

Solo

SOLO EVENTS BOARD | January 26th

The Solo Events Board met by conference call January 26th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, and Mark Scroggs; KJ Christopher and Charlie Davis of the BOD; Rick Myers and Brian Mason 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2023**.

Recommended Items

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.

Safety

#31149 New SSC member

The Solo Safety Committee and SEB recommend the appointment of Kent Weaver, Great Lakes Divisional Solo Safety Steward, to fill the SSC seat opening created by the departure of Tim Brueske.

Prepared Category

#31211 Appendix A Corrections

The PAC recommends reclassifying the following (effective date: 1/1/23):

Appendix A:

CP:

~~Merkur~~

~~—XR4Ti (1985-88)~~

FP:

~~Merkur~~

~~XR4Ti (1985-88)~~

Member Advisories

Safety

#31148 New Midwest Division SSS

Per SSC recommendation, the SEB has approved the appointment of Carla Russo as Divisional Solo Safety Steward for the Midwest Division, to fill the opening created by the departure of Tim Brueske.

Street Category

#31795 Shock Legality Question

Thank you for your letter. Per section 13.8.A, spring perches on aftermarket shocks/struts must be of the OE shape within the working part of the perch. This would preclude running the spring in a non-factory orientation. Additionally, there is no allowance within sections 13.5 or 13.8 to allow alternate orientation of suspension springs.

Street Modified Category

#31772 Application to the SMAC

The SEB and SMAC would like to welcome Eric Anderson to the Street Mod Advisory Committee.

#31809 SMAC Application

The SEB and SMAC would like to welcome Brian Harmer to the Street Mod Advisory Committee.

Prepared Category

#31300 Motor Location Definition Help

The November 2021 Club Racing Fastrack Letter #31272 clarified that since no specific engine was listed in GT1 for the 79-93 Ford Mustang, then the 4, 6 and 8 cylinder engines are legal.

The letter also asked if a 4 cylinder engine could be mounted in the resultant location, using the transmission bell housing placement, from where a V8 would be mounted with the 1st spark plug hole aligned with the front axles.

For reference, if using GT2 or GT3 rules, the first spark plug hole of a 4 cylinder engine must align with the centerline of the front axles.

Change Proposals

Street Category

#32033 Seventh Gen Celica to HS

The SAC is seeking members feedback on the following changes:

Move **from GS to HS:**

Dodge

Neon (1995-99)

Plymouth

Neon (1995-99)

Toyota

Celica GT (2000-05)

Celica GTS (2000-03)

Volkswagen

Golf GTI (2006-14)

Jetta & GLI (2.0L Turbo) (2006-12)

Street Touring Category

#32057 Update 14.10.C

The STAC is requesting member feedback on the following change to 14.10.C:

C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. ~~Emissions or PCV valves and~~ engine management components in the air intake system, ~~such as a PCV valve or mass airflow sensors~~ may not be removed, modified, or replaced, and must retain their original function along the flow path.

Street Prepared Category

#31190 Allow 128i Full Prep in DSP

The SPAC is requesting member feedback on the following listing change proposal:

DSP

BMW

128i ~~*Limited Prep*~~

#31233 Request to Class 2.0 Twins to DSP Full Prep

Classing the FR-S and BRZ in DSP is not considered in the best interests of the category. However, the committee is interested in feedback regarding classing them in BSP. Thus the SPAC is requesting member input regarding the following classing change proposal:

BSP

~~Scion & Subaru~~

~~FR-S & BRZ (2013-2016)~~

~~FR-S & BRZ (2017-2020)~~

CSP

~~Scion & Subaru~~

~~FR-S & BRZ (2013-2016)~~

#31247 B-Spec Race Cars in Solol

The SPAC is requesting member feedback on the following addition to Section 15:

Cars eligible for the current Club Racing B-Spec class are permitted to compete in Street Prepared class F (FSP). Vehicles must follow all B-Spec rules including tire requirements. B-Spec cars in FSP may not intermix use of the B-Spec and Street Prepared allowances. The competitor is responsible for being in possession of the B-Spec rules and for ensuring that their car conforms to the rules.

#31855 Transmission Tuning

The SPAC is requesting member feedback on the following rule proposal:

15.10.FF: The Transmission Control Unit (TCU) may be re-programmed. This allowance only applies to modification of transmission behaviors and does not extend to re-programming any other components.

Prepared Category

#31128 Section 17.B

WDYT: The PAC is looking for member feedback on removing the GCR allowance from CP. Cars beyond the Prepared allowances may still run in X Prepared under current 17.11.A. This means they will have to follow either Solo **OR** GCR. They can not mix allowances. This change also is to closer align allowances in C Prepared with the rest of Prepared.

