

Solo

SOLO EVENTS BOARD | February 24th

The Solo Events Board met by conference call February 24th. Attending were SEB members Mark Labbanz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Lyn Hodges Watts 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.

Member Advisories

Divisional Personnel

#30477 Volunteer Needed for SDC Position, NorPac Division

The SEB is seeking a volunteer to be the Solo Development Coordinator for the Northern Pacific Division. This person will become part of the new Solo Development Advisory Committee, which will work with the SEB and Staff to help Regions to improve their programs, share information, and facilitate communication and coordination Division-wide. Interested members from Regions within the NorPac Division are invited to respond in writing to www.soloeventsboard.com

Street Category

#30463 Committee Personnel

An opening is anticipated on the SAC. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street Touring Category

#29080 Clarification on 14.5.B and 14.5.H

The STAC believes that the referenced bushing replacement is permitted as part of the allowance in 14.8.B.

Kart Category

#30047 Interest in position on KAC

The SEB has approved the addition of Ryan Lower to the KAC.

Change Proposals

Street Touring Category

#25039 Cosmetic rule inquiry

The STAC is soliciting member feedback on a change to the cosmetic and aero rules in section 14.2.F. The original intent of this allowance was to allow competitors to modify the looks of their car using spoilers, splitters, etc that are available for their vehicle model without really changing the performance of their vehicles. With the broad definition in section 12 of "model" and more and more manufacturers creating halo versions of a model with functional aero the STAC is concerned this allowance could be abused. As such the STAC is suggesting limiting the allowance to trim packages that are currently classed in Street Touring using the following wording. An example of the things this rule is trying to prevent is someone taking their STU Camaro and installing the ZL1 1LE splitter and wing.

Modify 14.2.F as follows:

14.2.F. Addition *or substitution* of spoilers, splitters, rear wings, bumper covers, valances, sideskirts, and non-functional scoops/vents is allowed provided that either:

1. It is a standard or optional production part which could be ordered on the US model vehicle as part of the base package or part of a higher trim package. The trim package must be classed in any of the current Street Touring classes.

~~1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)~~

2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc).

#28150 Final Catalytic Converter allowance on Fed. vs. Cali. Cars

The STAC is seeking membership feedback on an update to the existing exhaust rules to clarify the rule and accommodate vehicles that have multiple exhaust configurations depending on where in the US they were sold. Specifically, cars that were sold in California with different exhaust layouts than those found in the other states.

Modify 14.10.E as follows:

Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6" (152.4 mm) further along the exhaust flow path from the original exit of the final OE converter.

For vehicles that were delivered with multiple exhaust configurations (i.e. California vs 49-state legal cars) any of the OE exhaust configurations may be used for the purpose of determining the location of the aftermarket catalytic converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

#28997 Third Brake Light / Rear Wing Removal Rule in Street Touring

The STAC is seeking membership feedback on a clarification to the allowance for removal of wings via 14.2.C. This rule change should allow more leeway when replacing the 3rd brake light that was mounted in the now-removed wing.

Modify Rule 14.2.C as follows:

Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains ~~a any federally mandated~~ third brake light.

#29607 Addendum to Letter #28744 - Simplify Tuning in STS

The STAC is seeking membership feedback on the following change to the engine management system allowances for 2005 and older model year vehicles:

Add new 14.10.F.2.d as follows:

d. Additional sensors such as MAP and IAT sensors may be added for use by PCM/ECUs. This is not an allowance to modify or remove existing sensors, or to add or enhance chassis, traction, or stability controls. Holes may be drilled for the mounting of sensors but must serve no other purpose.

#29712 STU and STH Catch-All overlap

The STAC is seeking membership feedback on a clarification to the catch-all class listings present in the Street Touring section of Appendix A. Previously there was some ambiguity with regards to where cars with certain engine sizes could run and this change should clear that confusion up.

The proposed changes are as follows:

Appendix A

Street Touring Sport (STS)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to less than~~ 3.1L normally-aspirated

Street Touring Hatchback (STH)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to less than~~ 2.5L forced-induction)

#30319 14.8.B: Bushing allowances

The STAC is seeking membership feedback on the following changes to the bushing allowances:

14.8.B

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. ~~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 (e.g., 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 a 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.

14.8.D

Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

14.8.K

Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

Not Recommended

Street Category

#30322 Please consider letting people remove fake engine noise devices

Thank you for your letter. The SAC does not believe removing plumbing for in-cabin sound devices is in the spirit of the Street category.

#30334 Pedal Dance for All

Thank you for your letter. The SAC feels that allowing modifications to electronic stability control and/or traction control (ESC/TC) beyond 13.9.G is not within the spirit of the Street category.

#30373 Allow Viper TA 1.0 in SSR

Thank you for your letter. The SAC does not believe any of the TA Viper's are appropriate for SSR.

Street Touring Category

#30313 Ford Edge ST Class

Thank you for your input. The STAC does not feel that the Ford Edge ST is appropriate for Street Touring.

Kart Category

#30126 Add 250cc 4 cycle shifter engines to KM

Thank you for your feedback.

This is a novel way of adding a 4 stroke engine to KM.

The KAC will keep this as an idea for future plans.

At this time we do not recommend this rule change.

