

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | September 28th

The Solo Events Board met by conference call September 28th. 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 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 **1/1/2018**.

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

### Recommended Items for 2017

In addition to those items recommended at various times earlier in the year, 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).

#### General

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

Per the SEB, 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."*

#19531 JDM fix

Update the "JDM-spec cars" verbiage in 16.0.B.1.b to read as follows:

*"Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A "*

#### Street

#19112 Harness Bar in C6 Corvette Grand Sport

Change last sentence of 13.2.H as follows:

*"Truss type harness bars with more than 2 attachment points are not allowed."*

#19537 2013 SLK55 AMG to B Street

The SAC recommends the following classing change:

Move from **SS to AS**

Mercedes

**SLK55 AMG (2012-2016)**

#15730 Non-factory/Non-standard Body Reinforcement Allowance Proposal

The SEB recommends the addition of a new paragraph to 13.1, as follows:

*"Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose."*

## #17283 Rethinking Street Classing

Per the SAC, 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).

Also make the following listing changes:

### **Move from Exclusion list to SS**

Nissan

*GTR (excluding Nismo, track edition) (2012-2017)*

### **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 (all) (986 Chassis) (1997-2004)*

### **Move from CS to DS**

BMW

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

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)*

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)*

#20006 Bump Stop proposal letter #19245

Based on responses to letter #19245, the SAC recommends approval of a minor change to the previously-published version of 13.5.D, as follows:

13.5.D A 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 provided they meet the length requirements, and are in the same location as stock~~.

**Street Prepared**

#19715 Proposed wording for new spoiler rule.

The SPAC recommends the following changes to 15.2.I.2.b:

It is a non-production rear spoiler which is mounted to the rear-most 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 recommended the following rule change package:

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.”*

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

The SMAC recommends the following change to 16.0.B.1.b:

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

**Modified**

#19119 response to letter 17810 (cockpit bodywork)

The SEB is recommending the following changes to 18.4.A and 18.4.B:

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. 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.

#18845 Traction control rules change

Per the MAC, the following changes are recommended to Section 18 and Appendix A:

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 Anti-lock 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 excepted 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) S~~section(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*

**Member Advisories**

**General**

## #20448 Awards Nominations

The SEB is requesting nominations from the membership for the following awards:

### Rookie of the Year

For outstanding performance at a first Solo® National Championship by a driver with limited competition experience.

### Driver of the Year

To the Solo® driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

All of the special award descriptions, along with lists of prior winners, can be found in Appendix L.V of the Solo Rules.

## Modified

### #20297 Wheelbase length and class change.

Per the MAC, shortening of the wheelbase is permitted provided all other applicable provisions of 18.1 are still met. This in particular includes sections 18.1.C.1.h and 18.1.A.2.a. The floor pan width and length must meet or exceed the original dimensions and the allowance for cutting of the floor pan for clearance does not supersede these dimensional requirements. Also, the proportions of the car, in addition to individual styling elements, may not change the appearance of the car to the extent that it is no longer generally recognizable as the original make and model.

## Change Proposals

### Street

#### #20242 Lotus Elise Classing

The SAC would like member feedback on the following changes:

Move **to SS** from the exclusion list:

Lotus

*Elise SC (2008-2011)*

*Exige (S and SC) (2006-2011)*

Move **from SS to AS**:

Lotus

*Elise (non supercharged) (2005-2011)*

#### #20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC would like member feedback on the following change:

Move **from GS to HS**

Acura

*RSX Type S (2002-2006)*

Note: Please see a related item under Not Recommended.

## Handled Elsewhere

### Street

#### #20283 BS Classing

Please see item #20284.

## Other Items Reviewed

## Street

#19860 Proposal of classing 2012+ Nissan GTR to SS

Thank you for your input. Please see item #17283.

#19865 Do not move the 987 Boxster and Cayman to CS

Thank you for your input. Please see item #17283.

#20004 Rethinking Street Classing

Thank you for the correction. Please see the updated version of #17283 elsewhere herein.

#20148 reclassing Fiat Abarth

Thank you for your input. Please see the response to letter #15002 in the April 2016 Fastrack.

#20205 Cadillac ATS (3.6L V6) change class from BS to FS

Thank you for your input.

#20217 BMW 128i FS->DS 2017

Thank you for your input.

#20266 Support for BMW M2 to BS

Thank you for your input. Please see item #20284 elsewhere herein.

#20366 Support #17283 - Rethinking Street Classing

Thank you for your input. Please see the finalized version of item #17283 elsewhere herein.

## Modified

#19950 SCCA Fastrack News July 2016 Page 18

Thank you for your input. In response to all the questions posed in this item, the MAC would like to point out that the determination of a vehicle's compliance (or lack thereof) under the relevant proposed rule would be handled just as for any other suspected infraction, and would follow all of the procedures detailed in Section 8 of the Solo rule book. The primary responsibility for reporting infractions will still rest with fellow competitors, while the primary responsibility for proving compliance will still rest with the protested driver, assuming that (where applicable) the protesting party has provided the bond that the Protest Committee has determined is appropriate.

#19968 A new class for the Modified Category?

Thank you for your input. Per the MAC, the following addition to Appendix F is proposed:

*An electric vehicle which meets the requirements of Section 12.1, Section 18.4, the minimum weight of the A Modified class, and all applicable safety requirements is considered eligible and legal for A Modified.*

Note: this response was previously published in September, 2011.

The MAC is further considering the place of electric cars in Modified in general, including specific safety requirements for these cars. Comments on how and/or if electric cars can be equitably and safely incorporated into Modified are requested.

#20061 July 2016FASTRACK#19119 response to #17810 bodywork removal

Thank you for your input. Per the SEB, the referenced rule change proposal is being recommended to the BOD.

#20153 Re: #18845 Traction control rules change (acronyms)

Thank you for your input.

#20322 Electric Traction Control

Thank you for your input; please see item #18845. The MAC plans to further consider this subject in the coming months.

## **Not Recommended**

## Street

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

Per the SEB, this proposal is withdrawn.

#20164 Modify the stainless brake lines allowance

Thank you for your input. The SAC does not believe this would be in the spirit of the Street category.

#20195 Production model run VS Production Year

Thank you for your input.

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC believes the subject Celica GT-S is appropriately classed. Please see a related item under Change Proposals.

#20272 MK7 Golf R from BS to DS

Thank you for your input. The SAC believes the Golf R is appropriately classed.

## Tech Bulletins

### Street

#19577 Class the McLaren 12C

Per the SAC, add the following entry to Appendix A, effective January 1, 2017:

SS

*McLaren*

*MP4-12C (2012-2014)*

#19949 Support of #17283, and Camaro LT classing

Per the SAC, the following new listing is added to Appendix A, effective January 1, 2017:

DS

Chevrolet

*Camaro LT (2.0L Turbo) (2016-2017)*

In addition, the FS listing for "Camaro LT and SS (2016)" is clarified to read "Camaro LT (*non-2.0L-Turbo*) and SS (2016)"

#20284 BS Classing

Per the SAC, add the following new listings to Appendix A effective 1/1/2017:

BS

BMW

*M2 (2016-2017)*

*Ford*

*Focus RS (2016-2017)*

#20285 Keep SS amazeballs

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

*Acura*

*NSX (2017)*

#20286 Make SS great again

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

Chevrolet

*Corvette Grand Sport (2017)*