum weight cap for E Prepared from 2200lbs to 2400lbs.

17.10.S Alternate Engine allowance: Prepared vehicles may make uses of alternate engines from what was originally delivered, within the constraints below. Excluded from the use of alternate engines are the following:

- *forced-induction engines*
- *rotary engines*
- *hybrid engines and drivetrains*
- *motorcycle, snowmobile, marine, or other engines of non-automotive design*
- *Prepared Limited Preparation Vehicles*

Limitations:

1. *Alternate engines are to be from the same make as that of the vehicle. The engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered only in non-US markets, unless listed in Appendix A.*
2. *Vehicles from manufacturers that no longer exist may use any motor available from associated corporate brands (e.g. any GM in a Pontiac, any Ford in a Mercury), or the following listing:*
 - a) *British makes may use Ford motors including Mazda*
 - b) *Italian makes may use Fiat Chrysler motors*
3. *Alternate engines are to retain the same piston count as that of the vehicle's original engine. Models classed with multiple piston count configurations which are listed on the same line in Appendix A may use any piston count that matches one of the same-line listed models.*
4. *Alternate engines must keep same type of cooling as original. Examples: Air-cooled stays air-cooled and water-cooled stays water-cooled.*
5. *Alternate-engine-based vehicle minimum weights will be calculated using the actual displacement of the installed engine.*

6. *Alternate engines may make use of allowances found in 17.10*

7. *Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the position of the standard parts. Vertical position of the longitudinal axis of the centerline of the crankshaft must not be lower than that of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft no lower than that of the standard part, and no closer to the fore-aft center of the vehicle than the position of the standard part.*

8. *The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal).*

9. *The engine bay location must not be changed (i.e., front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).*

#20319 Same line 350Z and 370Z

The PAC feels that combining the 350Z and 370Z to one line in Appendix A does not cause a competitive imbalance in F Prepared. This allows using motor components from the 350Z to the 370Z motor and vice versa.

The proposed listing in Appendix A would be as follows:

FP

Nissan & Datsun

350Z (2003-2008)/370Z (2009-17)

#21088 Please remove Isuzu Sports Coupe from EP appendix A.

The PAC believes that the Isuzu Sport Coupe item, currently listed in EP, is referencing the Isuzu 117 Coupe. As this is a rear wheel drive vehicle, it needs to be removed from EP. In order to correct an oversight from the DP/EP/GP reorganization, the Isuzu Sport Coupe is recommended to be removed from EP. The listing is proposed to be corrected as follows:

Appendix A

E Prepared (EP)

Isuzu

~~Sports Coupe~~

Other Items Reviewed

General

#21369 Transparency & Clarity for Fastrack Letter Responses

Thank you for your input. The SEB will be making efforts to improve this type of communication.

Street

#21149 SSR Updates

Thank you for your input regarding the proposed SSR wheel diameter change.

#21159 Support for Item 20099

Thank you for your input regarding the proposed changes to SSR.

#21200, 21203 Taurus SHO, Item #20567, Item 19608 - Withdrawal of proposal

Thank you for your input regarding the classing of the Taurus. Please see item #20567 in the [January FasTrack](#).

#21208 Re: update to 12 month rule

Thank you for your input.

#21209 quick follow up on #20575 and possibly #20580

Thank you for your input regarding the 987/986 Boxster moves. The SAC will continue to monitor the performance balance between BS and CS.

Not Recommended

Street

#21089 2017 Audi TT RS Classing Request, (20531)

Thank you for your input. The SAC believes the Audi TT-S and 2012-13 TT-RS are appropriately classed. The SAC will class the 2017 TT-RS when it becomes available.

#21120 Steering wheel rule change

Thank you for your input. The SAC does not believe changing airbag steering wheels is consistent with the philosophy of the category.

#21133 (2014 - 2016) Base 981 Porsche Cayman to BS

Thank you for your input. This car is believed to be outside the performance parameters of BS.

#21304 The Corvette C5 conundrum

Thank you for your input regarding merging the base and Z06 C5 Corvette classing, and sport sedan competitiveness in BS. The SAC will continue to monitor the performance balance in BS.

