

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 21, 2015

The Solo Events Board met by conference call December 21st. Attending were 2016 SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; outgoing SEB members Mark Andy, Dave Hardy; 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 2017

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.

General

#18325 4.5 Car/Driver Changes change needed

In Section 4.5, Car/Driver Changes, change as follows:

“If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the *Chief Steward or the* Operating Steward.”

Member Advisories

General

SEB Personnel

The Solo Events Board thanks Mark Andy and Dave Hardy for their service to the Club as members of the SEB.

#17319 Male/Female Gender

For verification purposes regarding the entry requirement referenced in 4.7.B, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Tire Rack Solo Nationals

Course designers who are interested in being considered for the 2016 Solo Nationals in Lincoln are invited to submit their qualifications, including a summary of past major event design experience, to the SEB in writing via www.soloeventsboard.com.

Street

Committee Personnel

The SEB thanks Mike Wood for his service as SAC Chair.

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#11362 Resume

The SEB has approved the addition of Curt Luther to the SAC.

#18350 Clarification on shock mount styles

The SAC does not believe the method of attachment for these shocks meets the requirements of section 13.5.A and 13.5.B. There is no allowance to convert a shock attachment from a bayonet style mount to an eyelet style mount. Specifically, "...system of attachment and attachment points are not altered, except as noted below..." and "This does not allow other modifications to the plate itself or use of an alternate plate."

#18376 Koni struts for twins

It has come to the SAC's attention that there is a difference between the Koni strut housing and the OE strut housing for the Subaru BRZ and Scion FRS.

Specifically, the OE strut housing ear's upper mounting holes are of differing diameters forward and aft, while the Koni strut housing ear's upper mounting holes are both the same (larger) diameter.

There is no allowance for this. To be compliant with Street allowances, the Koni strut housing must be modified to match the OE strut housing hole diameter and location. One method by which this can be achieved is by using a stepped washer of the appropriate size to match the OE diameter and center the hole.

Koni N/A is aware of the issue and members are encouraged to contact them if necessary.

#18569 SAC Application

The SEB has approved the addition of Mark Scroggs to the SAC.

Street Touring

Committee Vacancies

The SEB is anticipating vacancies on the STAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17733 STS Civic arm mounts and alternate arms?

In the opinion of the STAC, 14.8.H does not restrict the number of camber kits that may be used concurrently. Using alternate upper arm mounts as well as alternate upper arms on an STS Civic is compliant as long as the restrictions of 14.8.H.1-6 are met.

#18173 re-drilling wheel hubs

In response to an inquiry about wheel hub modifications and/or replacement, in the opinion of the STAC re-drilling or using alternate hubs is not allowed by the current rules.

Street Prepared

Committee Vacancies

The SEB is anticipating vacancies on the SPAC, and in particular is looking for ASP/SSP experience. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17980 tonneau cover in SP

Among other requirements, section 15.2.F requires that a replacement seat have a functional headrest. A seat that incorporates a headrest that folds when not in use does not violate this requirement.

Street Modified

#18364 SM eligibility inquiry

Per the SMAC, the 1986-1991 Mazda RX7 2+2 meets the requirements for the SM class and is thus allowed to compete in Street Modified.

Prepared

Committee Personnel

The SEB thanks Zack Barnes for his service on the PAC.

#17668 Turbo Restrictor Clarification

Per the PAC, section 17.10.C.2 defines that there must be a maximum of 4 inches between the trailing edge of the restriction and the edge of the compressor inlet. The member is thanked for their inquiry.

Modified

#17934 2 stroke pre-mix fuel

Per the MAC, the current FM rules covering Rotax engines do not allow the oil injector pump to be disabled, disconnected, or deactivated. Normal adjustments may be made so long as the pump remains operational. This is per the applicable GCR section, which states (in part): "No component of approved engines may be altered, modified, or changed, nor be of any other than original equipment manufacture unless specifically authorized. Engine components shall be assembled in stock configuration." The rules do permit the use of pre-mixed fuel containing oil.

Change Proposals

Prepared

#15817 Oil Breather Clarification

The PAC/SEB note that the language in 3.3.3 related to safety and 17.10 related to Prepared Engine allowances is unclear and partially redundant. For clarification, the PAC/SEB recommend publishing the following rules changes for member comments:

3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase **vents** and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.* ~~All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.~~ Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3,* the installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R—All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.~~

The PAC/SEB believe that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC/SEB propose the following rule change for Appendix A, X-Prepared:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.*"

The PAC and SEB believe this clarifies and excludes the implementation of rear spoilers under rear wings.

Street

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

The SAC would like member comment on moving the Fiat 500 Abarth from GS to HS.

Street Touring

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following proposal is submitted for member comment:

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

#17131 Differential Covers and Coolers

Per the STAC, the following proposal is submitted for member comment.

