

Fastrack® **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

**April
2020**

SOLO® EDITION

SOLO® EVENTS BOARD | February 26th

The Solo® Events Board met by conference call February 26th. Attending were SEB members Mark Labbanz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Steve Strickland of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Tire Rack® Solo® Nationals

#28722 Nationals Course Designers

The SEB has approved Kerry Coughlin and David Marcus as course designers for the 2020 Solo® Nationals. The board thanks all of those members who volunteered for this responsibility.

Street Touring® Category

#27671 STAC open position

The SEB has approved the addition of Jason Tipple to the STAC.

#28082 Subaru model year update

Thank you for your input. Please see the updated model years in Appendix A of the 2020 rulebook.

#28275 Catch-all under STU

Please see the updated Appendix A in the 2020 rulebook, which will include the 2019 and 2020 Mustang GT in STU. This listing would also encompass the PP1 and PP2 option packages of the Mustang GT.

Street Prepared Category

#28680 Committee Personnel

The SPAC is anticipating an opening, and interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Prepared Category

#28340 Removable hardtop clarification

Per the PAC, alternate materials may be utilized for the replacement of OE hardtops. The replacement must not vary from the original by more than 1" in any direction, nor can it confuse the identity of the original vehicle.

Change Proposals

Street Category

#28412 I Can Jog a Course Faster than a Crown Vic - Put It in H[S]

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

Move **from FS to HS:**

Ford

Crown Victoria (all)

#28491 Consider moving the 2019+ Subaru WRX STI to DS

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

Move **from BS to DS**:

Subaru

STI (excl. S209)(2019-20)

NOTE: The SAC initially classed this car conservatively to see how the recent DS additions compared before adding a potentially improved version of one of those new additions.

Street Touring Category

#28321 Make STU Great Again!

The STAC is seeking member feedback on changes to increase participation in STU. While the focus is on STU, there are changes that would affect STH as well. These changes encompass both additional allowances and new vehicle classifications. The changes below are provided in outline form, and specific rule wording will be presented in future FasTracks pending member feedback on the overall concept. Various letters and slowly declining participation in STU has resulted in the STAC re-evaluating the Street Touring ruleset to ensure it is meeting the desires of the membership. The STAC is concerned that the Street Touring rules have not kept up with "common enthusiast modifications" and as such is seeking member feedback on the following additional car classifications and rule changes. The cars listed under Proposed would be added to Appendix A when the rule changes go into effect. The cars listed under Potential would be evaluated for inclusion in future years.

Goals of this Proposal

1. Increase Participation in STU
2. Modernize the Street Touring ruleset for turbo cars
3. Preserve competitiveness of current STU cars
4. Decrease average age of competitive STU cars

Proposed allowance changes:

1. Change max wheel width for all vehicles in STU to 11". Max tire size for all vehicles 315
2. Expand the existing intercooler allowance to include STU
3. Turbocharged vehicles may make mechanical changes to the boost controls such as replacement of electronic boost control solenoids, blow-off valves, removal of restrictor pills, etc. No changes to the turbo or wastegate. This allowance would only apply to STU and STH and follows current SP rules.
4. A new clutch allowance following the LP SP rules. Clutch friction surface and flywheel must remain OE diameter and OE number of friction surfaces. Allows for converting from dual mass flywheels to single mass flywheels. Clutch slave and master may be replaced. This allowance would only apply to forced induction cars in STU and STH.
5. Tuning for automatic/dual-clutch transmissions and electronic differentials
6. AWD vehicles may substitute one differential regardless of how many it came with from the factory

Proposed additional STU vehicle classifications:

1. All 2, 3, and 4 series BMWs not already classed. Including M2, M3, and M4.
2. 2018 Focus RS
3. Audi RS3/4/5
4. BMW M coupe not currently classed
5. Toyota Supra (current gen)

Potential future STU vehicle classifications:

1. Corvette C5 Z06
2. Porsche 911 (997 gen base model)

3. Porsche 911 (996 gen all excluding Turbo/GT3)
4. 981 Porsches (Cayman/Boxster)
5. 1990-2005 Acura NSX

#28411 Transverse Leaf Spring Conversion in ST*

The STAC is seeking member feedback on an allowance that mirrors the new allowance in Street Prepared allowing vehicles with transverse leaf springs to convert to coilover type springs. Currently there are severely limited options for aftermarket leaf springs and this change will allow certain vehicles more options for spring rates in Street Touring.

Change 14.10.A as follows:

"14.10.A: Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) *unless noted below* and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed. *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.*"

Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed.

Prepared Category

#27531 Engine relocation definition

In order to clarify and commonize the engine relocation wording, the PAC would like member feedback on the following changes:

17.10.M.7. The engine may ~~not~~ be relocated- within the following constraints: *Longitudinally mounted engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within ±1 inch (25.4 mm) of the standard part. Transverse mounted engines must locate the centerline of the crankshaft ±1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part ±1 inch (25.4 mm).*

~~17.10.R.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 standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within ±1 inch (25.4 mm) of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft ±1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part ±1 inch (25.4 mm).~~

Prepared (CP) - Appendix A

~~Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is ±½" (±12.7 mm).~~

Not Recommended

Street Category

#28448 M2C from AS to BS

The BMW M2 Competition was initially classed conservatively due to the initial timing of its availability. This was done despite hesitations to split the line, in an effort to gather more performance data both with regards to

BS and the M2C. After Nationals, the SAC re-visited the classing based on performance data from the season. As BS continues to evolve with the recent addition of the Supra and continued development of existing chassis, the SAC believes the M2C falls within the performance envelope of the class. The SAC will continue to closely monitor the performance balance in BS.