Street Touring

#18965 Transmission Software Tune

The STAC does not believe electronic tuning of other driveline or chassis control modules would be advisable in Street Touring. Thank you for your input.

#20793 Move NA/NB Miata from STR to STX

Thank you for your input. Moving these MX-5's to STX is not believed to be beneficial to the category at this time.

#20919 Clear and fair boost regulation for ST*

The SEB believes your suggested proposal would further complicate the issue, with limited benefit.

#21093 Rule 14.2.D

Thank you for your input. The SEB is evaluating the current steering wheel allowances in ST.

#21287 Please Classify 1993-1995 Mazda RX-7

At this time the STAC does not feel that classing the 93-95 Mazda RX-7 would be beneficial to any Street Touring class currently available, as it exceeds the performance capabilities of those classes. Thank you for your input.

Street Modified

#19394 APR Mirrors

At this time the SMAC feels that the rule is sufficient as written. Thank you for your input.

#20931 #19531 JDM fix

Thank you for your input. The SMAC continues to think the allowance of JDM cars in competition introduces too many variables.

Handled Elsewhere

Street

#21124 2017 Porsche 718 Cayman and Boxster

Thank you for your input. Please see the response to letter #20581 in the [January FasTrack](#).

Street Touring

#21226 Request a rule change

Please see letter # 18965 in the current Fastrack.

Tech Bulletins

Street

#21079 Cayman GTS to follow Cayman S to AS

Thank you for pointing out this Error in the draft Solo Rules. The 981 chassis Boxster S and Cayman S, including the GTS, will remain in SS for 2017. Appendix A, listings for SS and AS have been corrected in the Jan. 2017 publication of the Solo Rules to read:

Super Street Class (SS)

Porsche

Boxster GTS (2015-16)

Boxster S (981 chassis) (2013-16)

Cayman GTS (2015-16)

Cayman R (2012)

Cayman S (981 chassis) (2013-16)

A Street class (AS)

Porsche

Boxster (non-GTS, non-S, non-Spyder) (2013-16)

Boxster S (987 chassis) (2009-12)

Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)

Cayman S (987 chassis) (2009-12)

#21127 Decision on GM Performance Lowering Kit & Big Brakes for Camaros

Per the SAC, clarify the following listings in Appendix A:

DS

Chevrolet

Camaro LT 2.0 Turbo (2016-2017) (excluding GM Performance lowering kit and

6 piston Brembo brake kit)

FS

Chevrolet

Camaro LT V6 (2016-2017) (excluding GM Performance lowering kit and 6 piston Brembo brake kit)

#21312 2017 Lotus Classing

Thank you for pointing out this error in the draft rule book on the SCCA website. The proposal #20242 (see the November Fastrack) to move the forced induction Elise and Exige into SS for 2018 is published for member comment. For 2017, these forced induction models will remain on the exclusion list and the naturally aspirated Elise will remain classed in SS.

The 2017 Appendix A, Super Street listing for Lotus chassis is corrected accordingly:

SS

Lotus

Elise (non-SC) (2005-11)

~~Elise SC (2008-11)~~

Evora S (2011-15)

Exige (non-supercharged) (2006)

~~Exige S & S/C (2006-11)~~

#21447 2017 BRZ & 86 classification

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

CS

Subaru

BRZ (inc Performance Pack) (2017)

Toyota

GT86 (inc TRD lowering springs, TRD swaybar kit, manufacturer installed TRD 17" wheel) (2017)

This response also applies to and incorporates input provided by letters #21412, #21435, #21364, #21458. The SAC does not want to obsolete the "Twins" recently moved to DS, and believes that the improved gearing and power in the new cars should be competitive with the ND Miata.

Street Touring

#19986 MK7 Golf R classing

Errors and Omissions: Upon reviewing the classing in STX, the STAC has determined that the 2015-17 Volkswagen Golf R (MK7) was not intended to be classed with the 2013-14 Volkswagen Golf R in that class. The following new listing corrects that oversight:

STU

Volkswagen

Golf R (MK7) 2015-17

#20606 Mercedes-Benz SLK 230 Kompressor in ST?

Per the STAC, the following listing is added to Street Touring in Appendix A

STR

Mercedes Benz

SLK 230K (1996-04)