Add the highlighted language to 14.10.A:

“Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.”

Note: This language adds an allowance for differential coolers.

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

Per the SAC, the following classing change proposal is submitted for member comment:

Move the following Appendix A listings *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004)

#17515 Brake backing plates / dust / splash shields

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new language to 14.6.C:

“Backing plates and dirt shields may be modified or removed.”

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Add wording in Appendix A under the SSM Excluded section (this essentially relocates language formerly found in 16.0.B, which is being deleted, and adds the word “unlisted”) as follows:

“Excluded Vehicles:

- Lotus (except Elise, Exige, & Esprit)
- *Unlisted two-seat cars which are not eligible for the Street Prepared category*
- *Vehicles not meeting specifications to have been delivered in the USA*
- Vehicles not meeting minimum weights”

Note: The 2014 McLaren MP4 12e and current Porsche 911 GT3 do meet the eligibility requirements of 15.0.

See a related item under Tech Bulletins.

#18388 new section 16.1.V Electrical

The SMAC would like to get member feedback on introducing a new subsection (as shown below) to section 16.

"16.1.V Electrical

Electrical systems are unrestricted except as follows. The safety requirements of section 3.3.3.B must also be met.

A. Batteries, battery location(s), and system voltage for hybrid powertrains must remain as standard.

B. The alternator or generator may not be relocated outside of the engine compartment.

C. Total loss systems are prohibited.

D. Wiring harnesses may only be modified to facilitate allowed modifications. Such modifications may serve no other purpose."

Other Items Reviewed

Street

#18417, 18437, 18453, 18463 Boxster/Cayman Classing

Thank you for your input. Please see the response to letter 18414 for more information.

#18419, 18450, 18484, 18548, 18563 C7 Corvette classing feedback

Thank you for your input. The SAC is continuing to consider the C7 base classification.

#18434, 18435, 18436, 18451 Feedback on 17901, 17905, 17179

Thank you for your input. Please see the response to letter 18414 for more information.

#18535 More December Fastrack feedback

Thank you for your input. Please see the response to letter 18414 for more information.

#18627 Cayman S 2006-2008 and Cayman S 2009-2012

Thank you for your input.

Street Prepared

#17170, 17217, 17298 Proposal #16443 Touring Car Clarification

Thank you for your input. Per the January Fastrack an amended version of this proposal was recommended to the BOD as item #16443.

Street Touring

#18293 Thumbs Up for the new ST allowances

Thank you for your comments.

#18331 STU AWD Tire Width, Steering Wheels, Radiators

Thank you for your comment.

#18427 STAC resume

Thank you for your resume.

Not Recommended

General

#17338 Publish names with letters

As previously published (and supported by member feedback) the SEB does not feel it is necessary at this time to publish individual members' names with their submissions. The SEB notes that there are substantial differences

between the compliance systems of Club Racing and Solo, and thus significant differences between the types of correspondence which are typical. Hence practices which may be deemed acceptable for the CRB do not necessarily apply to the SEB.

#17773 Prohibit Tire Warmers before first runs

Due to a predominance of member input in opposition to this proposal, it is being withdrawn.

Street

#18383 Move 2015-Newer BMW M4 from A Street to F Street

The SAC feels that the BMW M4 is classed appropriately.

#18368 TRD spring/sway bar allowance for the BRZ

There is no allowance for installation of port installed parts across manufacturers at this time. Please see item 18324.

#18401, 18402 TRD parts on the Subaru BRZ

Please see the comments regarding letter 18368.

#18579 Move M4 Convertible to FS

The SAC believes that the BMW M4 Convertible is appropriately classed.

#18517 Toyota Celica

The SAC feels the Celica is appropriately classed.

#18277 Consider excluding Maxxis VR-1 and other variable tread tires

The SAC does not feel that it would be appropriate to ban this tire at this time. We will continue monitor the tires used in competition.

Street Touring

#15833 2015 WRX Classing Comments

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

#17120 Second generation miatas in street touring classes.

The STAC is not in favor of moving the NB Miata into STX at this time but might reconsider in the future.

#17232 LSD change allowance for AWD

The STAC is not in favor of any additional differential allowances for AWD cars in Street Touring.

#17745 Super ST class

The STAC is not in favor of creating any additional new classes at this time.

#17888 STP inclusion of BMW e92/90 M3

The STAC is not in favor of adding the BMW e92/90 M3 to STP.

#16561 BMW M235i Classing Proposal

The STAC is not in favor of classing the M235i in STU at this time but will continue to monitor the car and class and may reconsider at some point in the future.

#17399 Proposal: minimum battery weight in ST*

The STAC can see some potential for positive benefit in this rule change, but is not recommending it for reasons of rules stability.

