

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 28, 2015

The Solo Events Board met by conference call October 28th. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Connors, Dave Hardy, 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.

Street

#16801 Air Oil Separator

Per the SAC the following previously-published change to 13.10.E is recommended to the BOD:

“E. The installation of water expansion tanks is allowed. The installation of oil catch tanks *or oil separators* is allowed provided the PCV system *remains functional*.”

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

Member Advisories

General

#17747 Sound limits at the Pro Finale

The SEB and Staff wish to clarify that the sound regulations do apply to all run groups at the Pro Finale and Solo Nationals. There was an oversight in the administration of that area at the Pro Solo Finale this year.

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SDC Vacancy

The Rocky Mountain Division Solo Development Coordinator position is anticipated to have an opening for 2016. Members interested in serving the club in the capacity are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Advisory Committee Vacancies

Advisory committee openings will be impending for a variety of categories. Members with interest in serving on a particular AC are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com, in case a vacancy does arise on that committee.

In particular at this time the SEB is seeking someone for the STAC with "pony car" experience, and someone for the SPAC with SSP/ASP experience.

Street

#17475 Comment on proposal #16834

Errors and Omissions: It was the SAC's intention to class the CLA45 AMG in BS instead of AS. Please see TB item #16834 in the November Fastrack.

#17835 BRZ-FRS Twins

Under the current wording of port installed options, the SAC cannot make an exception for the BRZ to install the TRD springs and bars.

Street Touring

#15277 Clarify if caster is allowed to be changed in ST

In the opinion of the STAC, caster is an alignment parameter and is specifically allowed to be changed per 14.8.J.

Street Prepared

#17108 Street Prepared Spoiler Clarification

Per the SPAC, spoiler curvature following the rearmost portion of the body is considered acceptable per rule 15.2.I.2.b.

Street Modified

#17676 request clarification on legality of touring class cars.

Super Touring cars (STO, STU, STL) are not eligible for Street Prepared. Therefore, they are not included in 16.1.A and are not eligible for Street Modified unless all Street Modified allowances/restrictions are met.

#17704 Radiators in SM Clarification

Per the SMAC, the cooling system is a drivetrain component and is therefore unrestricted in accordance with 16.1.d

Prepared

#17714 PAC Resume

The SEB has approved the addition of Matt Tuhro to the PAC.

Change Proposals

General

#17773 Prohibit Tire Warmers before first runs

Add to Supplemental Regulations for Solo Nationals:

"No tire blankets, or tire insulation of any type, may be used before the car has taken a competitive run in the run group for which it is gridded."

Street

#15730 Non-factory/Non-standard Body Reinforcement Allowance Proposal

In accordance with the recommendation of the SAC, the SEB proposes adding a new paragraph to 13.1, as follows:

“Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones.. Reinforcements that are not visible to the exterior of the car are allowed provided they do not serve any other purpose. Modifications that change the exterior appearance in any way are not permitted.”

#17179 Porsche Boxter/Cayman Street Classing

The SAC would like member feedback on moving the Porsche Boxster (non-S, non-Spyder) (2009-2012) and Porsche Cayman (non-R, non-S) (2009-2013) from AS to BS.

#17748 Reclass base c7 Corvette to AS

The SAC would like to request member comment on a proposal to move the 2014-2015 Corvette Stingray (non-Z06) to AS.

#17901 2010 Porsche Cayman S still in SS for 2016

The SAC would like member feedback on moving the Porsche Boxster S (2009-2012) and Porsche Cayman S (2009-2013) from SS to AS.

Street Prepared

#17104 BMW 128i to DSP

The SPAC agrees with splitting the BMW 128 from the 135 in ASP, but does not agree that DSP is the proper destination.

The SPAC is seeking member input regarding a proposal to class the 128 in BSP.

Street Modified

#17411 Request for modification on mirror size

Per the SMAC, the following rule change proposal is submitted for member review and comment:

Update 16.1.R to say

“OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than **13.5** sq. in. (**87.1** cm²) per mirror”

Prepared

#14325 VW in EP Proposal

The PAC recommends publishing for member comment the following listing change for 2017, in Appendix A, E-Prepared:

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, **8v**) (1975-92)

Note: The PAC/SEB believe that this brings E-Prepared into conformity with the F-Street Prepared rules, clarifies a potential path from FSP into EP for the VW vehicles utilizing the A1 chassis, and provides members with multiple competition opportunities. The compression ratio and cylinder head update/backdate changes among the models sharing this chassis do not appear to upset the competitive balance of Preparation Levels 1 (Full-prep) or 2 (Limited prep) in the EP class.

#17410 Class Progression (SP/SM-compliant convertibles in P)

The PAC recommends the following revisions to Section 3.3.2 for membership comment. The intent of this rule change, outside of Section 17, is to permit open car competitors to participate in Prepared and Modified classes at Local, Regional, and National Touring/Series events where their base class is under attended without negatively impacting Safety Inspections under 3.3.3.

