

## Solo

### SOLO EVENTS BOARD | July 28th

The Solo Events Board met by conference call July 28th. Attending were SEB members Mark Labbancz, Nick Dunlap, 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](http://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](http://www.soloeventsboard.com).

#### Street Touring Category

#25039 Cosmetic rule inquiry

The STAC is recommending the following changes:

Modify 14.2.F as follows:

14.2.F. Addition *or substitution* of spoilers, splitters, rear wings, bumper covers, valances, side-skirts, 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 recommending the following change:

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 recommending the following changes:

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.

#29712 STU and STH Catch-All overlap

The STAC is recommending the following changes:

In Appendix A:

Street Touring Sport (STS)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ **less than** 3.1L (3100cc) normally-aspirated

Street Touring Hatchback (STH)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ **less than** 2.5L (2500cc) forced-induction)

### **Prepared Category**

#30487 91-94 Mercury Capri Non Turbo Classing Clarification and Proposal

The PAC recommends the following changes:

In Class DP in Appendix A:

Ford & Mercury

Mustang & Capri (4-cyl non-turbo) (1979-~~93~~ **86**)

In Class EP in Appendix A:

Ford & Mercury

**Capri (FWD, 4-cyl non-turbo) (1991-94)**

### **Member Advisories**

#### **Street Category**

#30945 AP1 S2000 Optional Wheels

Thank you for your letter. Per section 13.4.B you are able to add or subtract one inch from the factory-equipped wheel diameter, however width must remain the same as the OE wheels. Dealer-installed parts and/or factory authorized accessories are not considered the same as an OE production part.

#### **Street Touring Category**

#30889 STH or STU? 11' Mini Cooper Clubman S class clarification

All 2011 Mini Cooper S models, including the Clubman, are classed in STU, see Appendix A.

Per 14.10.O, Flywheels cannot be changed in Street Touring.

#30927 Rule Clarification for 2018 Subaru BRZ tS in STX

Per Appendix A, all Subaru BRZs from 2013-2020 are classified in STX, including the tS.

## Change Proposals

### Street Touring Category

#30465 False equivalency between A-arm and multi-link

The STAC is seeking membership feedback on the proposed rule changes to 14.8.H. This is intended to clarify the rules for modifications of multi-link suspensions.

H. 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, ~~a-arm 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 as allowed by Sections 14.8.B, C, or F may be used, but NOT both.
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
4. Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.
5. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 14.8.B. 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.
6. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.
7. ~~On multi-link suspensions only one lateral link or arm may be modified or replaced. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s)) may not be replaced, changed, or modified.~~

~~Note: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 1988-on Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most "multi-link" and are covered by Section 14.8.H.1.~~

## Other Items Reviewed

### Street Touring Category

#30830 Addition of 718 GTS 2.5T

Thank you for your input. The STAC is still evaluating member feedback on the proposed SST class.

#30840 Support of SST class

Thank you for your input. The STAC is still evaluating member feedback of the proposed SST class.

#30850 Focus RS in STU Clarification

Thank you for your input. The STAC is still evaluating member feedback on the proposed SST class.

#30861 SST/STU Proposal and Cayman Classing

The proposed SST class is separate from STU. The rule revisions to Street Touring that were proposed last year which primarily impacted STU and STH became effective at the beginning of 2021, with no changes to Appendix A for STU. The STAC is still evaluating member feedback on the proposed SST class.

#30906 Yes to SST (in 2021)

Thank you for your input.

**Xtreme Street Category**

#30604 What aero rules

Thanks you for your input. The XS rules do not build off the Modified or Prepared rule sets, and are a standalone rule set.

**Prepared Category**

#30131 Alternate Engine Allowance

The PAC does not have any plans to review the alternate engine allowance weight penalty at this time.

**Not Recommended**

**Street Category**

#30900 Proposed immediate rules change

Thank you for the letter. The SAC believes the wheel rules are appropriately written.

#30902 Safety allowances in Street for TT compatibility

Thank you for your letter. The SAC does not believe modifying seat rails is within the spirit of the Street category.

#30947 Make Every FS Car Competitive

The SAC is not interested in adding index or handicaps to any classes competing at a National level.

#30954 Make MINI Relevant Again

Thank you for your letter. The SAC believes the MINI is appropriately classed.

#30960 200TW Spec Tires

Thank you for your letter. The SEB and SAC do not believe a spec tire is appropriate for the Street category.

#30967 Request to Allow Camber Mod's

Thank you for your letter. The SAC believes that the current suspension allowances are adequate as written.

**Street Touring Category**

#30657 Allow SSC to bump to STX legally

Thank you for your letter. The STAC does not feel it is appropriate to allow SSC cars to compete in STX at this time.

#30833 Allow knuckle change as a single means of camber adjust

Thank you for your input. The STAC feels that the current allowances and limitations in 14.8.H.5 are appropriate for the category.

#30887 Bring back STP!!!

Thank you for your input. The STAC does not feel it is appropriate to restore STP as a national class. Per 4.8.C, Regions are free to reinstate STP as a regional class.

## Handled Elsewhere

### **Street Category**

#30982 Camber Allowance in Street

Please see the response to letter #30967 published in the current Fastrack.

### **Street Touring Category**

#30909 30319 bushing allowances

Thank you for your input, please see letter #30319 in the July Fastrack.

#30521 Catalytic Converter Input

Thank you for your input. Please see the response to letter 28150 elsewhere herein.

### **Xtreme Street Category**

#30076 XS-A XS-B Excluded vehicles

Thank you for your input. Please see the proposal published in response to letter #29408 in the current Fastrack.

## Tech Bulletins

### **Street Category**

#30867 Ford Crown Victoria Listed Under Two Classes

Per the SAC, correct the following error in Appendix A:

FS

Ford

~~Crown Victoria~~

### **Xtreme Street Category**

#29408 PORSCHE 996 TO XSA

The SEB is responding to member input regarding the addition of Porsches with liquid-cooled engines, and the NSX, to the XS category per the following change.

Modify Eligible Vehicles in the XS Rules Handout as follows:

Eligible Vehicles:

EXCLUDED: ~~Acura NSX~~; Audi R8; Ferrari (all); Ford GT; Lamborghini (all); Lotus 7 (all including clones); McLaren (all); ~~Porsche 911 (all w/liquid-cooled engines)~~.