

Solo

SOLO EVENTS BOARD | June 23rd

The Solo Events Board met by conference call June 23rd. Attending were SEB members Mark Labbanicz, Nick Dunlap, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Brian Harmer of the National Staff; Charlie Davis, Arnie Coleman, and Lyn Hodges Watts 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 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 Category

#29117 Clarification on Vehicle classification

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

GS

Ford

~~Fusion (6-cyl)~~

HS

Ford

Fusion (2006-2012)

Prepared Category

#28910 Appendix C for Prepared Cars with no Windshields

17.12 SAFETY

A. Roll Bars/Roll Cages (Aluminum is not an allowed material)

1. All open Prepared Category vehicles shall have at a minimum a roll bar complying with Appendix C. *Additionally, two (2) roll hoop braces meeting the minimum tubing size requirements of Appendix C.B.2 table shall be required.*

Member Advisories

Electric Vehicle Category

#30690 Electric Vehicle Class

As announced previously, the supplemental EV class has been approved by the SEB. The current rules are as follows:

ELECTRIC VEHICLE EXPERIMENTAL (EVX)

Rationale: The purpose of EVX is to provide an alternative class specifically targeted towards production electric powered vehicles. *This ruleset draws from Street and Street Touring with the intention of choosing common-sense allowances to balance streetability and autocross preparation. Example: In many cases cars come from the factory with narrow wheels to improve real-world range.*

Wider wheels/tires will diminish range slightly, but still work well for street use while improving autocross performance.

ELIGIBLE VEHICLES

- Audi
 - E-tron (Incl Sportback)(2019-21)
 - A3 Sportback e-tron (2017-18)
- BMW
 - i3 (2014-21)
- Chevrolet
 - Bolt (2017-21)
- Fisker
 - Karma (2011-2012)
- Ford
 - Mustang Mach-E (2021)
- Hyundai
 - IONIQ EV (2020-21)
 - Kona EV (2020-21)
- Jaguar
 - I-Pace (2019-20)
- Kia
 - Niro EV (2020)
- Mini
 - SE Hardtop (2020-21)
- Nissan
 - Leaf (2011-21)
- Polestar
 - 2 (2021)
- Porsche
 - Taycan (2020-21)
- Tesla Motors
 - Model S (2012-21)
 - Model 3 (All, incl. Performance) (2018-21)
 - Model X (2016-21)
 - Model Y (2020-21)

- Roadster (all) (2008-13)
- Volkswagen
 - e-Golf (2015-18)
 - ID.4 (2021)
- Volvo
 - XC40 Recharge (2021)

ALLOWANCES

BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted.

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run other than real-time display and data recording.

C. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

D. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

E. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.

F. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

G. Tow bar brackets may be installed but may serve no other purpose.

H. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

I. 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 any federally-mandated third brake light.

J. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, brake ducts, etc). No other changes to the standard fenders or wheel wells are permitted.

K. Strut bars per Section 12 are permitted with all types of suspension, subject to the following constraints:

1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.
2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.
3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2" (50.8mm) in any direction of the actual suspension attachment to the chassis.
4. Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only "bolt-on" attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

BRAKES

A. The make and material of brake linings may be changed.

B. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and overall thickness) and made of ferrous material (e.g., iron). The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area.

C. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

D. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

E. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose.

TIRES

Tires must meet section 13.3 requirements except as noted:

Any tire size may be used, provided it doesn't require exterior and/or mechanical modifications outside of what is allowed elsewhere in these rules.

WHEELS

Wheels may be replaced with wheels of any diameter and width. Replacement wheel material must be metal.

SHOCK ABSORBERS/STRUTS

- A. Shock absorbers may be modified or replaced. Shock absorber mounting brackets and bushings may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component.
- B. Struts may be replaced. Replacement struts may only utilize the same mounting points on the chassis, subframe, or suspension component as the factory struts. Strut mounting brackets and bushings may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component. This includes upper strut mounts which may also function as an upper spring perch. On struts with an attached steering arm the position of the steering arm on an aftermarket strut must remain the same as stock.
- C. Upper and lower spring perches may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component. This allowance does not permit relocation of a spring (e.g. moving from a divorced shock/spring to a coilover).
- D. Shock absorber and strut bumpstops are unrestricted
- E. When replacing factory electronically controlled shocks or struts, devices may be added to satisfy the ECU that the OEM shocks or struts are still installed; such devices shall perform no other function.
- F. Vehicles equipped with an adaptive ride control system (MSRC, MRC, PASM, etc.) may alter the calibration using an OEM-provided reflash or replace the entire controller. When utilizing this allowance the OEM shocks/struts must be utilized without modification.
- G. A hole may be added through bodywork and strut bars to permit access to the adjustment mechanism on a shock absorber or strut. The hole may serve no other purpose and may not be added through the exterior body panels.
- H. For remote reservoir shocks a hole may be added through bodywork to route the reservoir to a remote mounting location. Such holes may serve no other purpose.

