

Solo

SOLO EVENTS BOARD | June 30th

The Solo Events Board met by conference call June 30th. Attending were SEB members Mark Labbanz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis of the BOD. 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 subject will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments to the SEB via the form at <http://www.soloeventsboard.com>.

Modified Category

#27553 Fender Requirement Tweak for DM/EM

Per the MAC, change 18.1.I.1 to read as follows:

"At least **50%** the width of each tire must be covered by fenders, *for no less than 75% of the length of the tire*, when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted."

Member Advisories

Street Category

#28957 Coolant tank question

Per 13.10.E, the rule allows an additional part to be added but does not allow the replacement of factory components with alternate aftermarket parts.

#28969 Classing for Acura TL Type S, A Spec, SH AWD

Per Appendix A, all model years of the Acura TL are classified in H Street, but the SAC would like to remind the membership that the A-spec package was a dealer installed option package and is not eligible for the street category.

#29026 Thermal wrap on exhaust in street

Per 13.10.C. Exhaust modifications downstream of the catalytic converter are open, provided it meets 3.3.3.b.16 and 3.5, and any heat wrap would be considered part of that system and therefore compliant for the Street category.

#29035 The SAC is accepting applications

The SAC is anticipating a vacancy, and interested members are invited to submit their qualifications in writing to the SEB and SAC via www.soloeventsboard.com

Street Touring Category

#28993 Flex Fuel requirements

There are very limited allowances for changes to the fuel system in Street Touring. As such, a flex fuel kit is likely not legal. In addition, only vehicles denoted by the manufacturer as a flex-fuel vehicle may utilize E85 (see 3.6.A in the 2020 Solo Rulebook) in Street or Street Touring. As the WRX is not a flex-fuel vehicle it would not be legal to run E85 and run the car in Street Touring.

Change Proposals

Street Modified Category

#28407 Aftermarket gauge clusters

The SMAC is considering recommending a rule change to the SEB to specifically allow the OE gauge cluster to be replaced or modified in SM. We would like feedback from the membership on the following proposal:

16.1.N Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed, or replaced serves no other purpose. Any visible holes that result from the removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc. *Gauge clusters may be modified or replaced, provided any visible holes that result from the change must be covered with a cover of unrestricted material.*

Prepared Category

#27536 Forced Induction Engines in EP

With increasing OEM installations of forced induction engines on entry-level vehicles, the PAC is soliciting member feedback on the following group of rule changes. If these are approved, forced induction vehicles will be classed in EP on a case-by-case basis, and considered on member request. It is believed that this will increase EP participation, without creating a competitive imbalance or detracting from FP Nationals participation. The proposed changes are as shown:

In 17. PREPARED CATEGORY:

Category Objective

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

Category Values

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

Core Modifications

- Non-DOT racing tires.
- Displacement-based minimum weight formulas.
- Purpose built competition vehicles based production chassis or other racing chassis.
- Performance through extensive modification and custom fabrication.
- Extensive chassis modification including: - Interior removal and replacement of body panels, doors, and windows. - Body panel modification for large tire fitment and suspension travel. - Custom suspension fabrication. - Relocation of components for optimizing weight distribution.
- Engine and drivetrain allowances including: - Extensive internal engine modifications. - Open transmission and differential allowances.
- Restricted aerodynamic aids

Classes

- X Prepared (XP) – Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.
- C Prepared (CP) – American muscle cars.
- D Prepared (DP) – Lightweight, 4-cylinder RWD sports cars and coupes.
- E Prepared (EP) – FWD cars *naturally aspirated*.
- F Prepared (FP) – High performance sports cars and sedans.

In 17.10.C.2:

- a. XP – No restrictor required

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

b. CP – 52 mm (2.047") restrictor

c. FP – 46 mm (1.811") restrictor

d. EP - 33 mm (1.299") restrictor

In Prepared (EP) - Appendix A:

Weight Formulas (lbs.):

Piston Engines:1.00 x displacement

Engines with 3 ~~or~~ *4 or more* valves per cylinder and displacement less than or equal to 1667cc:
.....1.06 x displacement (cc)

Engines with 3 ~~or~~ *4 or more* valves per cylinder and displacement greater than 1667cc:
.....0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder:1.00 x displacement (cc)

Level 2 (Limited Prep) vehicles:1.00 x displacement (cc)

Forced induction:....1.40 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2400~~ *2600* lbs. prior to addition of weight adjustments defined herein and in Section 17.