“3.3.2 Roll Bars

A. Roll bars or roll cages are strongly recommended in all cars. *Open cars which do not exceed the preparation allowances of the Street, Street Touring®, Street Prepared, or Street Modified category may participate in the appropriate Prepared Category, and in D Modified (DM) or E Modified (EM) class without a rollbar or hardtop, provided they comply with all allowances of the applicable Street, Street Touring®, Street Prepared, or Street Modified class, including using DOT-approved tires.*

B. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of the Club Racing General Competition Rules (GCR Section 9.4, Roll Cages For GT And Production Based Cars, and/or GCR Section 9.4.5, Roll Cages For Formula Cars and Sports Racing Cars) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and **all** open cars *competing using non-DOT racing slicks* in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars *competing using DOT-approved tires* in the Street, Street Touring®, Street Prepared, and Street Modified categories, *and under 3.3.2.A, the Prepared category, D Modified (DM) and E Modified (EM) classes*, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place. Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car.”

Other Items Reviewed

General

#17342 Fix your identity management.

Thank you for your input; this matter is under discussion.

#17346 Include names of submitting members in Fastrack

Thank you for your input; this and related areas are under discussion.

#17347 Prevent witchhunts by keeping Fastrack letter writers anonymous

Thank you for your input; this and related areas are under discussion.

#17367 Fastrack publishing letter authors

Thank you for your input; this and related areas are under discussion.

#17448 Database for Member Suggestions, and Decisions.

Thank you for your input; this area will be a subject of future discussions.

#17754 Add affirmation / oath as part of national-level tech inspection

Thank you for your input.

Street

#14994 Corvette Classing Comments

Thank you for your input. The subject proposal was withdrawn.

#17731 Fiesta ST and Abarth

Thank you for your input. Please see the response to letter 15002.

#17616 SPEC ND Miata

Thank you for your input.

#17718 Engine Performance Info for Audi FSI and TSI 2.0L Ref: Letter #17

Thank you for your input.

#17766 17128, Feedback, Ref: 996 Turbo and Turbo S to SS

Thank you for your input.

#17780 Cayman GT4

Please see the response to letter 17912.

Street Touring

#15806 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

Street Prepared

#16805 Porsche Boxster/Cayman classing

Thank you for your input. The SPAC will continue to evaluate Porsche classing in SP.

#17160 16443 - remove touring cars from SP

Thank you for your input. A proposal addressing this issue was published by the SEB but withdrawn before being voted on by the BOD. A revised proposal will be forthcoming.

#17163 16443 Touring Car Clarification

Thank you for your input. Please see item 16443 in November Fastrack. This proposal was withdrawn before being voted on by the BOD; a revised version will be forthcoming.

#17167 Feedback on #15078

Thank you for your input, please see Letter 15078 in an upcoming Fastrack.

#17395 Proposal #16965

Please see FasTrack for an update on letter 16965. Thank you for your input.

#17416 E30 16v to FSP

Thank you for your input. Please see the November Fastrack, item 14920.

#17427 Feedback on BMWs to FSP

Please see the November Fastrack, item 14920. Thank you for your input.

#17458 Support for the Fender Liner Removal Proposal #16965

Please see the November Fastrack for an update on letter 16965. Thank you for your input.

#17612 Proposal 14920

Please see the November Fastrack, item 14920.

Street Modified

#17177 #16721 Subframe Bushing Clarification

Thank you for your input.

Not Recommended

Street

#17551 Wheel width

The SAC feels that the current wheel width rules are appropriate for Street, the entry level category.

#17558 OEM size wheel usage in any location for staggered diameter/width

The SAC feels that the current wheel allowance is appropriate.

#17723 new MINI (F56) to HS

The SAC feels that the Mini (F56) is appropriately classed.

#17752 Broaden stability control disablement rule phrasing

The SAC continues to monitor the state of electronics with regards to vehicle stability and performance.

#17756 Remove allowance for disabling stability and traction control

The SAC continues to monitor the state of electronics with regards to vehicle stability and performance.

#17772 Fiesta ST Classing

The SAC believes these cars are both appropriately classed.

#17813 Solo, TNIA and Oil Coolers

The SAC does not feel that an oil cooler allowance is appropriate for Street, which is the entry level category.

#17837 Change wheel allowance to +1/-2

The SAC feels the current wheel allowances are appropriate.

#17881 GS and HS proposals

Thank you for your input. The SAC is currently monitoring the competitive mix and participation levels in HS and GS.

#17911 Move 2015+ WRX to BS

The SAC feels the 2015+ WRX is appropriately classed at this time. Thank you for your input.

Street Touring

#15802 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

Street Prepared

#17140 Lexus IS300 Move to ESP Proposal

The SPAC believes that classing for the IS300 is correct in DSP.

#17355 Make CSP Interesting

The SPAC believes that the Honda Civic, CRX, and del Sol classing is appropriate. Thank you for your input.

#17491 Move 128 and 328 to DSP

Thank you for your input. Please see item 17104.

#17506 Reclassification

Per the SPAC, the current SP classing for the first generation z31/z32 300zx is appropriate.