Street Touring Category

#27359 94-97 Torsen-equipped Miata from STR to STS

Thank you for your input. The STAC does not feel that the Torsen equipped NA would be appropriate for the current state of STS. The STAC is evaluating options for the long-term health of STS. However, until class participation suffers there are no plans to upset the competitive balance of STS.

#27534 Removal of convertible soft tops with SCCA legal roll bar

Thank you for your input. The STAC does not feel that an allowance to remove a factory soft top (even in conjunction with a roll bar installation) is appropriate for the category.

#27978 2005 and older ECU reprogramming

Thank you for your input. The STAC does not feel that allowing additional cars to install standalone ECUs would be in the best interest of the category.

#28083 More ND2 data

Thank you for your input. The STAC feels that the ND2 is appropriately classed.

#28225 OEM Performance Division Allowance

Thank you for your input. The STAC does not feel that a blanket allowance to allow OE Performance Division (e.g. Ford Performance, TRD, STI) modifications that fall within the general scope of the current ST* rules would be beneficial to the category. Such an allowance would require constant monitoring of all available (and previously available) OE Performance Division modifications and could result in an OEM offering a part that upsets the competitive balance of a class.

Junior Kart

#27340 MG HZ tire sun setting in 2021

We are not recommending pulling the HZ for the 2021 season based on member feedback.

The KAC will re-look at this in the future.

#28203 Engine classification

Thank you for your feedback.

The KAC believes that Formula Junior engine options match what engines are currently available and will to continue to monitor the popularity of other engine options.

#28233 Engine classification (again)

The KAC does not believe that the IAME KA100 performance matches those of the current approved engines for FJ.

#28466 Alignment of JDP program

Thank you for your feedback.

The KAC does not believe that the Briggs & Stratton LO206 engine with the red slide and 4100 coil are consistent with the goals of FJC.

Handled Elsewhere

Street Category

#28368 Please class Cayman 718 T

See response to letter #27169 in the February Fastrack.

#28436 Available data does not warrant BMW M2 Comp reclassing

Please see the response to #28448.

#28472 B-street changes

Please see the response to #28448.

Street Touring Category

#27284 Allow Intercooler Piping/Hoses in ST

Thank you for your input. Please see the response to letter #26703 in the December 2019 Fastrack.

#27820 Make STU the BS of ST*

Thank you for your input. Please see the change proposal published as a response to letter #28321.

#28114 Why no response to 26275

Thank you for your input. The STAC has been working on a proposal to revitalize STU and include some newer popular cars, and your original letter has been included in that discussion. Please see the WDYT letter #28321 being published in this Fastrack, which includes the BMW 335i/340i models.

Other Items Reviewed

Junior Kart

#28230 Removal of MG HZ tire from list

Thank you for your feedback. Please see item #28237.

#28236 Kart tire list.

Thank you for your feedback. Please see item #28237.

Tech Bulletins

Street Category

#28232 Classification needed for Porsche Macan 2.0L

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

BS

Porsche

Macan ~~(all)S & Turbo~~ (2015-20)

#28234 Kia Stinger GTS

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

FS

Kia

Stinger ~~GT, GT1, & GT2~~ (V6 Turbo) (2018-20)

#28239 Please class 2020 Evora GT

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

SS

Lotus

Evora GT (2020)

#28244 Genesis G70 Classing

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

FS

Genesis

G70 (2018-20)

#28467 Request AMG GT, GTS, GTR classing.

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

SS

Mercedes

AMG GT, GTC, GTR, GTS (2015-20)

#28497 2018+ Audi RS5 classification

Please update the following listing in Appendix A:

BS

Audi

RS 5 (2013-*20*)

Super Street R

#28474 BMW M3/M4 to SSR

Per the SAC, please make the following change to Appendix A:

SSR

BMW

M3 & M4 (F80/F82 chassis) (2015-*20*)

Junior Kart

#28237 MG Tire rules

Per the KAC, the MG tire labeled SH is added to the approved tire list. The specific rule change is as follows:

In 19.3.C. Tires:

1. Dry tire brand and compound is restricted to the MG® *HZ*, HZi, *or SH*.

This is to allow drivers to prepare for the 2020 season as the HZi tires are no longer in production.

Solo® Spec Coupe (SSC)

Decision: SSC Tire Selection for 2020

Based on positive durability and performance test results, the Solo® Events Board and the Board of Directors have approved the Falken Azenis RT660 as the spec tire for 2020. The Falken Azenis RT660 will be eligible for competition in SSC starting April 3, 2020. Additionally, as was communicated recently, the Falken Azenis RT615K+ will continue to be eligible in SSC for all National and Regional Solo® events in 2020 as well. – SEB