

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 23, 2015

The Solo Events Board met by conference call September 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek 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 **1/1/2017**.

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

Recommended Items for 2016

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

#16563 Course Speeds

Change the following in the 2nd paragraph of 2.1:

"Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street, ~~and~~ Street Touring®, ~~and~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving."

Change the following in 2.2.A:

"A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street, ~~and~~ Street Touring®, ~~and~~ category cars."

Note: The intent of this change is not to speed up courses, but rather to update the rulebook to reflect today's reality. The capabilities of the fastest SP cars have increased dramatically since this rule was written which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

#16864 Passengers

Change 1.3.2.D by removing the following wording from the paragraph following D.4:

~~"In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted."~~

#16947 prescribed medical oxygen tanks

Add the following sentence to 1.3.2.M.

"Prescribed medical oxygen bottles/tanks are exempt from this requirement."

#16984 Discontinue 1 year SSS licenses

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, the SSC and SEB recommend:

- 1) elimination of the One Year license
- 2) issuing Three Year licenses to all new Safety Stewards
- 3) requiring all renewals to be for three years and meet the continuing education requirement

This recommendation requires the changes to Appendix E indicated by strike-outs below, and dropping the One Year option from the Safety Steward Application and Renewal form dated 05/2010.

"E. ~~Following an initial one-year licensing as a SSS,~~ SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with

the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. ~~Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.~~

General

#15275 Fix catchall Appendix A wording

The previously-published proposal to change the unclassified cars / catch-all provisions at the beginning of Appendix A has been amended and is recommended as follows:

Change the second paragraph under APPENDIX A - AUTOMOBILE CLASSES as follows:

~~"All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. Such unclassified cars will not be eligible for **National Solo® Events** or the Solo® National Championships. Members should look for a Tech Bulletin in an early current year issue of the official SCCA® publication (Fastrack® News) at www.scca.com for details or contact the National office."~~

In addition:

- Add a catch-all to Super Street as follows: "*All eligible unclassified cars not covered by another catch-all listing*".
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

#17064 Remove Section 7.5

Remove Section 7.5 TIMER FAILURE

Note: This section no longer reflects current practice at a majority of events.

Street

#15307 E60 M5 Move to FS Proposal

The SAC recommends adding the following listing to FS and deleting from BS.

Delete *from BS*:

BMW

M5 (2004-'10)

Add *to FS*:

BMW

M5 (2005-'10)

Street Touring

#16682 Aftermarket Radiator Allowance Proposal

Add the following new language to section 14.10:

"L. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

- 1. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.*
- 2. Radiator must mount to OE radiator mounts.*
- 3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage)."*

#16943 2014+ Mini Cooper (Base model) Classing

Effective 1/1/2016, amend classing from

STF

MINI

Cooper (non-S)

to

STF

MINI

Cooper (non-S) ('00-'13)

and add:

STX

MINI

Cooper (non-S) ('14-'15)

#16978 Steering Wheel Rule (14.2.D)

Replace 14.2.D with the following:

“Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly. An alternate wheel is not required to have a horn button.”

Street Prepared

#14955 Non-OE dimension ball joints

Change 15.8.H.4 as follows to remove the last sentence:

“4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~”

And add the following new subsection 15.8.H.5

“5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.”

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

#15078 Oil Tank Clarification

Add new section 15.10.CC as follows:

“CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.”*

#16443 Touring Cars

Delete the following paragraphs from Section 15 Street Prepared introduction:

~~*“Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.*~~

~~*Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to*~~

~~interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

~~Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.~~

~~Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.~~

~~Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.”~~

Note: The SPAC and SEB have become aware of the changes to the scope of modification allowed in Club Racing's Touring category. The modifications now allowed in Touring represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This exemplifies the risk of providing “crossover” allowances such as these, which create dependencies on the GCR and may result in unintended competition impacts. For this reason, the SEB is proposing to remove these allowances from the category.

#16965 Fender Liner Removal Proposal

Modify 15.2.A as follows:

“Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified *or removed* for tire clearance and for installation of fender flares as allowed herein.”