In EP listings:

Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents

Sonic (Turbo) (2012-20)

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi

Neon SRT-4 (2003-05)

Fiat

500 (Turbo) (2013-19)

500 (*non-Turbo*) (2011-15)

Ford

Fiesta ST (2014-19)

MINI

Cooper S (2002-12)

Volkswagen

Corrado (1.8L Supercharged) (1990-95)

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

Alternate Allowance: Turbo Diesel vehicles are allowed to run without the restrictor specified in 17.10.C.2 and at the non-forced induction weight calculation factor.

Golf & Jetta (A2 chassis) (1985-93)

Alternate Allowance: Turbo Diesel vehicles are allowed to run without the restrictor specified in 17.10.C.2 and at the non-forced induction weight calculation factor.

Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)

Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)

Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (2006-10)

New Beetle (1.8T or TDI) (1998-2010)

In Prepared (FP) - Appendix A:

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi

~~SRT-4 (Neon chassis) (2003-05)~~

Fiat

~~500 (Turbo) (2013-19)~~

MINI

~~Cooper S (2002-13)~~

Volkswagen

~~Corrado (1.8L Supercharged w/54 mm inlet restrictor) (1990-95)~~

~~Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)~~

~~Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)~~

~~Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (2006-10)~~

~~New Beetle (1.8T or TDI) (1998-2010)~~

#27619 Allign XP (P all) Aero Rules with SM

The PAC would like member feedback with respect to using the current XP aero rules for XP, DP, EP and FP. This change would allow wings and an increase in front splitter allowances.

Specific changes.

In 17. Preamble:

- ~~Restricted Specific~~ aerodynamic aids

In 17.2.0:

The standard OE front spoiler or a non-standard front spoiler/splitter may be used. If a non-standard front spoiler/splitter is used it must comply with the following requirements: *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. 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. 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). It shall not protrude beyond the overall outline of the car as viewed from above or aft of the forwardmost part of the front fender opening (cutout), no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above, and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum.* Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler/splitter. The spoiler/splitter may not function as a wing. This allows a vertical airdam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.

In 17.2.P:

A spoiler *or wing* may be added to the rear of the car provided it complies with either of the following:

1. It is a production rear spoiler *or wing* which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material
2. It is a non-production rear spoiler which is mounted to the rear portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10.0" (25.4 cm) from the original bodywork in any direction. Alternatively in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch in such a configuration the spoiler may extend not more than 7½ inches (7.50", 19.1 cm) from the original bodywork in any direction. The spoiler may be no wider than the bodywork. The use of endplates is prohibited. Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (downforce) along all or any portion of the spoiler. The angle of attack is free. The spoiler may not function as a wing

~~3. All OE rear wings and rear spoilers may be removed.~~

~~For Classes XP, DP, EP and FP, wings may be added, removed, or modified. OE or non-OE spoilers must be removed. Non-OE wings may only be attached to the chassis or body 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. Wings, and any component thereof, may not extend beyond the vehicle width as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 0" (0.0 mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm²) each and the number of endplates is limited to a maximum of 1. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the highest point of the body that is behind the centerline of the rear axle. In the event that a convertible/roadster with no roof or a targa-top with no rear window retains the OE windshield frame with a windshield of any material that meets Section 17.2.K.1, the top of the windshield frame shall be considered the top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.~~

4. Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.

In Appendix A - XP Prepared:

~~1.c - Aerodynamic Aids - Wings may [...] and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.~~

Modified Category

#27590 Electric Modified class ruleset

The MAC is looking to gauge interest in electric power for Modified cars. While we understand the electric market is growing we recognize the technologies are still new and under development. If demand for electric power options warrants it, the MAC will pursue classing for those vehicles after a safety rule set is developed.

If you have interest in building an electric power based competition vehicle, or think that electric power doesn't belong in Mod classes, please let us know by sending a letter with a simple 'Yes for electric power options' or 'Against electric power options'

Not Recommended

Street Category

#28947 2018 Ford Focus RS

Thank you for your input. Please see the response to letter #28769 in the June Fastrack.

#28948 S2000CR Classing

Thank you for your input. The SAC does not believe it benefits the membership to competitively class an increasingly rare and appreciating model such as the S2000 CR.

#28968 Oil coolers in street class

Thank you for your input. As per section 13 of the Solo rule book, alternate parts must not provide any performance benefit. The SAC believes that aftermarket coolers that offer potential cooling enhancements could benefit performance and are not allowed.