ANTI-ROLL (SWAY) BARS

- A. Substitution, addition, or removal of front and rear anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. This does not authorize the cutting of holes to route the bar(s) or links. Components such as anti-roll bars and strut housings that serve dual purposes by also functioning as suspension locators may not be modified in ways that change the suspension geometry or steering geometry.
- B. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts.

SUSPENSION

- 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) 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.
- B. Alternate suspension springs are permitted but must remain the same type as the factory springs (e.g. coil, leaf, torsion bar).
- C. Suspension bushings may be replaced with bushings of any materials
- D. If ordered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications

recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specifications.

E. Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.

F. Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment allowed by the EV rules can be utilized, but NOT both.
3. The replacement arms or mounts must attach to the original standard mounting points. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.
4. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

H. Changes in alignment parameters that result directly from the use of the allowed components are permitted.

ELECTRICAL SYSTEM AND DRIVETRAIN

No changes are permitted to electronic management systems or their programming. Batteries, the computers and/or hardware controlling battery systems, and all mechanical drivetrain components must remain stock. Including but not limited to electric motors, transmissions, differentials, battery packs, powertrain control modules/computers and sensors, etc.

Street Category

#30547 Are Canadian Market Volkswagon GTI's Illegal?

Thank you for your letter.

The Canadian-market GTI is not legal for National competition as it is NOT identical to the US-market counterpart as defined in the preamble of section 13.

Also, please see the response to letter 30543 published in the current Fastrack.

#30757 Nankang CR-1 eligibility?

Thank you for your letter. The Nankang CR-1 does meet the eligibility requirements in 13.3.B.3 and is therefore legal for 2021 National Solo competition.

#30773 Make our tires legal again!

Thank you for your input. All tires that meet 13.3.B are listed in the Tire Guide and/or the Tread Design Guide.

#30798 Rules clarifications for Street classes (and possible request)

Thank you for your letter. None of the modifications listed are currently compliant for Street category competition.

Also, please see the response to letter #30543 published in the current Fastrack.

#30808 NA/B Miata Camber Bolts

Thank you for your letter. As a reminder, per the preamble of section 13 - any replacement hardware must be "essentially identical to the standard part and provide no performance benefit".

Street Touring Category

#30494 Clarification on Shock Absorber adjustment

Per the STAC, 14.5.B applies to both in-motion automatic damper adjustment and use of a device that allows in-motion button-push "manual" adjustment such as a Remote Damper Controller - these are not permitted unless fitted as original equipment. In the STAC's opinion simply unplugging the RDC is not sufficient to meet the rule as this equipment is not permitted unless it was originally equipped.

Change Proposals

General

#25260 Protest Rules 8.3.4

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervision of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have authority to impose penalties upon finding any ~~additional illegal non-compliant~~ item(s), *including those not listed by the protestor during ~~an the~~ inspection and/or disassembly.*

Street Category

#30543 Update section 13.9.G.

The SAC is seeking member feedback on the following changes to 13.9.G. The intent of the proposed wording is align the rule with more modern cars and to better serve the membership.

~~G. On cars without the ability to turn off electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ESC/TC are permitted. These modification are limited to altering the inputs to the ESC/TC processor (e.g., removing fuses, unplugging yaw or steering angle sensors, altering signals) and may serve no other purpose. Any codes or error lights resulting from ESC/TC modifications are permitted.~~

"Use of alternate OEM ESC/TC modes are permitted so long as the alternate OEM modes are accessible though menus (e.g. "dyno mode"), driver-control inputs (e.g. button/pedal press sequences), or coding using an OBD tool (e.g. "VAG-COM"). Manufacturer authorized, vehicle-specific OEM ESC/TC software upgrades / updates are allowed; non-OEM modification of tables/algorithms/parameters is specifically prohibited. Modifications may serve no other purpose. Any OBD codes or error lights resulting from allowed ESC/TC modifications are permitted."