The following changes are suggested in this proposal:

~~17.2.D Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments.~~

17.11 Other

~~A. Vehicles competing in C Prepared (CP) class, should refer to section 17.11.B.~~ Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in X Prepared (XP) class. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of production vehicles (e.g., a tube-frame Mazda RX-7) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be GCR minimum plus any Solo® weight adjustments (wheel

size weight increases, etc.). Vehicles taking advantage of this allowance may only use the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications.

~~B. C Prepared (CP) vehicles prepared in excess Solo® allowances and prepared up to either the current Road Racing GT or Production Category rules are permitted to compete in C Prepared (CP). Tube-frame production cars and kit cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of production vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight adjustments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Road Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.~~

C. Weight Calculations Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the specific weight addition.

Examples:

•In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is: $2.5L \times 1.4 = 3.5L \times 250 \text{ lbs.} = 875 \text{ lbs.} + 1200 \text{ lbs.} = 2075 \text{ lbs.}$

~~•In Prepared class C (CP), the minimum weight for a car with a 302 ci (5.0L) engine prepared to Section 17.11 (e.g., GCR) allowances is: $2700 \text{ lbs.} \times 1.10 = 2970 \text{ lbs.}$~~

#31252 914-6 in FP

The PAC is requesting feedback on removing line item alternate engines. The Porsche 914-6 and the Mazda RX series are the only vehicles in Prepared to allow non original engine changes without the Alternate Engine Allowance weight penalty. Affected vehicles with non original engines could run the non original engines with the 10% weight penalty in accordance with 17.10.R Alternate Engine Allowance. It is proposed to change 17.10.R and Appendix A as follows:

R. Alternate Engine Allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, ~~rotary engines~~, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. 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 in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings: 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 **or rotor** count, or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

6. Alternate engines may make use of allowances found in 17.10. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).

7. Piston engine vehicles may not substitute rotary engines and vice versa.

Appendix A:

FP

Mazda

RX-4 ~~(12A or 13B)~~ (1974-78)

~~12A engine.....specified displacement (cc): 2292~~

No peripheral port allowed.

13B engine.....specified displacement (cc): 2616

No peripheral port allowed.

RX-7 (1986-91) 13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed ~~in all engines.~~

RX-7 (1979-85) 12A engine.....specified displacement (cc): 2292

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed in all engines.

RX-8 (bridge or peripheral porting allowed)

Renesis engine.....specified displacement (cc): 2616

~~Alternate engine: 12A.....specified displacement (cc): 2292~~

~~Alternate engine: 13B.....specified displacement (cc): 2616~~

~~Bridge or peripheral porting allowed in all engines.~~

Porsche

914-6 (2.0L, ~~2.5L, 2.7L, & 2.8L~~ 6-cyl air-cooled)

~~Alternate cylinder heads: twin spark plug~~

#31271 Rear Window Glass

The SEB and PAC are seeking member input regarding the following change proposal:

17.3.K Closed cars: All side window glass may be removed *between the A and C (or D if applicable) pillars including vent and quarter glass. Rear window glass or authorized replacements must remain in original location and be completely sealed unless the rear window was made to be quickly removed by the factory, such as early C3 Corvette and Porsche 914.*

Not Recommended

General

#29569 Interpretation/Clarification of Individual Tire Cover

After review of member feedback, the proposal to add a maximum tire cover diameter to 6.11 is withdrawn.

Street Category

#31594 Can I Put M3 CSL Sized Wheels on My Base M3 and Stay in FS?

Since the CSL was never offered in the US, the package conversion or any of its options are not allowed in FS. Additionally there are no allowances within the Street category that permits the modifying of any engine control parameters.

#31992 Porsche GPF/OPF Exhaust clarification

Thank you for your input. The SEB stands by the assessment that the part in question is an emissions control device.

Street Prepared Category

#31269 Allow Strut Tower Modification for Camber Plates

Thank you for your input. The SPAC does not believe this type of modification is in the best interests of the category.

#31818 Allow Additional Body Modifications

Thank you for your input. The SPAC does not believe additional body modifications are in the best interests of the category.

Prepared Category

#31287 Rear Wings

Thank you for your input. Based on the large C Prepared class feedback of last year's aerodynamic rule changes from letter #27619, recommended in the November 2020 FasTrack, the PAC does not currently recommend adding wings to C Prepared.

