

Solo

SOLO EVENTS BOARD | May 27th

The Solo Events Board met by conference call May 27th. Attending were SEB members Mark Labbancz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Steve Strickland of the BOD; Brian Harmer 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.

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.

Prepared Category

#27531 Engine relocation definition

In order to clarify and commonize the engine relocation wording, the PAC is recommending the following changes:

In 17.10:

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).~~

In 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 $\pm \frac{1}{2}$ " (± 12.7 mm).~~

#27822 Allow seat drop pans in floorboard of Prepared cars

In 17.2:

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, battery boxes, ballast weights, and drivetrain clearance. For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced. The driver/passenger compartment must remain separate from any exhaust and drivetrain components by a metal panel. Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment. *The transmission tunnel may be modified for the purpose of installing a competition driver seat. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 30" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the*

modification shall be no thinner than .058". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.

Member Advisories

Street Category

#28866 Miata Trim Conversion

Thank you for your input. The complete package conversion is legal and commonly done, but any reinforcement to the differential mount is not allowed in Street category. Not completing the power to manual window conversion is acceptable under the comfort and convenience allowance.

Change Proposals

Street Touring Category

#28321 Make STU Great Again!

The STAC is seeking member feedback on a more refined proposal to renew interest in STU and modernize the Street Touring ruleset overall. An initial proposal was published in the April 2020 Fastrack and the STAC has further refined that proposal based on input received. There was generally positive feedback and the STAC hopes that the following revisions will address some of the concerns that were received. The STAC highly encourages individuals to write letters with feedback on the revised proposal.

Changes from the previously published proposal are as follows:

- Restricting AWD and mid/rear-engine cars to 295 tires
- An additional allowance for charge pipe replacement as many cars struggle with charge pipe failure with elevated boost levels
- Clutch allowance is available to all vehicles but requires stock flywheel to keep from being a must-do modification
- Toyota Supra is now on the "maybe one day" list of cars as the STAC felt the performance was too much for the current class

The changes are outlined below:

Wheel and Tire Size Changes

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

Tires shall have a section width up to and including the following (mm):

STR (AWD), STS	225
STX (AWD), STH (AWD).....	245
STR (2WD).....	255
STU (AWD & 2WD mid or rear engine), STX (2WD), STH (2WD).....	265
STU (AWD & RWD forced induction).....	295
STU (RWD N/A & FWD).....	285 315

Intercooler and Charge Pipe Allowance Expansion

14.10.C

1. 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 engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

2. ~~STH only~~—As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. **~~Factory boost piping may not be modified or replaced.~~**

3. Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds (“noisemakers”). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.

Boost Controls Allowance

14.10.C

3. Compressor Bypass Valves (CBVs), blow-off valves, and pop-off valves may be replaced or modified.

4. Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be modified, replaced, or removed. This allowance does not allow for changes to the turbocharger or wastegate.

Clutch Allowance

14.10.O

The clutch disk and pressure plate may be modified or replaced.

Transmission Tuning

14.10.P

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.

Electronic Differential Tuning

14.10.Q

Electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

Replacement of Differential in AWD vehicles

14.10.K.2

STU, STR, STX, and STH classes: **~~Only standard (as defined in Section 12) limited-slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited-slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added.~~** 2WD vehicles may use any mechanical LSD unit. AWD vehicles may substitute one differential (front, rear, or center) with an aftermarket mechanical LSD.

Appendix A Changes to STU Listings

Audi

**~~RS3
RS4
RS4~~**

BMW

~~228 (2015-2015)-2 Series (non-M) (2014-2020)~~

M235i (2014-2016)
4 series (non-M) (2014-2020)
3 Series (E9x chassis, NOC inc. M3) (2006-2013)
3 series (non-M) (2014-2020)
M2 (except Performance Edition ZL9) (2016-2018)
M3 (2000-2020)
M4 (2014-2020)
M Coupe (2006-2008)

Ford

Focus RS (2016-2017-2018)

Porsche

Cayman S (981) (2013-2016)

Street Prepared Category

#28634 LPSP Instead of SST

The SPAC is requesting member feedback on the following classing proposals:

BSP

Porsche

911 Turbo (1976-89) *Limited Prep*
911 Turbo (964 chassis) (1990-94) *Limited Prep*
911 (996 & 997 chassis) (1999-2012) *Limited Prep*
Boxster & Cayman (981 chassis, all) *Limited Prep*
Boxster & Cayman (987 chassis, all) *Limited Prep*

DSP

Porsche

911 (non-turbo) (1965-89) *Limited Prep*
911 (964 & 993) *Limited Prep*
911 (non-turbo, NOC) *Limited Prep*
914/6 (all) *Limited Prep*
924 (incl. Turbo) *Limited Prep*
944 (16v & Turbo engines) *Limited Prep*
928 *Limited Prep*
968 *Limited Prep*
Boxster & Cayman (986 chassis, all) *Limited Prep*

Please note that GT3/Turbo/other performance variants are classed in other classes and are considered different models and not included on these lines.