Street Touring Category

#28492 Please limit the battery allowance

Thank you for your input. The STAC does not feel that a take-back on the current Street Touring battery rules is appropriate at this time.

#28777 Audi TT RS all model years to be allowed in STU

Thank you for your input. The STAC feels the TT-RS exceeds the performance envelope of STU.

#28836 Don't restrict both tire size AND wheel size

Thank you for your input. Specifying both tire and wheel size allows the STAC to use both items in an attempt to balance the performance of vehicles in a particular class. This is a core component of the ST* category as called out in the preamble. Only specifying wheel size likely results in people stuffing large tires on wheels too small to adequately support them while specifying tire size results in competitors trying to gain an advantage through tires which run big for a particular size.

#28977 Civic Type-R to STH

Thank you for your input. The STAC feels the Civic Type R is currently competitive in STU and exceeds the performance envelope of STH.

#29006 Cayman 718 Base classing to Street Touring?

Thank you for your input. Due to its fairly light weight and an engine that responds very well to ST modifications, the STAC does not recommending classing the 718 Cayman in Street Touring at this time.

Modified Category

#26349 Remove weight penalties for ABS/SCS/TCS in DM/EM

Thank you for your input on removing the weight penalties for ABS/SCS/TCS in DM and EM.

Handled Elsewhere

Street Category

#28961, 28963, 28966, 28972, 28973, 28982, 28984, 28985, 28986, 28994, 28996, 29003, 29022 Feedback regarding FS, item 28005 (various)

Please see the response to #28959

Street Touring Category

#28476 Please update years and add Bullitt Mustangs back into STU

Thank you for your input. Please see the response to letter #28012 published in the June Fastrack.

#28749, 28753, 28758, 28776, 28779, 28780, 28818, 28822 Feedback regarding STU, item 28321 (various)

Thank you for your input. Please see the updated proposal in the July Fastrack.

#28778 Audi TT RS all model years to be allowed in STU

Please see the response to item #28777.

#28847, 28848 O2 sensor wiring

Thank you for your input. The proposal was published as a recommended change in the July Fastrack.

Street Modified Category

#28417 Response to letter #27791 - Removing OE gauge cluster

Please see the response to letter #28407.

Prepared Category

#28976 ND2 Miata Prepared Classing

Please see the response to letter 28975.

Other Items Reviewed

Street Category

#28959 f street concepts

Thank you for your input. The SAC is continuing to evaluate member feedback to these proposals.

#28960 In response to #28043 regarding Tesla Model 3 classing

Thank you for your input. The SAC remains concerned with future over the air updates to the model 3 and other electric cars and believes the Model 3 variants are appropriately class.

Street Touring Category

#27804, 27878, 27887 Re: Yokohama A052 (various)

Thank you for your input.

Street Prepared Category

#29000 MX-5 Miata ND to CSP

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

Street Modified Category

#28980 Cross Make Weight Penalty Comment

Thank you for your input.

Modified Category

#25310 Electric motor clarification

The 2020 rule book has been updated and electric powerplants both OEM or aftermarket are not allowed in EM, thank you for your letter.

~~Electric powerplants (non-hybrid) 1800~~

#28965 Don't let driver weight decide championships

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

Kart Category

#29014, 29017, 29018, 29020, 29030 Feedback regarding DD2 engine, item 28880 (various)

Thank you for your feedback, it is always appreciated.

#29027 IAME 175 SSE

Thank you for your member feedback. We appreciate all feedback from members.

The KAC has this engine on the radar and action may be possible in the future.

Tech Bulletins

Street Touring Category

#28907 Add 1st gen CTS (Non V) into STX

Per the STAC, class the first generation Cadillac CTS into STX. Update Appendix A as follows:

Street Touring Xtreme (STX)

Cadillac

CTS (non-V) (2003-07)

Street Prepared Category

#28895 NC Chassis MX-5 Limited Prep classing

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

BSP

Mazda

*MX-5 (2006-15) *Limited Prep**

#28928 2006-2012 Honda Civic Si model years update

Per the SPAC, correct the following listing in Appendix A as shown:

DSP

Honda

Civic Si (2006-~~12~~11)

Civic Si (2012-15)

Prepared Category

#28975 ND2 Miata Prepared Classing

The PAC and SEB recommend the following update to Appendix A, D-Prepared:

DP

Mazda

MX-5 Miata (2016-~~17~~ 20)