Street Modified

#16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Change the verbiage of 16.1.E to:

“Suspension components are unrestricted as long as they use the original attachment points. *Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*”

Prepared

#15583 FWD VW Classing Proposal

The PAC Recommends the following classification change:

Move VW Corrado VR6 (1992-1995) *from FP to EP.*

Note: The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6cyl engines to be a good fit in EP, without being an overdog.

#16922 Hood louvers

The PAC recommends the following modification to the 11th paragraph under C Prepared in Appendix A:

“An alternate hood is allowed which has a bulge no more than 4” (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2” (50.8 mm) bulge, then an addition of 2” (50.8 mm) is allowed, if the base model has a 3” (76.2 mm) bulge, then 1” (25.4 mm) is allowed, etc. *There is no allowance for nonstandard heat extraction vents.*”

The PAC thanks the members for their feedback in letters 17623, 17631, 17633, and at the Solo Nationals Town Hall.

Kart

#17195 Proposal to allow non-OEM electric start for KM

Change 19.1.D.1.e to read :

“External Modifications: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.”

Change 19.1.D.1.f.1 to read :

“OE Ignition: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.”

Change 19.1.D.1.f.2 to read :

“Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.”

Note: The SEB and KAC are recommending this allowance for adding onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472

Electric start is legal in KM on existing ICC-TaG motors for example the TM-K9ES

Member Advisories

General

The SEB will have openings for 2016. Interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Tire Rack Solo Nationals

Members who are interested in the position of Course Designer for the 2016 Solo Nationals are invited to submit their qualifications and relevant design experience history in writing to the SEB via www.soloeventsboard.com

Awards

Nominations are now being accepted for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards and past winners may be found in the Solo Rules Special Awards section in Appendix V. Please submit nominations in writing via www.soloeventsboard.com

Street Touring

The SEB thanks Bill Bounds for his service to the Club as a STAC member.

Street Modified

#16721 Subframe Bushing Clarification

Per the SMAC, the SP allowances of 15.2.D are intended to apply to SM subframe bushings. The SM content of the associated section (16.1.H) may be (incorrectly) interpreted to be more restrictive than the SP rule. A change proposal appears elsewhere herein to remove the conflicting section and resolve the confusion in this regard.

Change Proposals

Street Touring

#14254 RWD Wheel Width Limit Proposal

Change the following language in 14.4 WHEELS:

“STU -~~unlimited~~ 11inches

Change the following language in 14.3 TIRES:

STU (2WD, Mid-Engine, Rear-Engine) - 255mm

STU (2WD, Other) - 285mm

STU (AWD) - 265mm”

Street Modified

#16721 Subframe Bushing Clarification

The SMAC has provided the following rule change proposal:

Remove 16.1.H

Note: see a related item under Member Advisories.

Not Recommended

Street

#14615 997 GT3 Classing Proposal

Per SAC recommendation, the proposal to remove the 997 GT3 from SSR is withdrawn.

#14979 SAC Proposed 2015 Moves

The pending proposal to move the non-Z06 C5 Corvette from BS to AS is withdrawn.

Street Touring

#16409 RSX Type S Classing Comments

Per the SEB, the previously-published proposal to move the RSX Type S to STX is being withdrawn.

Street Prepared

#14920 Move all BMW e30 & e36 4 cylinders to FSP

The SEB is withdrawing the following proposal:

Remove from *DSP*:

BMW

318 (16v)

Also amend *FSP* listing as follows:

BMW

318i (~~8v~~, E30 chassis)

Handled Elsewhere

Street Touring

#16926, 17068, 17327, 17329, 17331, 17333, 17334, 17337, 17350, 17351, 17352, 17359, 17364, 17365, 17372, 17387, 17400, 17438, 17471, 17473, 17479, 17594, STF Class Comments

Thank you for your comments. See letter #16409.

#17070, 17165, 17173, 17277, 17282, 17486, 17603, 17737, 17164, 17166, 17168, 17172, 17174, 17176, 17190, 17209,

17274, 17312, 17353, 17451, 17489, 17599, 17629, 17645, 17719, 17743 STP comments

Thank you for taking the time to write in a comment about STP. A variety of comments and suggestions were expressed about the proposed new class. The STAC has made some changes to the proposal in response and will consider other changes after one year. Please see item #16784.

