

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD MINUTES | May 25, 2016

The Solo Events Board met by conference call April 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek, KJ Christopher, and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2017

The following subjects will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### General

#19138 Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

The following rule change proposal is recommended for approval:

##### "7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun. If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

*In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)*

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

##### 7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must thereafter proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~In the case in which a competitor is red-flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule."~~

## Prepared

### #14325 VW in EP Proposal

Based on member feedback, the following rule change, effective 2017, is recommended in Appendix A, E-Prepared:

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, 8v) (1975-92)

Note: The PAC believes that this brings E-Prepared into conformity with the F-Street Prepared rules, clarifies a potential path from FSP into EP for the VW vehicles utilizing the A1 chassis, and provides members with multiple competition opportunities. The compression ratio and cylinder head update/backdate changes among the models sharing this chassis do not appear to upset the competitive balance of Preparation Levels 1 (Full-prep) or 2 (Limited prep) in the EP class.

### #15817 Oil Breather Clarification

The PAC recommends making the following rule change, effective 2017:

“3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase *vents* and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited. All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.*”

Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3,* the installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R—All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.”~~

The PAC believes that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

### #18193 Trunk Alternate Panel

The PAC recommends the following rule change for X Prepared in Appendix A section 1.c, effective in 2017:

“c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m<sup>2</sup>) 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.*”

The PAC believes this clarifies and excludes the implementation of rear spoilers under rear wings.

## Modified

### #17892 Exomotive Exocet in DM/EM

Modify 18.1.A.1 as follows:

- re-letter the second subsection group in 18.1.A.1 to be g, h, i, j, and k

- modify what will then be subsection i in 18.1.A.1 to read as follows:

“i. They will be allowed all, *but no more than,* the modifications that production-based cars are permitted, *with the exception that minimum width for all kit cars shall be no less than 65” as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.*”

- add new subsection l as follows:

“l. *They must compete with full standard bodywork and that body must remain recognizable as that of the*

*approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.”*

- add new subsection m as follows:

*“m. Functional wings are not permitted even if they are part of the original kit manufacturer’s specification and/or components. If present they must meet 18.1.F.6.”*

Modify 18.1.F.6 as follows:

“6. If the **a** factory production **or kit car** was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.”

Note: if this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet will be removed, since these changes have the same effect.

## **Member Advisories**

### **Safety**

#19519 Clarification of Loose Items

Per the SEB, when dealing with possible “loose items” Tech inspectors are reminded to use common sense.

### **Awards**

The SEB is seeking nominations for the Driver of Eminence award ([http://www.scca.com/pages/solo-awards#accordion\\_item\\_1965372](http://www.scca.com/pages/solo-awards#accordion_item_1965372)) and the Solo Cup ([http://www.scca.com/pages/solo-awards#accordion\\_item\\_1965370](http://www.scca.com/pages/solo-awards#accordion_item_1965370)). Please submit these nominations in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **General**

The SEB is requesting that members interested in serving on the SEB submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street**

#19514 Clarification of legality of moveable spring perches

Bearing mounted and hydraulic spring perches are not currently permitted by Section 13, and are not considered to be in the spirit of the Street Category.

### **Street Touring**

#19434 Fiat 500 Turbo

The car is currently listed in STX. Since there presently is no SSF data available on the Turbo, the car as competed in must meet the width/height requirement of 3.1.A.

### **Street Prepared**

The SEB is requesting members interested in serving on the SPAC to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Modified**

#19446 Bodywork question

As the requested modification removes bodywork, not bumper(s), and also makes the rear of the car unrecognizable as a Sprite, the MAC believes the proposed revision is not compliant with the rules.

## **Change Proposals**

### **Street**

#17283 Rethinking Street Classing

The SAC would like to thank the membership for the thoughtful comments and responses regarding the classing

change proposal that was published in the April Fastrack. Taking into account those comments and responses, the SAC has made adjustments to the proposal, detailed below. Please note, this is still only a proposal, and member feedback is requested.

The committee is proposing the following individual line-item moves; They will be considered independently based on feedback from the membership.

Change 3.4 Option Packages as follows:

"The SEB may ~~designate limited-availability~~ limit or offer separate classing for option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes)."

*Move from Exclusion list to SS \*\*\* NEW*

Nissan

*GTR (excluding Nismo, black edition, track edition) (2012+)*

*Move from AS to BS*

Porsche

*Boxster (Non S) (2009-2012)*

*Cayman (Non S) (2009-2012)*

*Boxster S (2005-2008)*

*Cayman S (2005-2008)*

*Move from BS to CS*

Porsche

*Boxster (987 chassis non-S) (2005-2008)*

*Boxster S (986 Chassis) (2000-2004)*

*Cayman (non-S) (2005-2008)*

*Move from CS to DS*

BMW

*M3 (E36 chassis) (1995-1999) \*\*\* NEW*

Scion

*FRS (w/o TRD suspension components)(2013-2016)*

Subaru

*BRZ (2013-2016)*

*Move from BS to FS*

Cadillac

*ATS (3.6 V6)*

*Move from FS to DS*

BMW

*128i (2008-2013)*  
*228i (F22) (2014-2016)*  
*328 (F30/F31/F34, including diesel) (2012-2016)*  
*3-Series (E46, non-M3) (1999-2006)*  
*3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)*  
*428i (F32/F33/F36) (2014-2016)*

