

Solo

SOLO EVENTS BOARD | July 27th

The Solo Events Board met by conference call July 27th. Attending were SEB members Mark Labbancz, Nick Dunlap, Bob Davis, Marshall Grice, Zack Barnes, Keith Brown, and Mark Scroggs; KJ Christopher and Clay Turner of the BOD; Rick Myers 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2024**.

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.

Safety

#32616 New NorPac DSSS

The SSC and SEB recommend the appointment of Bob Forsberg as the new Divisional Solo Safety Steward for the Northern Pacific Division to replace James Shepard, who has submitted his resignation pending the appointment of his replacement.

General

#30826 Sound Regulations clarification

The SEB is recommending the following change to the Appendix H - Sound Measurement Procedures to clarify the maximum allowed vehicle sound.

Change text in Appendix H as follows:

The maximum allowed vehicle sound level will be 100.0 dBA.

If a driver in a vehicle exceeds 100.0 dBA, the driver will be allowed to attempt a viable remedy to functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day.

Modified Category

#30269 DM turbo engine inlet restriction

The MAC is recommending the following rule change proposal:

18.1.D.6:

Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3"). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts. *Inlet restrictor must be mounted within 18" of turbo inlet. Tubing between the restrictor and turbo/supercharger inlet must be rigid and made from non expanding parts. The tubing inside diameter may not exceed 3" at any point. Flexible couplers may be used for connections.*

Member Advisories

Street Category

#32811 Sway bar bushings

Thank you for your letter. Section 13.7.A only permits modifications to a single sway bar and its supporting hardware.

Street Prepared Category

#32607 SP Bushing clarification

The SPAC would like to remind members that 15.8.C allows for offset bushings to be used and this rule does not restrict the use of offset bushings to only those installed into control arms. A suspension bushing installed into an upright or knuckle may be replaced with an offset bushing so long as it meets the other requirements of 15.8.C.

Change Proposals

Street Category

#30543 Update section 13.9.G.

Based on member input, the SAC is seeking additional member feedback on a revised version of the previously-published proposal to change Section 13.9. A previous version can be found in the August 2021 Fastrack. The revised proposal is as follows:

~~"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 through menus (e.g. "dyno mode") or 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 resulting OBD codes or error lights resulting from allowed ESC/TC modifications are permitted."~~

~~H. 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.~~

~~I. The use of an OEM type coding tool to enable a factory specified TC/ESC OFF mode otherwise not accessible is allowed. This should not be interpreted as an allowance to replace, reprogram, tune, or otherwise modify any other performance related parameters beyond Comfort and Convenience per 13.2.A."~~

#32774 Genesis G70 2.0T vs. 3.3T Classification

The SAC is seeking member feedback on the following changes to Appendix A:

F Street

Hyundai

~~Genesis G70 (2018-22)~~

F Street

Hyundai

Genesis G70 (V6 Turbo) (2019-22)

G Street

Hyundai

Genesis G70 (4-cyl Turbo) (2019-22)

Prepared Category

#31128 Section 17.B

The PAC is looking for additional member feedback on removing the GCR allowance from CP. Cars beyond the Prepared allowances may still run in X Prepared under current 17.11.A. This means they will have to follow either Solo **OR** GCR. They cannot mix allowances.

This proposal was previously published in the March Fastrack, and has an intended implementation date of 1/1/2023.

The following changes are suggested in this proposal:

Section 17:

17.2.D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, ~~shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments: in Appendix A.~~

17.11.A. ~~Vehicles competing in C Prepared (CP) class, should refer to section 17.11.B.~~ Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in X Prepared (XP) class. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of production vehicles (e.g., a tube-frame Mazda RX-7) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be GCR minimum plus any Solo® weight adjustments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may only use the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, handheld fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications.