#17604 BMW Z4 M inclusion

The STAC is not in favor of adding the BMW Z4M in STU at this time.

#17641 Request 997 Carrera S class

The STAC is not in favor of classing the Porsche 997 Carrera or Porsche 997 Carrera S into STU at this time. The STAC will be monitoring and may readjust the mid-engine tire allowances and classifications for 2017.

#17895 ST Classes Split

The STAC is not in favor of creating any additional new classes at this time.

#17900 Time to move the twins back

The STAC will continue to monitor the top cars in STX/STR but is not in favor of moving the Subaru BRZ and Scion FRS into STR at this time.

#17962 STF Class Comments

Thank you for your comments. As per item #16409 in the November Fastrack, the STAC and SEB do not intend to proceed with that proposal.

#18019 Driveshaft replacement in ST classes...

The STAC is not in favor of allowing driveshaft replacement in Street Touring.

#18108 Re-organize ST classes to fit the broader SOLO classing system

The STAC is not in favor of reorganizing the ST classes to a broader system similar to other Solo categories (STA, STB, STC, STD, etc).

Street Touring is a unique category that intentionally remains "exclusive", unlike Street - our entry level category - or Street Prepared and above. The intent of this is to maintain highly competitive classes filled with popular cars that respond favorably to the category's allowances, within a framework of controlled costs.

Members who would like a model considered for the category are encouraged to submit their request to the STAC and SEB.

#18189 Coolant reroute allowance

STAC is not in favor of allowing coolant re-routing as it is not considered consistent with category philosophy.

#18240 Sport Truck Class

Thank you for your suggestion. The SEB is not in favor of a provision for sport trucks to run in ST as requested. Members are reminded that Regional Solo programs can establish whatever classing structures they require to meet their needs.

#18412 Create STA class

The STAC is not in favor of creating a new STA (AWD) class.

#18521 Allow electric fan conversions in street touring

The STAC is not in favor of adding an allowance for electric fan conversions at this time.

#18606 Steering wheel 2016 wording

Thank you for your comment; in the spirit of rules stability of the STAC is not in favor of making additional changes to the steering wheel allowances.

Street Prepared

#18313 Ford Shelby GT350 Classing

Thank you for your input. The SPAC will continue to monitor the performance of the GT350 and evaluate its classing.

#17521 Spring Relocation

Per the SPAC, spring relocation--and the often-required associated chassis bracing to facilitate this modification--are not consistent with SP category philosophy.

#18508, 18522 Allow bolt on fender replacement with aftermarket

The SPAC does not believe this allowance fits the spirit of the category.

Street Modified

#18269 Tire to Weight Proposal

The SMAC thanks the member for their input, but at this time a change to the weight formula is not considered to be in the best interest of Street Modified.

#18483 Ferrari 360 Modena Challenge in SSM Class Clarification

The Ferrari Modena Challenge, while very similar to the car sold for use on US roads, still has items like Lexan windows among other components that are not allowed for competition in Street Modified Category.

There is no intention to permit non-US-spec cars to compete in the Street Modified Category.

Handled Elsewhere

General

#18409, 18413, 18418, 18459, 18460, 18462, 18464, 18465, 18466, 18467, 18468, 18472, 18482, 18507, 18513, 18518, 18525, 18531, 18538, 18539, 18552 Proposal 17773 Prohibit Tire Warmers before first runs

Thank you for your input. Please see the updates to item #17773 elsewhere herein.

Street

#18171 2016 Camaro

Please see the response to letter 17890 in the January Fastrack.

#18324 Allowance for TRD Spring/Sway bar allowance for BRZ

Thank you for your input. There is currently no allowance to allow interchange of parts across different makes of vehicles. Please see the response to item 17835 in the December Fastrack.

#18528, 18529, 18530, 18532, 18533, 18534, 18536, 18537, 18540, 18541, 18542, 18545, 18550, 18590 Fiat 500 Abarth Classing

Please see item #18527.

Street Touring

#17321, 17834, 17862 LSD change allowance for AWD

Thank you for your comments, please see letter #17232.

#17405, 17413 Neon (all) re-class to STF

Thank you for your comments, please see letter #17226.

#17969 lowered and modified Juke NISMO RS to STX (or SM)

Thank you for your comments, please see letter #18038.

#17997 RSX-S comments

Thank you for your comments. See letter #16409 in the November Fastrack.

#18261 BMW M235i solo class for street touring and street prepared

Thank you for your comments; please see item #16561.

#18292 AWD Cars in Street Touring

Thank you for your comments, please see letter #16000 elsewhere herein.

#18415 Tire width proposal

Thank you for your comment. The STAC will be monitoring and may re-adjust the mid-engine tire allowances and classifications for 2017.

#18421 Please class the 2016 Miata in ST

Thank you for your comments. See letter #18111 in the January Fastrack.