#28695 Open Up Control Arm Allowances (Bearing Material and Quantity)

The SPAC is requesting member feedback on the following change proposal to allow bushing type changes:

15.8.C - . Suspension bushings may be replaced with bushings of any materials (~~except metal~~) as long as they fit in the original location. Offset bushings may be used. *Bushing type may be changed to alternate types (eg. spherical bearing). In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via change in bushing type, for example to a spherical bearing or similar component involving internal moving parts.* Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position. Differential mount bushings are not considered to be suspension bushings and are not covered by this allowance.

#28830 Update 15.10.C.1

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

15.10.C.1: ~~Carburetors, fuel injection, and intake manifolds are unrestricted subject to Section 45.10.E. Fuel injection systems and carburetors are unrestricted, including throttle bodies, manifolds, and plumbing / piping between the inlet port at the cylinder head and the atmosphere, subject to 15.10.C.4.~~
Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well.

Prepared Category

#26635 Electric Cars in XP

The PAC is not opposed to the inclusion of electric cars in autocross. However, in order to protect the integrity of current classing structure, we are making the following recommended change to the XP category rules, until a proper home can be created for electric vehicles. Suggested language to add:

Appendix A:

PREPARED CATEGORY

X Prepared (XP)

6. Engine and Drivetrain

- a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted. *Electric motors are not allowed as a method of propulsion (i.e., no EV or Hybrid electric drivetrain swaps).*

Modified Category

#28954 Proposal for changes to DM and EM

The MAC is seeking member feedback on a set of possible changes for DM and EM. Conceptually those changes would be as follows:

1. one weight for each class
2. no weight penalty for tube frame cars
3. allowing wings with penalty
4. lowering the penalty for traction control/abs systems

The goal is to not force cars to run wings/make changes to their cars, but to allow cars that are over minimum weight to be able to bolt on speed and go faster. Also to allow XP/SM cars to bump into Mod.

Aero changes:

1. Front splitter end plates go from 35 sq inch to 100 sq inch (XP allows 100 sq inch)
2. Canards/Dive Plates can be added to front and may not exceed 1.2 sq feet (XP allows 1.2 sq feet)

Weight method is still under consideration; the alternatives would be:

Weight without driver:

DM - 1200 (2.0 liter and under)

EM - 1500 (unlimited displacement) no electric power plants

Or Weight with driver:

DM - 1400 (2.0 liter and under)

EM - 1700 (unlimited displacement) no electric power plants

Allowed performance modifications with weight penalty would be as follows:

1. Rear Wing Allowance with a 200 pound penalty. Wings may be added, attached to the chassis or body behind the center line of the rear axle. The total combined area of all wings shall not exceed 8 sq feet. Wings must be locked into a single position, not adjusted while in motion.

2. ABS / Traction Control / Stability Control Allowance with a 100 pound penalty. Any ABS / traction control or stability control system(s) are permitted, including standard parts.

A large section of the rule book would go away (the whole section about frame/stock tub/mod tub). The rest of the rules would remain intact.

Note: Because other classes within Modified have less favorable power to weight ratios along with driver being a much higher percentage of total weight; the MAC is not entertaining weighing AM/BM/CM/FM without driver and will continue to recommend weighing those classes with driver.

Also, if this concept is approved and becomes formalized as a proposed set of changes to the appropriate rule book sections, those changes would (where applicable) supersede other previously-proposed changes that are presently under consideration.

Current and prospective DM and EM competitors are invited to let the MAC know their thoughts on these changes from a conceptual standpoint. A package of specific rule book wording change proposals would be published for review at a later time.

Not Recommended

Street Category

#28801 Rule clarification

Thank you for your input. The SAC believes lug pattern conversions are beyond the scope of the Street category. The centerlock wheel rule is only applicable on cars that came with centerlock wheels from the factory.

#28835 Revised wheel allowances

Thank you for your input. The SAC believes the wheels allowances are adequate as written and it would be extremely disruptive to every class if altered.

#28837 NC MX-5 to E Street

Thank you for your input. The SAC is not currently considering any changes to vehicle eligibility in ES. The SAC is aware of the desire to add additional cars to ES, however with the current participation levels in ES, we do not believe that the time for significant changes to ES is upon us.