~~17.11.B. C Prepared (CP) vehicles prepared in excess Solo® allowances and prepared up to either the current Road Racing GT or Production Category rules are permitted to compete in C Prepared (CP) as described in Appendix A. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix A for CP. Tube-frame versions of production vehicles (i.e., a tube-frame Camaro), replacement subframes, and modified frame rails for tire clearance are considered in excess of the rules and must comply with the requirements in this Section Appendix A. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from in Appendix A, plus any Solo® weight adjustments (wheel size weight increases, etc.).~~

~~Vehicles taking advantage of this allowance may use the Solo® Rules or the Road Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars~~

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~~which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and GCR specifications. The 10% increase in minimum weight does apply to such cars. rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable~~

G B. Weight Calculations

Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the specific weight addition. Examples:

- In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is:

$$2.5L \times 1.4 = 3.5L \times 250 \text{ lbs.} = 875 \text{ lbs.} + 1200 \text{ lbs.} = 2075 \text{ lbs.}$$

~~• In Prepared class C (CP), the minimum weight for a car with a 302 ci (5.0L) engine prepared to Section 17.11 (e.g., GCR) allowances is:~~

$$2700 \text{ lbs.} \times 1.10 = 2970 \text{ lbs.}$$

D C. Data acquisition/recording systems are permitted.

~~E D.~~ Except where there are specific requirements in these rules, any safe line for fuel, hydraulic fluids, oil, water or breather is allowed.

~~F E.~~ Ballast may be added to all cars as required to meet minimum weight provided it is securely mounted within the bodywork and serves no other purpose. Ballast plates may be installed beneath the floor pan so long as they do not protrude beyond its edges.

G F. All cars may have towing eyes, hooks, or straps which do not dangerously protrude from the bodywork.

~~H G.~~ Removal of or modification to heating, ventilation, air conditioning, wiper/washer, audio, security, communication, and convenience systems is allowed provided the modification does not serve another purpose (e.g., an air conditioning compressor may not be modified to serve as a supercharger).

Appendix A:

CP

Unless otherwise listed, the minimum weights will be determined from the following tables according to engine type and displacement. Minimum weight is based on actual engine displacement. The block may be bored and/or sleeved to achieve allowed displacement.

Engine Coolant flow direction is unrestricted.

US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain standard.

Naturally aspirated cars using US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation's brands as listed below:

Ford: Ford, Mercury, and Lincoln

General Motors: Chevrolet, Pontiac, Oldsmobile, GMC, and Buick

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Chrysler:Chrysler, Dodge, and Plymouth

Alternate material (e.g., aluminum) engine blocks may be used on US produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered.

Engine displacement changes are allowed.

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) shall be of the same configuration (number of valves per cylinder and valve actuation method - e.g., OHV or OHC) as the original and shall be direct replacement type.

The floor in the driver/passenger compartment may be replaced but must maintain the basic shape and position of the original floor (i.e., flat and horizontal, relative to the car and rocker panels). It may not be curved, angled, recessed, or channeled between the rockers and may be made of steel and/or aluminum only. Replacement floors may be modified per Section 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per Section 17.2.F.

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then an addition of 2" (50.8 mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc.

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight without driver (lbs.):

V8 engines greater than 5100 cc3000

V8 engines equal to or less than 5100 cc 2700

~~6-cyl engines, maximum 4500 cc 2450~~

~~Turbocharged 6-cyl engines, maximum 4500 cc 2550~~

~~4-cyl engines (all) 2450~~

~~4 and 6 cyl engines (all).....2600~~

~~Bolt In Replacement Subframe.....+150 per Subframe~~

~~Frame Rail Modification for Tire Clearance.....+150 for front or rear; +300 if both modified~~

~~Tube Frame greater than 5100cc.....3300~~

~~Tube Frame equal to or less than 5100cc (all engine configurations).....3000~~

~~-Tube Frame replacement vehicles must place 1st sparkplug hole of engine no further rearward than the centerline of front axle. Applies to all engine types.~~

~~-Tube Frame replacement vehicles MUST have a roll cage meeting Appendix C.H of the Solo Rulebook.~~

~~-Tube Frame replacement vehicles may modify internal body panels to facilitate the mounting of bodywork and fitting of roll cage.~~

~~-Tube Frame replacement vehicles may not modify any parts beyond what is allowed in Section 17 and Appendix A that is applicable to CP.~~

Maximum weight on the rear axle of the car shall be 51% of the total weight of the car. EXCEPTIONS:
Corvair, Yenko Stinger.