#17782 Move Mitsubishi Evo's to SSP

The SPAC feels that the Mitsubishi Evo is classed appropriately at this time. Thank you for your input.

#17812 Coil Overs

Please see item 17521 regarding spring relocation.

#18039 Request to have Nissan Juke classed in Street Prepared

Section 3.1 currently precludes the classing of any vehicle classified as an SUV, such as the Nissan Juke.

Street Modified

#17371 Tire Size Weight Break

At this point the SMAC has seen healthy growth within the SSM class. We are watching current results, but at this time does not see a need to adjust weights.

#17376 Mid Engine Modifier

At this point the SMAC has seen healthy growth within the SSM class. We are watching current results, but at this time does not see a need to adjust weights.

Prepared

#17374 Tire modifier

The PAC and SEB note that Street Modified and other Prepared classes have single wheel/tire width "maximums" that incur weight penalties. However, graduated wheel/tire width penalties are NOT believed to be appropriate for XP. The PAC and SEB are open to suggestions regarding other methods of improving competitive balance.

#17774 Supercharged MR2 classing

The PAC and SEB believe that the 1988-89 Toyota MR2 SC (SuperCharged) is appropriately classed in F-Prepared and does not require further engine allowances. The member is thanked for their input.

Junior Kart

#17210 Comer K-80 clutch

The KAC believes changing the allowed clutches for the K-80 would not be consistent with the intended direction for the JB program. Thank you for your input.

Handled Elsewhere

Street

#17316 CLA45 class change request to BS

Please see the comments with item #16834 in the November Fastrack. Thank you for your input.

#17584 Classing change question

Please see the response to letter 17723.

#17608 Please move the C5 to AS

Thank you for your input. Please see the response to letter 14979.

#17660 Chevrolet Corvette C5

Thank you for your input. Please see the response to letter 14979.

#17831 Add an R. since there is no option to do so.

Please see the response to letter 17796.

#17725 Move C5 Corvette out of BS to AS

Thank you for your input. Please see the response to letter 14979.

#17726 Classification of 2016 Audi TTS

Please see the response to letter 17300.

#17744 Non-Z06 Corvette C5 should stay in B-Street

Thank you for your input. Please see the response to letter 14979.

#17781 Please keep 99-04 C5 in B Street.

Thank you for your input. Please see the response to letter 14979.

#17784 Keep Non-Z06 in B Street

Thank you for your input. Please see the response to letter 14979.

#17793 Request to class 2013 Audi S6

Please see the response to letter 17807. Thank you for your input.

#17905 987.1 Porsche Boxster/Cayman S in AS

Please see comments on letter 17901.

Street Modified

#17384 Weight modifier

Please see the response to item #17371.

Tech Bulletins

Safety

#17801 Can we add ECE R22-05 helmets as allowed?

The SSC recommends approval of the ECE R22-05 rated helmets for Solo. Thus section 4.3.1 of the Solo Rules is amended as follows:

“All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, SA2000, M2015, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, *ECE R22-05*, or British spec BS6658-85 type A/FR are acceptable.”

In addition, the SEB has approved an extension of eligibility for Snell 2000 helmets to 1/1/2017, so the “SA2000” and “M2000” references in the above rule will remain in place for 2016.

Street

#17348 2016 Viper ACR - please allow into SS

The SAC would like to make the following adjustments to the listings in SS.

SRT

Viper/Viper GTS (*non-ACR, non-TA*) (2013-14)

Dodge

Viper SRT (*non-TA2.0, non-ACR*) (2015-16)

#17598 Classing 2016 VW Golf GTI

The SAC would like to add the 2016 model year to the GS listing for the VW Golf GTI.

#17807 I need a classification for an Audi S6

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

BS

Audi

S6 (2013-2016)

#17912 Classing for the 2016 Porsche GT4

Per the SAC, the following is added as a new listing in Appendix A class SS:

SS

Porsche

Cayman GT4 (2016)

Note: with regard to SSR, please see the response to item 14979 under Member Advisories in the November 2014 Fastrack.

#17921 Classing the 2016 Audi TT Quattro

Per the SAC, the following new listings are added in Appendix A:

BS

Audi

TT Quattro (2016)

DS

Audi

TT (2WD) (2016)

Street Prepared

#16851 S2000 hardtop/soft top clarification

Add to Appendix F under Street Prepared Category Clarifications:

On the S2000, Honda considers the soft top and hard top are equivalent parts and the tray and the tonneau equivalent parts. Per 15.1.C, the soft top can be swapped to the hard top and/or the tonneau can be swapped to the tray.

By Honda documentation, this allows an S2000 owner to run the car with the rear tray in place, with either the soft top or hard top. Letter #9431's earlier clarification ([SCCA Fastrack News, August 2013, page 13](#)) is reversed per the Honda parts assembly diagrams and assembly details.

#17943 Classify the Audi R8 into SSP

Initial classing into SSP:

Audi R8 (2008-2015, all except GT)