

Solo

SOLO EVENTS BOARD | September 23rd

The Solo Events Board met by conference call September 23rd. Attending were SEB members Mark Labbanz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis of the BOD; Brian Harmer of the National Office. 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.

Street Touring Category

#28411 Transverse Leaf Spring Conversion in ST*

The STAC recommends the following change to allow vehicles with transverse mounted leaf springs to convert to coilover type springs.

Change 14.10.A as follows:

"14.10.A: Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) *unless noted below* and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed. *For cars originally equipped with transverse leaf springs, spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a 'coilover' configuration.*"

Prepared Category

#27536 Forced Induction Engines in EP

With increasing OEM installations of forced induction engines on entry-level vehicles, the PAC has solicited and reviewed 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 recommended changes are as shown:

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:

- XP – No restrictor required
- CP – 52 mm (2.047”) restrictor
- FP – 46 mm (1.811”) restrictor
- EP - 33 mm (1.299”) restrictor*

In Appendix A, Class E Prepared (EP)

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

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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 Appendix A Class F Prepared (FP) listings:

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 recommends the following wording to be included in the 2021 rules:

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 12-49. 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 2. 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.~~

#26635 Electric Cars in XP

The PAC recommends the following wording to be included in the 2021 rules.

In 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).*

Member Advisories

SEB

#29664 Request for SEB Applications

A vacancy is anticipated on the SEB. Members interested in this position are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street Prepared Category

#25002 Clarification of intake allowances in Street Prepared

Per the SPAC and SEB, the inclusion of "fuel injection" in 15.10.C.1 is intended to allow for changes to throttle bodies, and non-boost plumbing between the head/manifold and air filter. This is based on the old language and will be updated in Section 15 following the normal rule cycle.

Change Proposals

General

#29506 Tire blankets, 6.11, etc.

Change 6.11 as follows:

6.11 TIRE TEMPERATURE MANAGEMENT

Supplemental heating of tires less than **60** minutes prior to the first car of the heat starting a run is prohibited.

Tire heat may only be retained by individual *passive* tire covers, or via a wrap around the car with the ignition off, *only after the car's first competition run of the heat has been completed.*

Water may be used to cool tires.

Other Items Reviewed

Street Category

#29405 Move Super Ponies to FS

Thank you for your input.

#29444 Support for Letter 28412

Thank you for your input.

Street Touring Category

#28999 Make STU Great Again

Thank you for your input. The STAC is still evaluating the potential new additions to STU as part of the proposal published in response to letter #28321 and welcomes feedback from the membership.

#29449 MK7 Golf R and #28321

Thank you for your input. The STAC is not considering moving the MK7 Golf R to STH and is still working through the details of the STU proposal, as it pertains to the differential allowances and exactly which cars and classes the allowance will affect.

#29450 M2 Competition (2019-2020) and #28321

Thank you for your input. The M2 Competition was removed for consideration as part of the revised STU proposal published in the July Fastrack.

Street Prepared Category

#29049 Re: 27889 ND to CSP

Thank you for your input. The SPAC is continuing to collect feedback on this proposal.

Prepared Category

#29301 #27619 Align XP (P all) Aero Rules with SM

Thank you for your input on the aero proposal. Please see the response to letter 27619 within this Fastrack. Please note there are no open proposals for weighing with the driver.

#29322 In support of Proposal #27619

Thank you for your input on the aero proposal. Please see the response to letter 27619 within this Fastrack.

Not Recommended

Street Category

#29419 Move the Yokohama tire to the exclusion list

Thank you for your input. The SAC is closely monitoring the performance of the available 200TW tires.

#29430 Michelin Pilot Sport Cup 2 (240) Track Connect

Per Section 13.3.3; tire models must have tires available in at least 4 rim diameters to meet the requirements for the Street Category. At the time this letter was reviewed, the Michelin Pilot Sport Cup 2 Connect (240) is only available in 3 rim diameters and therefore is not eligible for Street Category. The SAC and SEB will continue to monitor the performance of this tire.

#29432 Rules need to reflect current state of electronics/software

Thank you for your letter. The SAC does not believe that changes to electronics or software would be in the spirit of the Street category rules.

#29440 wheel sizes

Thank you for your input. The SAC believes the wheel rule is adequate as written. Allowing wider wheels and/or update/ backdate is not within the philosophy of the Street category.

#29476 Additional brake line allowance for older cars

Thank you for your letter. Please refer to the "alternate components" subsection of Section 13. Non-OE brake lines can be utilized provided they are essentially identical and provide no performance benefit.

#29477 Allowances from TT

The SAC is aware of the inconsistencies between Solo and TT rules, and that this creates conflict for those attempting to make to-the-limit dual duty builds. At this point we do not believe modifications to factory safety equipment would be in the spirit of the Street category rules. The SAC believes that TT Sport prepared cars would be disruptive to Solo Street classing. Also, additional cooling capacity is a potential performance advantage; see response to #28968 from the August 2020 Fastrack.

Street Touring Category

#29387 Remove allowance for disabling ABS in ST

Thank you for your input. The STAC does not support a takeback of the allowance to disable ABS systems.

#29404 Miata coolant reroute

Thank you for your input. The STAC is not in support of additional cooling allowances in Street Touring.

Prepared Category

#29309 Forced Induction

The PAC does not recommend classing the Ford Mustang GT500 in CP at this time. The PAC does not recommend removing restrictors for other vehicles. Thank you for your input.

#29340 Rotary Engine displacement calculation for XP -- repeat

Thank you for your input. The PAC does not currently see a competitive imbalance between rotary and piston engines in XP. The PAC will continue to monitor your concern.

#29411 Air Ducting allowance proposal

Thank you for your input. The PAC does not recommend expanding air ducting allowances through non-bolt-on body panels.

#29438 turbo re-classing

Thank you for your input. The PAC believes that the best long term classing of the Neon SRT-4 is in EP. Additionally, the PAC does not wish to formulate unique restrictor sizes for each vehicle.

Handled Elsewhere

Street Category

#29423 Cooling: For ease of transition to SCCA Time Trials or dual duty

Please see the response to letter 28968 in the August 2020 Fastrack.

Tech Bulletins

Street Category

#29224 Classing for Maserati Ghibli

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

BS

Maserati

Ghibli (2013-2020)

#29439 Question about classing of 2016 Porsche Boxster Spyder

Per the SAC, make the following change in Appendix A:

SS

Porsche

Boxster Spyder (2011-13, **2016**)

#29455 2006 Pontiac Solstice B Street or C Street?

Per the SAC make the following corrections to Appendix A:

BS

Pontiac

Solstice (non-turbo; w/ ZOK Club Sport package) (~~2007- 2006~~-10)

CS

Pontiac

Solstice (non-turbo; non-ZOK)(~~2007- 2006~~-10)

#29487 Initial classing for Kia K5

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

GS

Kia

K5 (2021)

Prepared Category

#29347 Appendix A errors and omissions

Errors and Omissions: Correct/clarify XP Appendix A as follows (see July 2019 item #25235):

In 6:

~~d. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.~~

~~d-e.~~ Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

In 7.b:

Weight for a RWD car with a 1796 cc Turbo engine and **greater than** 51% of the weight on the rear axle is $1350 + [(1.796 \times 1.6) \times (200 + 20)] = 1982$ lbs.