Street Touring Category

#30774 996 and 997 Porsche to SST

Thank you for your input. Based on responses from the membership, the STAC is requesting feedback on the addition of cars as shown to the proposed SST listings for Appendix A:

Super Street Touring

Alfa Romeo

4C (incl. Spider) (2015-20)

Giulia Quadrifoglio (2017-21)

Audi

TT RS (2012-13, *2018-2021*)

RS 3 (2017-19)

RS 4 (2007-08)

RS 5 (2013-21)

RS 6 (C5 chassis) (2003-04)

RS7 (2014-2018)

S5 (2008-19)

S6 (2013-18)

S7 (2012-18)

TTS (2016-20)

BMW

M2 (except Performance Edition ZL9) (2016-19)

M2 Competition (2019-21)

M3 & M4 (F80/F82 chassis; non-CS) (2015-20)

Z4 M Coupe/Roadster (2006-2008)

Cadillac

ATS-V (2016-19)

Chevrolet

Camaro Z28 (2014-15)

Camaro ZL1 (non-1LE) (2012-15, 2017-20)

Camaro LS & LT (2.0L Turbo; including 1LE) (2016-21)

Corvette (C6, C6Zo6 non-ZR1) (2005-13)

Corvette Z06 (C5) (2001-04)

Ford

Focus RS (2018)

Mustang Shelby GT350 (2015-18)

Mustang Shelby GT350 (incl. Handling Package) (2019-20)

Mustang Boss 302 (2012-13)

Honda

S2000

Lotus

Elise (non-SC) (2005-11)

Esprit Turbo (1996-2004)

Evora S (2011-14)

Evora GT (2020-21)

Exige (non-S) (2006)

Mercedes

C63 AMG (non-Black Series)(2008-2020)

Nissan

GT-R (excluding NISMO & Track Edition & GT-R50) (2009-21)

Porsche

718 Boxster (base & T) (2017-21)
718 Cayman (base & T) (2017-21)
Boxster GTS (981 chassis) (2015-16)
Boxster S (981 chassis) (2013-16)
Boxster S (987 chassis) (2009-12)
Cayman GTS (981 chassis) (2015-16)
Cayman S (981 chassis) (2013-16)
Cayman S (987 chassis) (2009-12)
911 (996, non-turbo) (1998-2005)
911 Carrera (incl. 4, S, 4S, GTS)(997 chassis)(2005-2012)

Toyota

Supra, 6cyl (2020-21)
Supra, 4cyl (2021)
Supra Turbo (1993½-98)

Other Items Reviewed

General

#25317 Support for non-gender based classing

Thank you for your input. As mentioned in this letter, Ladies Classes provide opportunities for family and friends to share cars in a way that is easy to differentiate. Local regions are trying different strategies to provide a nurturing environment for women, as these prove to be successful, the SEB is monitoring to see how they may be adapted to national competition.

#25633 Support Letter for Club Class, letter #24941

Thank you for your input. As mentioned in this letter, Ladies Classes provide opportunities for family and friends to share cars in a way that is easy to differentiate. Local regions are trying different strategies to provide a nurturing environment for women, as these prove to be successful, the SEB is monitoring to see how they may be adapted to national competition.

#25894 Inclusion of all women in the

Thank you for your input. The SEB does not control anything related to PAX. PAX positions on the Sololive website are for entertainment purposes only.

#28026 SEB Application

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#28041 Volunteer to serve on board

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#28475 Request to volunteer on an AC

Thank you for your application. We appreciate your willingness to serve the Club.

#29730 SEB Application

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#29785 Application to SEB

Thank you for your application. We appreciate your willingness to serve the Club. The position has been filled.

#30022 Time for Ladies Class to be Replaced with Club Class

Thank you for your input. As mentioned in this letter, Ladies Classes provide opportunities for family and friends to share cars in a way that is easy to differentiate. Local regions are trying different strategies to provide a nurturing environment for women, as these prove to be successful, the SEB is monitoring to see how they may be adapted to national competition

Street Touring Category

#29465 Street Touring Advisory Committee

Thank you for your application and interest in serving the membership. The position has been filled.

#30331 SCCA Solo STAC Application

Thank you for your application and interest in serving the membership. The position has been filled.

#30772 SST winrar

Thank you for your input.

#30780 #30319 14.8.B: Bushing allowances

Thank you for your input.

#30793 Not another class

Thank you for your input.