#28902 DS cars to SS feedback

Thank you for your input. The Model 3, with its constant over the air updates, greatly outpaces the SCCA's ability to make classing adjustments in a timely manner. Putting the entire range in SS eliminates the potential for any sudden class disrupting advantage. The SAC would also like to remind membership that the Teslas are specifically included in the forthcoming electric vehicle class.

#28915 1993 Mazda RX7 Class Change proposal

Thank you for your input. The SAC believes the FD RX-7 is appropriately classed.

Street Touring Category

#27392 Allow Wider Wheel Widths for Honda S2000

Per the SEB, this change is not recommended. Thank you for your input.

#27393 Let the s2k have a place to be competitive

Per the SEB, this change is not recommended. Thank you for your input.

#27455 Increase Wheel & Tire Size in STR

Per the SEB, this change is not recommended. Thank you for your input.

#27689 S2000 to STU

Per the SEB, this change is not recommended. Thank you for your input.

#27691 S2000 Finding a Home in ST

Per the SEB, this change is not recommended. Thank you for your input.

Street Prepared Category

#28517 No scalloped rotors in SP

Thank you for your input. The SPAC does not believe that this is in the best interests of the category. Please see the clarification on scalloped rotors in the response to letter #28515 in the June 2020 Fastrack.

#28829 Intake Splash Shield Modification/Removal

Thank you for your input. The SPAC does not believe a new allowance for this is in the best interests of the category.

Prepared Category

#28908 LONG STANDING RULE ISSUE

Please see the response to #28611 in the June Fastrack.

Modified Category

#26999 Weighing without driver

The MAC is not recommending proposal #26999 as published.

Handled Elsewhere

Street Category

#28409 M2 Competition movement to BS

See response to #28448 in the April Fastrack.

#28410 M2 Comp is an A-Street Car

See response to #28448 in the April Fastrack.

#28838 NC MX-5 to E Street

See response to #28837

#28843 RWD Tesla Model 3 should remain in DS

See response to #28902

#28845 Model 3 Classing

See response to #28902

#28887 May FasTrack Placing All Model 3s in SS

See response to #28902

Street Touring Category

#27724, 27778, 27918, 28811, 28746, 28750, 28751, 28752, 28762, 29764, 29766, 28771, 28781, 28790, 28793
Responses to #28321 Make STU Great Again! (Various)

Thank you for your input. Please see the updated proposal #28321 published in this Fastrack.

Other Items Reviewed

Event Operations

#28350 Nationals Run days

Thank you for your input.

#28352 Nationals Run Days

Thank you for your input.

#28418 Solo Nationals

Thank you for your input.

Street Category

#28804 #28491 Consider moving the 2019+ Subaru WRX STI to DS

Thank you for your input.

#28846 Support for #28412 since I can do a coursewalk faster than a Vic

Thank you for your input.

Street Prepared Category

#28844 ND Miata LP BSP

Thank you for your input. The SPAC is continuing to collect member feedback before making a decision on this topic.

#28853 Member Feedback - #27889 ND Miata LPSP Classing

Thank you for your input. The SPAC is continuing to collect member feedback before making a decision on this topic.

#28862 Input on ND to csp

Thank you for your input. The SPAC is continuing to collect member feedback before making a decision on this topic.

Modified Category

#27894 Electric Motors

Electric power plants are not allowed in D or E Modified, either as only source of power or in a hybrid setup. (including OEM options).

In the future as safety regulations are defined and approved by the SEB - the MAC will look at adding/modifying existing classes to allow for electric power options

#28109 Proposal 25252 wing footplate

Thank you for your input regarding the aero proposal.

#28667 Aerodynamic aids proposal

Thank you for your input on aerodynamic aids in DM and EM.

#28674, 28852, 28854, 28855, 28856, 28857, 28858, 28859, 28861, 28863, 28865, 28867, 28869, 28872, 28876, 28877, 28900, 28916, 28917, 28919, 28921, 28925, 28929, 28949 Proposal #26999, Weighing feedback (various)

Thank you for your feedback on weighing without driver in DM and EM.

#28792 Revised rules proposal for DM/EM

Thank you for your feedback.

Tech Bulletins

Street Category

#28882 2007 Porsche 997 C2

Per the SAC, please fix the following omission in Appendix A:

911 Carrera **C2**, 4, 4S, & S (997 chassis) (2005-12)

Street Prepared Category

#27618 Please class the 2015-current MK7 GTI in SP

Per the SEB based on SPAC recommendation, add the following new listing in Appendix A:

FSP

Volkswagen

GTI (Mk7) *Limited Prep*

#28805 Update/Correction of Chevrolet Cavalier

Per the SPAC, make the following update to Appendix A:

FSP

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki

Cavalier (4-cyl OHV) (~~1992~~**1982**-2002)