#18429 Classing 2016 Mazda Miata (ND) in STR

Thank you for your comments. See letter #18111 in the January Fastrack.

Tech Bulletins

General

#18296 Clarifying the stage/start procedures in Solo

Due to minor editing errors, the first paragraph of 7.9.3 has been somewhat unclear. It is corrected to read as follows:

7.9.3 Course Deviation

A “DNF” or a time penalty, if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

Street

#18047 Request to consider inclusion of the Audi R8-V8 in SS

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

SS

Audi

R8 V8 (2008-2016)

In conjunction, change the “Audi R8” line in the Street exclusion list to “Audi R8 (NOC)”

#18126 Please classify Porsche cars

The SAC would like to add/change the following listings in Appendix A:

SS

Porsche

911 (991, *non-turbo, excl. GT3 RS*) (2012-15)

Cayman S, *GTS, GT4 (excl Club Sport)* (2012-16)

Note: the net effect of this is to add a new listing for the GT3, and to fix the Cayman S listing to allow the 2016 GT4.

#18225 Class Ferrari 360

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

SS

Ferrari

360 Modena, Spyder (excl. Challenge Stradale) (1999-2005)

In conjunction, modify the associated item in the Street exclusion list from “Ferrari 360” to “Ferrari 360 (NOC)”

#18588 Initial Classing for Scion iA and iM

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

HS

Scion

iA (2016)

iM (2016)

#18589 Initial classing for Lexus RC and RC-F

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

FS

Lexus

RC (non F) (2015-2016)

BS

Lexus

RC-F (2015-2016)

Street Touring

#17309 Mazdaspeed Miata to STU

Per the STAC, add the following new listing to Appendix A:

STU

Mazda Mazdaspeed Miata (2004-2005)

#17341 Car Additions to ST Classes

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

STF

Scion

iA (2016)

iM (2016)

STX

Nissan

Juke (all) (2011-2016)

#17650 Add Hyundai Elantra 1.8 to STF like sister car Kia Forte

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STF

Hyundai

Elantra (2001-2015)

#18038 Request to have Nissan Juke classed in Street Touring

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

STX

Nissan

Juke (all) (2011-2016)

Street Prepared

#17487 Chevrolet Cavalier in Street Prepared

Per the SPAC, add the following line to FSP under the "Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki" heading:

Cavalier (OHV, 4-Cyl) (1992-2002)

Note: The SPAC is aware that the Cavalier and Sunbird from these years are functionally equivalent vehicles, but the latter is currently classed while the former is not. In order to get the Cavalier classing in place as soon as possible the committee has recommended a Tech Bulletin. An overall cleanup and merge with the Cavalier listing will be forthcoming.

#17988 Classifying 2013 Audi S5

Per the SPAC, modify the following line under ASP, Audi, to encompass a new listing for the S5:

from

S4 (2010-16)

to:

S4 (2010-16), *S5 (2013-16)*

#18262 BMW M235i classing

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

ASP

BMW

M235i

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Per the SMAC, delete 16.0.B.

Note: There are contradictions between 16.0.B and Appendix A which needed to be removed. Requirements and exclusions are addressed in Appendix A.

Prepared

#16936 XP front endplate clarification

The PAC/SEB are providing the following clarification to X-Prepared splitter, canard, and endplate rules as found in Appendix A, X-Prepared, Section 1.C:

“Front splitters are allowed and shall be installed parallel to the ground (within $\pm 3^\circ$ fore and aft) and may extend a maximum of 6” (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

Canards are allowed and may extend a maximum of 6” (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq.ft. (1114.8 cm²). ~~Canard endplate surface area is limited to 100 sq. in. (645.2 cm²) each and the number of endplates is limited to a maximum of 2.~~

The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.”

The PAC believes this improved rule wording clarifies the front endplate allowances for X-Prepared

Modified

#17789 Rules Clarification

Per the MAC, clarify in Appendix A, F Modified, section A.5, first sentence, as follows:

“5. Rotax ~~493 & 494~~-powered cars are permitted to use 34 mm or 38 mm Mikuni round-slide carburetors.”

Note: The MAC believes this clarifies the intent of the allowance, which is:

- Only the Rotax 493 & 494 can use either the 34 or 38 mm carbs.
- If you use the the Rotax 593, you **MUST** use the 38 mm carb **AND** inlet tract restrictor.

#18268 Errors and Omissions; missing change to 18.1.F.4.b

Errors and Omissions: The following change to 18.1.F.4.b was inadvertently not incorporated into the rule book despite being passed by the BOD (per November 2013 Fastrack). Note that the section number in the published item contained a typo; what is below is correct.

Change 18.1.F.4.b to read as follows:

“b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10” as viewed from above.*”