

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 22, 2016

The Solo Events Board met by conference call June 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Raleigh and Velma Boreen; Al Hermans; Terry Hanushek 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

Recommended Items for 2017

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 Prepared

#17104 BMW 128i to DSP

The SPAC recommends the following listing changes:

From:

ASP

BMW

128, 135, 1 Series M (2008-13)

to:

ASP

BMW

135, 1 Series M (2008-13)

and

BSP

BMW

128 (2008-2011)

Member Advisories

Street

#18188 2016 BMW M2 Class

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It is beyond the date to class this car for National competition in 2016. The SAC anticipates classing the car after the 2016 Solo National Championships so that we can utilize the 12 month rule (3.2) if required. For regional competition, the SAC recommends running this car in BS.

#18557 Focus RS to B Street

At this time it is too late to class the Focus RS for National events in 2016. The SAC anticipates adding the car to BS for 2017 and suggests that the car be run in BS for Regional competition for the remainder of 2016.

#19732 Eligibility of Updated Rival S for 2016 National Solo Competition

BF Goodrich has announced that they will be releasing an update to the Rival S tire. Based on details provided by BF Goodrich and Tirerack, the SEB has determined that this new version of the tire has undergone significant changes. Section 13.3-B-4 of the Solo Rulebook requires the eligibility test to be reset. Therefore the updated version of the Rival S is not eligible for competition use in Championship Tours or the Solo National Championships.

It may be eligible for regional competition depending on your local region's practices.

Here is how to identify the new tire:

- The speed rating molded in the sidewall will be a V rating instead of the previous W rating.
- The part number will not match the previous models.

The Tire Rack has a good supply of the current model tire and does not have a scheduled date for the new tire to arrive. BFGoodrich will not release the new model tire until the old supply sells out.

Street Touring

#19708 Alternate camshafts due to parts unavailability

Thank you for your input. Members are advised that out of production parts must meet the requirements of 14.11.

Street Prepared

#19183 OEM spoiler clarification

Per the SPAC, for the purposes of 15.2.B, the hydraulic components and mounting hardware for adjustable wings are considered part of the wing and can be removed per 15.2.B.

Change Proposals

Street

#17283 Rethinking Street Classing

In order to help clarify the current state of the proposal, the SAC has provided this list of specific items which were changed between the first draft of the proposed Street category reclassifications and the second draft:

Move from Exclusion list to SS

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)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

Move from FS to DS

Chrysler

Crossfire (non SRT)

Move from CS to ES

~~Mazda~~

~~MX-5 Miata (2006-2008)~~

Porsche

~~Boxster (non S) (1996-2004)~~

#19245 Bump Stop Allowance Clarification

The SAC would like member feedback on the following proposal:

“13.5.DA suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.”

#19608 Ford Taurus SHO (1989-95) move from GS to HS

The SAC would like feedback on the following proposal:

Move *from GS to HS*:

Ford

Taurus SHO (1989-95)

Street Prepared

#19715 Proposed wording for new spoiler rule.

The SPAC requests member comment on the following proposed changes to 15.2.1.2.b:

“b) It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10” (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4” (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.~~”

#19923 Reliability improvement

The SPAC has provided the following rule change proposal package for member review and comment:

Add new 15.10.DD as follows:

“15.10.DD

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

- 1. Replacement components may not be lighter than the original component.*
- 2. Replacement components must install without modification to the mating part.*
- 3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
- 4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*

5. *Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.*
6. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
7. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.*
8. *Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle.”

Add new 15.8.L as follows:

“15.8.L

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. *Replacement components may not be lighter than the original component.*
2. *Replacement components must install without modification to the mating part.*
3. *Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
4. *Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*
5. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
6. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.*
7. *Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.*
8. *Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component.”

Add new 15.2.S as follows:

“15.2.S

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

1. *Material may only be added, not removed.*
2. *Mounting locations may not be moved in any direction.*
3. *The method of attachment to other components may not be changed.*
4. *Any added material may not inhibit any motion that would otherwise be uninhibited.*
5. *Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.*

6. Modifications may serve no purpose other than to increase durability and reliability.

This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes.”

Prepared

#17410 Class Progression (SP/SM-compliant convertibles in P)

Add to 3.3.3 as follows:

“Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.

- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized.”

Other Items Reviewed

General

#19570 Exhaust Turndown / Turn-away Clarification and Rule Proposal

The SEB has taken this input under advisement.

#19725 7.4 Reruns & 7.8.2 Displaced or Downed Pylons on Course

Thank you for your input.

Street

#16631 Standard Part Definition Clarification

Thank you for your input.

#16744 Port Installed Comments

Thank you for your input.

#16918 Clarify wording of rules regarding factory customization options

Thank you for your input.

#18127 Class 2016 Focus RS

Thank you for your input. Please see the response to letter #18557.

#19282 stiffer bump stops allowed?

Yes, the items about which you inquired are compliant with the rules. Please also see the response to letter #19245

#19452 Regarding adding the Boxster to ES

Thank you for your input.

#19477 2016/17 BMW M2 Classification

Thank you for your input. Please see the response to letter #18188.

#19585 Purchase price cap in SS

Thank you for your input.

#19586 V6 muscle/sports cars to DS is excellent

Thank you for your input.

#19593 Boxster 96-04

Thank you for your input.

#19595 2015+ BMW M3/M4 (F80/82) move to BS

Thank you for your input.

#19600 Response to proposal 17283 -Rethinking Street class

Thank you for your input.

#19601 Boxster/Cayman Classing - DC ProSolo Video Data

Thank you for your input.

#19603 Porsche 911 GT3 (991 chassis) (2012-16)

Thank you for your input. Please see the response to letter #19745.

#19604 Porsche Reclassification

Thank you for your input.

#19622 Porsche Boxster Proposals

Thank you for your input.

#19638 Support for #17283 Boxster S/Cayman S move from AS to BS

Thank you for your input.

#19650 Porsche 911 GT3 991

Thank you for your input. Please see the response to letter #19745.

#19661 2016 Review of Porsche Classing

Thank you for your input.

#19685 2016 BMW M2 to F-Street

Thank you for your input.

#19696 clarification of rule 13 A 3

The SAC believes rule 13.5.A.3 is adequate as written, and reminds competitors that the introduction to the Street category rules explicitly prohibits modifications other than the ones listed.

#19723 Ford EcoBoost Mustang from FS to DS

Thank you for your input.

#19727 2017 Acura NSX

Thank you for your input.

#19730 Do not move the FR-S and BRZ to DS

Thank you for your input.

#19742 Porsche 911 GT3 (991) classing

Thank you for your input. Please see the response to letter #19745.

#19744 Move Bone Stock Scions/BRZ away from TRD Equiped Cars

Thank you for your input.

#19745 Please prevent the death of SS.

Thank you for your input. The SAC is monitoring the performance of the 991 GT3 and retains the ability to use the 12 month rule (3.2) to re-class the car if its performance merits it.

#16782 Port Installed Comments

Thank you for your input. Please see the response to letter #17283

Street Prepared

#17324 Replacement hubs

Thank you for your input; the SPAC has been working on reliability improvements. Please look for a related rule change proposal elsewhere in this Fastrack (#19923).

#17406 4th Gen Camaro Hubs

Thank you for your input. Please see the response to item #17324.

#17408 Wheel bearing allowance in SP

Thank you for your input. Please see the response to item #17324.

#17463 SP participation levels and why they are dropping

Thank you for your input. Please see the response to item #17324.

#17577 4th Gen F-Body front wheel hub assemblies

Thank you for your input. Please see the response to item #17324.

#17607 Allowing for Improvements in Reliability and Safety

Thank you for your input. Please see the response to item #17324.

#17840 Proposal for wheel bearings in Street Prepared

Thank you for your input. Please see the response to item #17324.

#19121 BMW 128i from ASP to BSP

The SPAC thanks you for your input. Please see letter #17104.

#19276 Member comment on #18760

The SPAC thanks you for your input.

#19324 Porsche Boxster/Cayman reclassification

The SPAC thanks you for your input. Please see letter #18760.

#19472 Reliability in SP

Thank you for your input. Please see the response to item #17324.

#19503 SP class revisions

The SPAC thanks you for your input, and continues to monitor barriers to entry and class participation levels.

#19505 Feedback: Solo Town Hall-Street Prepared (Increase Participation)

The SPAC thanks you for your input.