Wheels may be replaced with a wheel having any diameter and any width without weight adjustments.

Not Recommended

General

#28440 Class consolidation

Thank you for your letter.

Street Category

#32735 Optional OEM Front lip and side skirts

Thank you for your letter. The parts referenced are only legal on WRX S209 model.

#32759 Time to move the 718 base and 981S to BS

Thank you for your input. The SAC believes the 718 and 981S are appropriately classed.

#32783 Audi TT-RS to BS

Thank you for your letter. The SAC believes the TT-RS is appropriately classed.

#32787 Sway bar reinforcement bracket

Thank you for your letter. Modifying an a-arm would be considered a performance benefit and therefore not legal for Street class competition.

Street Touring Category

#32105 Class 2013-'16 Chevy Spark EV in STH

Thank you for your letter. The STAC does not believe classing the Chevy Spark (including EV edition) is appropriate for the ST category.

Street Prepared Category

#30737 Class Cadillac ATS-V in ESP with Full Prep

The SEB and SPAC prefer not to introduce another full-prep listing into this class at this time, given that significant changes to the category are already in work.

#32753 SSP Limited Prep

Thank you for your input. The SPAC does not believe it is in the best interests of the category at this time to go back and re-list all cars but in limited prep. New classings are candidates for limited prep along with specific requests or popular cars.

Other Items Reviewed

Street Category

#32768 Rules for out of production cars

Thank you for your input.

Street Prepared Category

#32138 Hybrid Power Plant

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Thank you for your input. The SCCA is currently evaluating the future of modifying electrified powertrains and until decisions are made at that level the SPAC will not be changing the rules around these types of powertrains.

#32224 Consider moving ND Miata to CSP

Thank you for your input. The SPAC recently released a proposal for classing changes in the July 2022 Fastrack which includes this proposal.

#32486 Support of Proposal #31855

Thank you for your input. Please look for a final decision on this proposal in a future Fastrack.

#32549 Move ND to CSP and make it LPSP in BSP

Thank you for your input. Please see the recent proposal from the SPAC in the July 2022 Fastrack.

#32640 DSP BMWs -> ESP

Thank you for your input. Please see the proposal from the SPAC on classing changes in the July 2022 Fastrack.

#32646 DSP BMWs to ESP helps everyone who actually runs in SP

Thank you for your input. Please see the proposal from the SPAC on classing changes in the July 2022 Fastrack.

#32719 Regarding classing change proposals in SP

Thank you for your letter. The SEB is not considering using PAX indexes as a form of class consolidation, and does not have any role in the determination of PAX index values.

Handled Elsewhere

Street Category

#32760 Time to move the 718 base and 981S to BS

Please see the response to letter #32759 published in the current Fastrack.

#32797 New Type R Classing

Please see the response to letter #32758 published in the August 2022 Fastrack.

Street Prepared Category

#32402 Hybrid Power Plant

Thank you for your input. Please see the response to item #32138 in this Fastrack.

#32467 Hybrid Power Plant More Data

Thank you for your input. Please see the response to item #32138 in this Fastrack.

#32495 My original letter is nearly a year old

Thank you for your input. Please see the response to item #30737 elsewhere in this Fastrack.

#32631 Wings on all things.

Please see the response to item #32630 in this Fastrack.

#32632 Splitter for full prep

Please see the response to item #32630 in this Fastrack.

#32662 Hybrid Power Plant More Data

Thank you for your input. Please see the response to item #32138 in this Fastrack.

Tech Bulletins

Event Operations

#33023 Language regarding firearms

Insert the following language into Section 1.3.2:

“Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.”

This language was approved in 2016 and should have made it into rule books across all programs for the 2017 competition season.

Street Category

#32782 2022 Audi RS3 to BS

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

B Street

Audi

RS 3 (2022)

Street Prepared Category

#32510 Classing for 95-01 Metro/Swift

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

FSP

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki

Metro & Swift (1995-2001)

#32620 Lamborghini Gallardo listing years

Per the SPAC please update the following listing in Appendix A:

SSP

Gallardo (all *excluding Super Trofeo*) (2003-~~44~~13)