#30800 STAC application

The SEB has approved the addition of Todd Kunze to the committee.

#30803 Super street touring

Thank you for your input.

#30810 Include the rest of AS/SS in SST

Thank you for your input. The STAC does not think it is appropriate to include all SS and AS cars in the proposed SST class. Individual cars for the proposed class will be considered on a case by case basis if the class moves forward. Also, please see response to letter #30774.

Modified Category

#30648 May 2021 Fastrak Proposal #28954

The MAC thanks you for your letter. We value your input and appreciate the feedback.

#30650 Proposed changes to DM and EM #28954 in May 2021 Fastrak

The MAC thanks you for your letter. We value your input and appreciate the feedback.

#30714 Proposed Changes to the D/E Mod Rules

The MAC thanks you for your letter. We value your input and appreciate the feedback.

Not Recommended

Street Category

#27332 Move class for Audi/BMW 4 cyl cars

Thank you for your letter. The SAC believes the AWD Audi A3 and 4cyl BMW cars are appropriately classed.

#30746 Civic Type R LE fewer than 1000 made for the US

Thank you for your letter. Per section 13, the SAC/SEB is permitted to class car models with less than 1000 units.

Street Touring Category

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

Thank you for your input. After further consideration and based on additional information provided by the membership, the STAC feels that the proposed change for creating an allowance to add additional sensors for engine management in 2005 and older vehicles could significantly upset the balance within STS and therefore does not recommend this change at this time.

Modified Category

#30698 Heads for Solo Vee

The MAC thanks you for your letter. After reviewing availability we found suitable national supply to support the existing rules. We would remind all solo-vee owners that rule book legal size valve seats can be pressed in and do not need to be factory installed.

Handled Elsewhere

General

#27469 Clarify rule 7.8.2 downed or displaced pylon on course

Please see the SEB response to letter #27467 in the July Fastrack.

#29953 Can we have a dropdown in this form for the XS classes?

Thank you for your input. The letter system has been updated accordingly.

Street Category

#28005 Proposed Courses of Action regarding FS

Please see the response to letter #30740 in the July Fastrack.

#29045 Gin N Juice

Please see the response to letter #30742 published in the July Fastrack.

#30393 Beating the traction control horse again

Thank you for your letter. Please see the response to letter #30543 published in the current Fastrack.

#30540 Update 13.9.G's interpretation to reflect the real world

Thank you for your input. Please see the response to letter #30543 published in the current Fastrack.

#30747 CTR LE should not be classed in Street

Please see the response to letter #30746 published in the current Fastrack.

#30805 What Class is 2021 Mazda3 Turbo in?

Please see the response to #30257 in the April 2021 Fastrack.

#30827 Nankang CR-1 for National Solo events

Please see the response to letter #30757 published in this Fastrack.

Street Touring Category

#30507 Support for #29607

Thank you for your input. See response to letter #29607.

#30508 Simple Tuning Proposal Comments

Thank you for your input. See response to letter #29607.

#30517 Please make ST tuning so easy a caveman can do it

Thank you for your input. See response to letter #29607.

#30519 ST sensor proposal (letter 29607)

Thank you for your input. See response to letter #29607.

#30530 Don't allow sensors to be added

Thank you for your input. See response to letter #29607.

#30599 Do not support allowing additional sensors. Need more information

Thank you for your input. See response to letter #29607.

#30734 Classing a Mercedes C63/S (W205 2015-2021) in ST

Thank you for your input. Please see response to letter #30774.

#30736 Full Classification for 2020/2021 Toyota Supra

Thank you for your request. See Change Proposal letter #30573 in the June 2021 Fastrack regarding proposed Street Touring classing of the Toyota Supra.

#30771 Adding Z4M Roadster/Coupe to ST

Thank you for your input. Please see response to letter #30774.

#30775 Class 996/997 Carrera/S/4/4S SST

Thank you for your input. Please see response to letter #30774.

#30779 Add 911 Carrera S/4/4S and FD Mazda Rx7 in new SST class

Thank you for your input. Please see response to letter #30774.

#30782 Request to Add 2018-2021 Audi TTRS to SST

Thank you for your input. Please see response to letter #30774.

#30821 Comments on adding sensors

Thank you for your input. Please see the response to letter #29607.

#30824 RE: Super Street Touring #30573 & Request to Add BMW Z4M in SST

Thank you for your input. Please see the response to letter #30774.