#19511 Changes to improve SP participation

The SPAC thanks you for your input and continues to monitor barriers to entry and class participation.

#19683 Future Need of the Street Prepared Category

The SPAC thanks you for your input.

Street Modified

#18857, 18863, 18871 SM Electrical proposal feedback

Thank you for your input.

Modified

#19520 Solo Vee additional info for request 19496

Thank you for your input. Please see the response to 19496 in the July Fastrack.

Not Recommended**General**

#19755 Combine SM, P, and DM/EM

Thank you for your input. The SEB does not agree that this change is in the best interests of the program.

Street

#19139 Classification of 2016 c7 Corvette z06

Thank you for your input. The SAC does not feel the C7Z would be a good fit for SSR.

#19724 Re-classification of the Tesla Roadster from SS to BS

Thank you for your input. The SAC believes the car is appropriately classed at this time.

Street Touring

#19179 Alternatives to VLSD in Miatas

Due to member feedback this proposal has been withdrawn and is no longer recommended.

#19526 Pontiac Solstice Gxp

Thank you for your input. The STAC believes the performance of the proposed car exceeds the potential of the suggested class.

#19620 Boost Controllers

Thank you for your input. The STAC does not support the proposed allowance for boosted vehicles in ST.

#19628 Change wheel allowance to 8in wide

Thank you for your input. The STAC does not see any need to change wheel widths in STS.

#19663 Legitimizing STO

Thank you for your input. No new classes for ST are being considered at this time.

#19672 Given recent additional allowances and proposals, bring back aero

Thank you for your input. The STAC does not support the proposal for additional bodywork allowances for ST.

#19709 Steering wheel weight

Per the SEB, changes to 14.2.D, with regard to steering wheel weight, are not recommended.

Street Prepared

#19321 Move the v6 Pontiac fiero (all) to dsp

The SPAC does not recommend this classification change.

#19476 Revise suspension bushing rule 15.8.C

The SPAC believes that the bushing rule is sufficient as written.

#19508 Surge Tanks for reliability

The SPAC would like to thank you for your comment. The committee believes that surge tanks are not in the spirit of reliability improvements.

#19509 Reducing Barriers to Entry

The SPAC thanks you for your input. Barriers to entry continue to be reviewed and evaluated.

Prepared

#18784 Subframe Replacement

The PAC is not in favor of allowing complete replacement of subframes. Current allowances provide a competitor with ample opportunity to fix suspension geometry or reduce weight.

Handled Elsewhere

General

#19905 BFG rival

Please see the response to item #19732.

Street Touring

#19621, 19624, 19626, 19627, 19636 , 19639, 19641, 19677, 19623, 19630, 19654, 19670, 19694, 19615, 19617, 19618, 19625, 19629, 19631, 19634, 19635, 19637, 19640, 19642, 19644, 19645, 19646, 19647, 19649, 19651, 19656, 19657, 19660, 19664, 19668, 19669, 19673, 19674, 19682, 19690, 19695 Limited Slip Differentials

Thank you for your input. This has been addressed in the update to the original item #19179.

#19701 Steering wheel weights

Thank you for your input. Please see item #19709.

Street Prepared

#18991 Clarification of section 15.I.1.b

Please see item #19715.

#19576 2016 Porsche 911 GT3 (991 chassis) classing

Please see item #17461.

Tech Bulletins

Street

#19607 HS Classing correction

Per the SAC, the HS listing for the Chevrolet Volt is corrected as follows:

HS

Chevrolet

Volt (2011-2016)

Street Prepared

#17263 Please class my car

The SPAC has recommended the following new listing, effective immediately upon publication:

SSP

McLaren

MP4-12C (all)

#17461 2014 Porsche GT3 classification

Per the SPAC the following new listing, effective immediately upon publication, is added:

SSP

Porsche

911 GT3 (991 chassis all)

Note: This initial classing adds the 991 to the already existing 996 and 997 classifications for the GT3.

#19376 Request for Classification: C7 Corvette (Stingray and Z06) in SSP

Per the SPAC, the following new listing is added effective immediately upon publication:

SSP

Chevrolet

Corvette (C7 chassis all)

Note: this is an initial classing of the C7 on a separate line from the C5 and C6.