#17134, 17332, 17340, 17344, 17358, 17436, 17440, 17356, 17375, 17377, 17379, 17380, 17381, 17385, 17386, 17388, 17398, 17403, 17412, 17417, 17426, 17434, 17555, 17635, 17636, 17654, 17669 Alternate steering wheel comments

Thank you for your comments. See letter #16978.

#17339, 17343, 17354, 17373, 17401, 17437, 17445, 17484, 17554, 17595, 17600, 17634, 17786 Radiator comments

Thank you for your comments. See letter #16682.

#17393 Radiators, Genesis and STF comments

Thank you for your comments. Please see letters #16409 and 16682 herein, and 16816 in the October Fastrack.

#17455 STU STP Comments

Thank you for your comments. Please see items #14254 and 16784 elsewhere herein.

#17522 Radiators and Steering Wheel comments

Thank you for your comments. See letters #16882 and 16978 elsewhere herein.

Street Modified

#13595 Camber Plate Installation

See Item #16589 elsewhere herein.

Prepared

#17623, 17631, 17633, 17775, 17783 Hood louvers

The PAC/SEB thanks the members for their feedback related to the #16922 proposal.

Tech Bulletins

Street

#16834 Class request for Mercedes-Benz CLA45

Per the SAC, add a new listing in Appendix A as follows

BS

Mercedes-Benz

CLA45 (2014-2015)

Note: The SAC intended to recommend classing the Mercedes-Benz CLA45 (2014-2015) in BS instead of AS. The car was included in the SS catch-all phrasing and not officially classed, therefore BS will be the first classification for this car.

Street Touring

#16784 STP Supplemental class proposal

Effective immediately add the following new class, designated STP, for inclusion as a *Supplemental* class for all National level Solo events and optional inclusion in Regional events. The allowances will mirror those in the Street Touring category, with the following additions:

Tires:

STP, Independent Rear Suspension: 285 mm maximum width

STP, Live Axle Rear Suspension: 315 mm maximum width

Wheels:

STP, Independent Rear Suspension: 10" Maximum Width

STP, Live Axle Rear Suspension: 11" Maximum Width

Differentials:

May use any mechanical LSD unit

Eligible Vehicles:

Chevrolet Camaro (2010 - 2014) (SS, V6, 1LE)

Chevrolet Camaro (1993 - 2002) (SS, Z28, V6)

Chevrolet Camaro (1982 - 1992) (N/A, fuel injected) (excluding 1LE)

Dodge Challenger (2008 - 2015) (N/A)

Dodge Charger (2006 - 2015) (N/A)

Ford Mustang (2015-2016) (2.3T, V6, GT)

Ford Mustang (2005 - 2014) (GT, V6)

Ford Mustang (1994 - 2004) (GT, V6)

Ford Mustang (1979 - 1993) (N/A, fuel injected)

Pontiac Firebird (1993 - 2002) (LT1, LS1, V6)

Pontiac Firebird (1982 - 1992) (N/A, fuel injected) (excluding GTA and Formula)

American RWD V8 powered sedans, must be naturally aspirated with a wheelbase greater than 100" and a listed curb weight greater than 3200#, NOC (not eligible for National level competition)

Street Prepared

#15489 2004-2008 Audi S4 Classing Proposal

Per the SPAC, modify the Audi RS4 listing in Appendix A to encompass a new listing for the '04-'09 S4, as follows:

ESP

Audi

S4, RS4 (2004-09)

Also add a new listing in ASP as follows:

ASP

Audi

S4 (2010-15)

Note: The previous ASP classing for the Audi S4 (2000-13) was an erroneous date range. This should be considered an initial classing for this vehicle.

Modified

#17804 Typos in rule book

Per the MAC, update the following places where current reference wording is out of date:

18.0.C. Last sentence: "Section 12.9" replace with "Section 12, Wing Area Computation"

18.1.C.h. Third sentence: "Section 12.7" replace with "Section 12, Floor Pan"

18.1.C.i. First sentence: "Section 12.7" replace with "Section 12, Floor Pan"