#31777 request to change the weights in prepared to include driver(s)

Thank you for your input. The PAC feels the weighing rules are adequate as written.

#31779 Revise NA friendly weight calculations for FP

Thank you for your input. The PAC believes that the current Naturally Aspirated and Forced Induction weights are adequate. The minimum weight for cars in FP with a NA displacement below 2534 cc is 1900 lbs, excluding weight adjustments.

Other Items Reviewed

General

#31863 Need Classing Lookup System

Thank you for your letter. There is a category modification "cheat sheet" published on the Solo rules page of scca.com that covers Street, Street Touring, Street Prepared, and Street Modified at a high level. The SEB will forward your ideas to the appropriate individuals at the national office for consideration.

Event Operations

#31945 Pro Solo AWD class split for SSP

Thank you for your letter. The SEB does not control Pro Solo classing; however, we have forwarded your feedback to the appropriate Staff at the national office. For Pro Solo classing and rules concerns outside of the purview of the SEB please contact Brian Mason at bmason@scca.com.

#31973 Re: Tire Covers #29569

Thank you for your input. The referenced proposal is being withdrawn.

Street Category

#31773 SSR Additions

Thank you for your input. Please see the response to letter #30743 published in the December 2021 Fastrack.

#31897 Response / Information Update. RE: #31078 Exhaust Replacement...

Thank you for your input. The SEB stands by the assessment that the part in question is an emissions control device.

#31947 Solo classes for 2022 electric Mini Cooper SE

Thank you for your letter. Updates to previously classed vehicles to include 2022 model years will be listed upon publication of the 2022 Solo Rule book.

Handled Elsewhere

Street Category

#31862 Need classing for Cadillac CT5 Blackwing

Please see the response to letter #31243 published in the January 2022 Fastrack.

#30904, 30913, 30917, 30923, 30952, 30971, 30993, 30994, 31007, 31051, 31077, 31118 Feedback on SSR Additions (various)

Thank you for your feedback. Please see the response to letter # 30743 published in the December 2021 Fastrack.

#31966 2022 Honda Civic Si

Please see the response to letter #31732 published in the February 2022 Fastrack.

#31974 Mk.8 Golf R clasing - DS

Please see the response to letter #31224 published in the current Fastrack.

Street Touring Category

#31627 New Twin to STU is a no-go

Thank you for your input. Please see the response to Letter #31629.

#31899 2022 Twins are Rad

Thank you for your input. Please see the response to Letter #31629.

Street Prepared Category

#31208, 31278, 31514, 31516, 31605, 31620, 31622, 31628, 31632, 31659, 31693, 31718 Feedback on BRZ/FRS Full Prep DSP (various)

Thank you for your input. Please see the response to letter 30860 in the February 2022 Fastrack.

#31213 S550 MUSTANG

Thank you for your input. Please see the response to letter 29368 in the December Fastrack.

#31255 GT350 to ESP

Thank you for your input. Please see the response to letter 29368 in the December Fastrack

Prepared Category

#31681 CP 4 cyl turbo engine location

Please see the response to letter #31300 in this month's Fastrack.

#32012 Wing rules for CP

Thank you for your input. Please see the response to letter #31287 in this Fastrack.

Tech Bulletins

Street Category

#31224 Request to classify Volkswagen Golf R Mk8 2022 to DS

Per the SAC, make the following additions to Appendix A:

D Street

Volkswagen

Golf R (2022)

G Street

Volkswagen

Golf GTI (2022)

#31277 2020 BMW M2 CS

Per the SAC, correct an error made in Appendix A to read:

A Street

BMW

M2 CS (~~2020~~-2021)

Street Touring Category

#31499 Request to class 9th gen Accord (2013-2017) V6 into STX

Thank you for your input. The STAC is recommending the following addition to Appendix A:

STX

Honda

Accord (V6 2014-17)

#31629 Classing the BRZ / GR86

Per the STAC, add the following new listings in Appendix A:

STR

Toyota

GR86 (2022)

Subaru

BRZ (2022)

Street Prepared Category

#31894 NSX Type-S

Per the SPAC, update Appendix A as shown below:

SSP

Acura

NSX (2016-~~19-21~~)

The SPAC chooses not to class the 2022 NSX Type-S at this time.

#31905 FSP Limited Prep Additions

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

FSP

Hyundai

*Veloster Turbo (2012-17) *Limited Prep**

Prepared Category

#31784 Please class the first generation FRS/BRZ/86

Per the PAC, add the following listings in class D Prepared:

DP

Scion

FR-S (all)

Subaru

BRZ (2012-21)

Toyota

86 (2017-21)