**Cadillac**

*ATS (2.0 Turbo) (2012-2016)*  
*CTS (non-V, non-VSport) (2003-2016)*

**Chevrolet**

*Camaro V6 (2010-2015)*

**Chrysler**

*300 V6 (2011-2016)*  
*Crossfire (non SRT) \*\*\* NEW*

**Dodge**

*Challenger V6 (2011-2016)*  
*Charger V6 (2011-2016)*

**Ford**

*Mustang V6 (2011-2016)*  
*Mustang EcoBoost (2015-2016)*

**Hyundai**

*Genesis Coupe (4-cyl turbo) (2013-2016)*  
*Genesis Coupe (V6) (2010-2012)*

**Infiniti**

*G35 Sedan (2003-2009)*  
*G35 Coupe (2003-2007)*

**Lexus**

*IS300 (2001-2005)*  
*IS250/350 (2006-2016)*  
*GS350 (2005-2016)*

**Mercedes-Benz**

*C-Class 6-Cyl (non-AMG) (2001-2016)*  
*CLK V6 (1998-2009)*

*Move from FS to GS*

**BMW**

*5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)*

*6-Series 6-Cyl Non-M6 (E24) (1985-1989)*

Chrysler

*300 V6 (2004-2010)*

Dodge

*Challenger V6 (2008-2010)*

*Charger V6 (2006-2010)*

*Magnum V6 (2005-2008)*

Ford

*Thunderbird (V8 and V6 supercharged) (1989-1997)*

Jaguar

*X-Type 3.0 (2002-2008)*

*S-Type V6 (2000-2008)*

Mercury

*Cougar (V8 and V6 supercharged) (1989-1997)*

*Move from GS to HS*

Hyundai

*Veloster Turbo (exc Rally Edition) (2012-2016)*

#19537 2013 SLK55 AMG to B Street

Per the SAC, the following class change proposal is submitted for member review and comment:

Move from *SS to AS*

Mercedes

*SLK55 AMG (2012-2016)*

### **Street Prepared**

The SPAC is currently working on a rules change proposal which would change certain allowances in the category in order to permit competitors to more appropriately address reliability issues. Specific language changes will be published for member review in the next Fastrack.

### **Street Modified**

#18554 Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

The SMAC proposes the following change to 16.0.B.1.b

Remove the Datsun Z car 2+2 from 16.0.B.1.b excluded vehicles list.

### **Prepared**

#14898 XP boosted displacement equivalence and min weight

In view of past results and member input, the PAC believes that the following weight formula amendment provides a competitive adjustment between naturally aspirated and forced induction powertrain options of varying displacements in X-Prepared. The PAC has provided the following proposed amendments to Appendix A, X-Prepared, Section 9, for member comment:

Executive summary of the changes:

- Increase FI multiplier from 1.4 to 1.5.

- Change NA formula to prevent some larger engines weighing less than slightly smaller engines.
- Change NA formula to give a weight break above 5.0L. A 7.0L NA motor equals the 2300lb weigh limit
- Change wording of “engine behind driver” to “with 51%or more weight on the rear axle”
- Set a minimum weight for NA vehicles.

Specific language:

9. MINIMUM WEIGHTS

a. ENGINE CLASSIFICATIONS

1. 4-stroke cycle and 2-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ **1.5** times the actual displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. MINIMUM WEIGHT CALCULATIONS

All listed weights are without driver. All weights are calculated based on displacement as listed above.

Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver is  $1200 + [(1.796 \times 1.5) \times (200 + 20)] + \text{ABS} = 1843 \text{ lbs.}$

Engine displacement less than 4.0L

FWD.....	1200 lbs. + 150 lbs. per liter
RWD.....	1200 lbs. + 200 lbs. per liter
AWD.....	1200 lbs. + 250 lbs. per liter

*Engine displacement of 4.0L or greater*

<i>FWD.....</i>	<i>1600 lbs. + 50 lbs. per liter</i>
<i>RWD.....</i>	<i>1600 lbs. + 100 lbs. per liter</i>
<i>AWD.....</i>	<i>1600 lbs. + 150 lbs. per liter</i>

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

- Cars with ABS + 50
- Cars with traction/stability control + 50
- Cars with active/reactive suspension + 100
- Cars with greater than **51% weight on rear axle + 20 per liter**

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following minimum weights (lbs.):

	<i>Naturally Aspirated</i>	Supercharged/Turbo
FWD.....	<i>1425</i> .....	1575
RWD.....	<i>1550</i> .....	1700
AWD.....	<i>1675</i> .....	1825

**Modified**

#18845 Traction control rules change

The MAC has provided the following rule change proposal, submitted for member review and comment:

“18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars **may compete in Modified Classes A through F (AM through FM). Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM).**

*Rules for Automatic Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are exempted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use **ABS or TCS any ABS, TCS and/or SCS with no weight penalty** as long as it was a standard option on the car and the original unmodified control unit and programming are used.*

Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (GCR)~~ ssection(s).”