Other Items Reviewed

Street Touring Category

#29325 Regarding Make STU Great Again

Thank you for your input. As part of the finalized proposal published in the December 2020 Fastrack and now part of the 2021 rulebook, the Appendix A changes were not carried forward.

#29593 In support for creating a Super ST class

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29597 Super ST* Proposal

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29598 SST Request

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29602 In support for creating a Super ST class

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020 the STAC is evaluating options to provide another competitive outlet for cars that are not currently served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29626 Support for STU+ updates from Townhall + Flywheel proposal

Thank you for your input. The STAC is not in favor of an additional flywheel allowance.

#29665 Town Hall Follow-Up

Thank you for your input on the potential additional classes discussed at the 2020 Street Touring Town Hall, and in the timing of the proposed STU changes. As part of the finalized proposal published in the December Fastrack and now part of the 2021 Solo Rules, the Appendix A changes were not carried forward but the allowances were put in place.

#29692 C5 Z06 in ST

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020, the STAC is evaluating options to provide another competitive outlet for cars that are not well served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29703 SST Class Comments

Thank you for your input. As discussed during the Street Touring Town Hall in late 2020, the STAC is evaluating options to provide another competitive outlet for cars that are not well served by the current Street Touring classing structure. These letters from the membership help shape the allowances and vehicles that are considered.

#29788 Keep the S2000 Alive

The STAC is currently evaluating options for additional Street Touring (ST) classes and is also monitoring the impact of the new allowances in ST. The potential re-classification of the S2000 will be considered as part of these discussions.

#30316 Rules clarification

Per 14.10.C.2, modification or trimming of plastic to facilitate CAC installation is not allowed.

Street Prepared Category

#29744 Feedback in Favor of Spherical Bearings in SP

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack.

#29937 28695 feedback

Thank you for your input. Please see the response to letter 28695 in the December 2020 Fastrack.

Modified Category

**#29945, 29954, 29961, 29962, 29978, 29984, 29985, 30049, 30092, 30143, 30155, 30156, 30169, 30170
Feedback on #28954 Rule Change Proposal (various)**

Thank you for taking the time to send in your thoughts on the proposed changes to DM/EM.

Handled Elsewhere

Street Category

#30336 2021 Mercedes Benz AMG CLA45

The 2021 Solo Rules are being updated accordingly.

#30343 BMW m2 CS classing

Please see the response to letter #30258.

#30359 Please add 2021 Porsche GT4 to SS

Please see the response to letter #29672 published in the January 2021 Fastrack.

#30360 Please add 2021 Porsche GT4 to SS

Please see the response to letter #29672 published in the January 2021 Fastrack.

#30362 Ban RE71R from National Competition

Please see the response to letter #29654 published in the January 2021 Fastrack.

#30363 Do not ban RE71Rs

Please see the response to letter #29654 published in the January 2021 Fastrack.

Street Touring Category

#28744 Simplify Tuning in STS

See the proposal published in response to letter #29607.

#29090 Making STU great again (with the S2000)

Please see the response to item #29788

#29613 More STU Proposal Feedback

Thank you for your input. Please see the response to letter #28930 published in the current Fastrack.

#29650 Cayman Build for STU question about a rear wing.

Please see the proposal published in response to letter #25039 in this Fastrack.

#29694 A place to play for S2000s

Please see the response to item #29788.

#30311 Make Bushing Rules Great Again

See the proposal published in response to Letter #30319.

#30314 Some rules are too stupid to follow: ST bushings metal content

See the proposal published in response to letter #30319.

Tech Bulletins

Street Category

#30257 Classing of 2021 Mazda 3 Turbo AWD

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

DS

Mazda

Mazda3 Turbo (2021)

HS

Mazda

Mazda3 (*non-turbo*) (2004-21)

#30258 Classing of 2020 BMW M2 CS

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

AS

BMW

M2 CS (2021)

#30259 Classing of 2021 Hyundai Sonata N-Line

Per the SAC, add the following listing to Appendix A

HS

Hyundai

Sonata (incl. N-Line)

#30260 Classing of 2021 Hyundai Elantra N-Line and Kia Forte GT

Per the SAC, add the following listings to Appendix A:

GS

Hyundai

Elantra N-Line (2021)

GS

Kia

Forte GT (2020-2021)

HS

Hyundai

Elantra (incl. GT Turbo, *excl. N-Line*) (1990-*2021*)

#30264 Classification for 2016 Boxster Spyder

Per the SAC, update the following listing in Appendix A

SS

Porsche

Boxster Spyder (2011-13, *2016*)

#30333 BMW Car classification

Per the SAC, make the following additions to Appendix A

AS

BMW

Z4 6 cyl (2020-2021)

BS

BMW

Z4 4 cyl (2020-2021)

DS

BMW

2 Series Gran Coupe (228i and M235i) (2020-2021)

FS

BMW

3 Series (330i incl. xDrive, 330e incl xDrive, M340i) (2020-2021)

4 Series (430i incl. xDrive, M440i) (2021)

#30347 Polestar 2 classing request

Per the SAC, add the following listing to Appendix A

SS

Polestar

Polestar 2 (2021)

#30361 Please add 2021 Porsche Boxster Spyder to SS

Per the SAC, update the following listing in Appendix A

SS

Porsche

718 Boxster S, GTS, GTS 4.0 & *Spyder* (2017-21)