- Also add in Appendix A, under D Modified, in Subsection C:

*TCS ..... Add 200 lbs*

*ABS and/or SCS (no additional TCS penalty) ..... Add 250 lbs*

- Also add in Appendix A, under E Modified, in subsection B:

*TCS ..... Add 300 lbs.*

*ABS and/or SCS (no additional TCS penalty) ..... Add 375 lbs*

#19119 response to letter 17810 (cockpit bodywork)

Per the SEB, the following rule change proposal, affecting 18.4.A.1 and adding a new 18.4.B.14, is submitted for member review and comment:

A. Bodywork

*“1. Any bodywork used must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver’s waist. Solid body panels are not required except as specified in section 18.4.A.3.~~”*

B. Chassis

*“14. The sides, front, and back of the cockpit area must be at least as high as the driver’s waist.”*

Note: These changes remove the requirement for bodywork on the front and sides of the cockpit area and would be effective in 2017.

**Kart**

#19145 19.1.D.1.j Clutch Basket Allowance

Per the KAC, the following rule change proposal is submitted for member review and comment:

19.1.D.1.j

“Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate ~~must be OEM~~ *may be aftermarket parts*. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.”

## **Other Items Reviewed**

### **General**

#19117, 19127, 19129 Letter #17285, Vehicle operation after downed cone or red flag

Thank you for your input.

### **Street**

#19332, 19453, 19518, 19578 #17283 Rethinking Street Classing

Thank you for your input.

#19442, 19487, 19494 #17283 - Boxster and Cayman

Thank you for your input.

#19444, 19550, 19560 #17283 – FRS, BRZ

Thank you for your input.

#19454 Lexus IS proposed class move

Thank you for your input.

#19456 Input on Re-class Proposal #17283

Thank you for your input.

#19481 Support #17283

Thank you for your input.

### **Street Touring**

#19516 #17062 Added Fuel Allowance

Thank you for your input.

### **Street Prepared**

#19143 991 GT3 should be in SSP

Thank you for your comment supporting letter number #17461, classification of 991 GT3 to SSP.

#19329 response to April Fastrack solo Porsche reclassing

Thank you for your input supporting #18433

## **Not Recommended**

### **Street**

#19430 If you move the Porsche 987S to BS, move the Porsche 996 too

The SAC believes that the 996 Porsche 911 is appropriately classed at this time.

#19465 VAG COM, VW's, and 13.9.G

Thank you for your input. The SEB is not in favor of allowing any modifications to ECU's at this time.

#19532 Brake Line Upgrades

The SAC does not want to expand the brake hose allowance that currently exists.

### **Street Touring**

#19422 Street Touring Pony

We will continue to monitor the participation and performance levels of FS and STP vehicles. Thank you for your input.

#19443 Toyota MR2 Turbo into Street touring

Based on car age, limited availability, and current competitive balance and participation, the STAC does not feel that it

would be prudent to class the MR2 turbo in STU.

#19483 Proposal to Add FWD LSD class to STREET TOURING

Thank you for your input.

### **Street Prepared**

#19204 Question concerning front aero design

The SPAC believes that the splitter rules are sufficient as written.

### **Prepared**

#18841 46mm turbo restrictor

The PAC is not in favor of adjusting the turbo restrictor diameter at this time. We will continue to monitor the competitive balance within the class.

### **Modified**

#19155 Weight engine addition

Thank you for your input. The MAC does not believe that a change of this magnitude is in the best interests of the class as a whole.

#19475 FM Weights

Thank you for your input. At this time the MAC does not believe that changes to keep pace with ongoing GCR updates are in the best interests of the class as a whole, which the committee believes benefits more from rules stability.

#19496 Solo Vee engine

Thank you for your input. The MAC does not believe this change is in the best interests of the class as a whole.

### **Kart**

#19429 SKUSA Spec Honda and CRF250

Thank you for your input, the KAC is planning to have further discussions about Stock Moto but it is not recommended at this time.

### **Handled Elsewhere**

#### **Prepared**

#16756 Force Induction treatment in XP Comments

The PAC thanks the member for their comments, which have been considered in the proposal for 14898.

#### **Modified**

#19280 Proposal 17892

Please see the updates to item #17892.

#19293 Exocet classing

Please see the updates to item #17892.

#19447 Bodywork Question

Please see item #19446.

### **Tech Bulletins**

#### **Street**

#19500 Assign Nissan Leaf to HS

Per the SAC, add the following new listing to HS, effective immediately upon publication:

Nissan

*Leaf (2010-2016)*

#19502 Buick Verano / Verano Turbo classing in street.

Per the SAC, add the following new listings, effective immediately upon publication:

GS

*Buick*

*Verano Turbo (2013-2016)*

HS

Buick

*Verano (Non Turbo) (2013-2016)*