

BOARD OF DIRECTORS

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SOLO EVENTS BOARD | September 26th

The Solo Events Board met by conference call September 26th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. 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 **1/1/2020**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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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

#23152 Senior Solo Safety Steward license

“Senior Solo Safety Steward License

Intent: A Senior Solo Safety Steward license should be a tool for keeping long-standing experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.

The Solo Safety Committee considers this license to be an emeritus status. As such, the Senior Solo Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Committee. Renewal requests shall be made to national Solo Safety Committee Chairperson.

The Senior SSS license shall be subject to the following restrictions:

- 1) A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.*
- 2) The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA can verify first license issuance date and continuous service).*
- 3) After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.*
- 4) The Sr. SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity*

of "Solo Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.

5) Relative to an event Solo Safety Steward of Record, a Sr.SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.

6) Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo Safety Steward Summary" as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson."

Street Category

#22275 981 Cayman (non-GT4, non-GTS, nonR, non-S) (2013-16) to B Street

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

Move from AS to BS

Porsche

Boxster (non-GTS, non-S, non-Spyder) (2013-16)

Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)

#22613 Comprehensive Street Reclass for Lotus Evora

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

Move from SS to AS:

Lotus

Evora S

Move from AS to BS:

Lotus

Evora (Non S)

#22882 Move rally cars and friends to DS

Per the SAC, please make the following changes to Appendix A:

Move from BS to DS:

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

TTS (2009-15)

Ford

Focus RS (2016-2017)

~~Mazda~~

~~*RX-8*~~

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move from CS to DS:

Nissan

350Z (exc Nismo)(2003-2009)

Note: Per the SAC the RX-8 has been removed from the proposal, in response to member comment.

#23593 Moving Porsche Cayman S & GTS

The SAC recommends the following change to Appendix A:

Move from SS to AS:

Porsche

Boxster S, GTS (981 chassis) (2013-16)

Cayman S, GTS (981 chassis) (2013-16)

#23811 More TTS in BS

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

Move from AS to BS:

Audi

TTS (2016-18)

Street Prepared Category

#23979 Equal rights for Superchargers and Turbos

The SPAC is recommending the following change:

Change the following sections to allow supercharger pulley ratio changes:

~~“15.10.C.4.c No changes are allowed to supercharger drive system pulleys. Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes. Belt tensioners may be added/changed to reduce belt slip.”~~

“15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended.

~~Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.”~~

“15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys).

~~Supercharged cars may not alter crankshaft/supercharger drive ratio.~~ Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose.”

Prepared Category

#20239 Manufacturer Engine Swaps within Prepared

The PAC and SEB recommend the following engine swap allowance:

“17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate

engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.
2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:
 - British makes may use Ford motors including Mazda*
 - Italian makes may use Fiat Chrysler motors*
3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.
4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.
5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.
6. Alternate engines may make use of allowances found in 17.10
7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.
The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine)."

Appendix A changes/additions:

Class D Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Class E Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Class F Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except that cars using 17.10.S (engine swap allowance) must not weigh less than 2100 lbs, or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

#23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

The PAC and SEB recommend the following change to Appendix A, F-Prepared.

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves~~

924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

~~924S (1986-88) & 944 (non-turbo, all) (1982-91)~~

~~2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves~~

#24266 88-91 Civic/CRX to same line in EP

The PAC and SEB recommend the following change to Appendix A, E-Prepared.

Prepared (EP) - Appendix A

Honda

Civic & ~~CRX~~ (1988-91)

~~CRX (1988-91)~~

Member Advisories

Street Category

#25121 Clarification Request - Rule 13.7

Thank you for your input. Welding on additional mounts to the chassis for a sway bar or end link is not compliant, per 13.7

Street Touring Category

#25101 Aftermarket seats and steering wheel

Thank you for your input. Aftermarket steering wheels that retain the OE airbag are currently allowed provided they weigh the same or greater than stock under 14.2.D.

Street Modified Category

#24741 SM Engine Setback Allowances

Per the SMAC, the engine including all accessories that are present during competition is considered "the engine". Examples would be intake manifold, exhaust manifold, various pumps that directly attach, etc.

The bell housing/engine mounting surface plane has nothing to do with engine setback. Setback is defined by the room provided by the existing firewall. You can move your engine back as long as you don't need to modify the firewall to do so.

Other Items Reviewed

Street Category

#25094 Support of letter 22772

Thank you for your input. The SAC and SEB are still evaluating the member comments regarding the electronic shock proposal.

#25111 Please class the 2018 Volkswagen Golf R

Thank you for your input. The 2018 Golf R has already been classed in BS.

#25247 Feedback on #23593 and #22275

Thank you for your input.

#25263 22582 Muscle Cars to BS

Thank you for your input.

#25267 Support for #24097 reclass 997 porsche turbo

Thank you for your input.

Street Touring Category

#25037 Mustang GT performance package level 2

Thank you for your input. Please see the response to letter 25311.

#25138 Send the ND2 elsewhere

Thank you for your input. The STAC does not intend on classing the ND2 for the 2019 season and will evaluate the ND2 for classing in the ST category as more data becomes available.

Prepared Category

#24646 Ref: 20239 - engine swaps

The PAC thanks the member for their input regarding the proposal

#24692 2100 lb minimum weight alternate engines

The PAC thanks the member for their input regarding the proposal

#24736 Manufacturer Engine Swaps within Prepared

The PAC thanks the member for their input regarding the proposal

#24872 Prepared engine swaps (proposal 20239)

The PAC thanks the member for their input regarding the proposal

#24883 In Support of #20239 (Prepared Engine Allowance)

The PAC thanks the member for their input regarding the proposal

#24946 20239 engine swaps

The PAC thanks the member for their input regarding the proposal

Modified Category

#24532 Response to MAC: 21881 Rocket-style anti-lag

Thank you for your input. The proposed wording does not preclude direct injection as that does not add fuel after the exhaust valve.

Not Recommended

Street Category

#25136 370Z to F Street

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

#25188 Decrease Min Tread Depth

Thank you for your input. The SAC believes the tire rules are adequate as written.

#25217 Dampers Not Readily Available to the Public in Street Classes

Thank you for your input. The SAC believes the shock absorber rules are adequate as written.

#25220 Move NC MX-5s

Thank you for your input. The SAC will continue to monitor the performance potential of the NC.

#25221 2009-2012 Cayman S / Boxster S to B Street

Thank you for your input. The SAC believes these cars are appropriately classed.

#25236 Honda S2000 CR Proposed Class Change

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

#25288 Please reclass my car GT3 and S2000.

Thank you for your input; the SAC believes the referenced vehicles are appropriately classed.

#25229 Clarify 13.9.G for cars that allow partial disabling of TSC

Thank you for your input. The SAC believes this rule is adequate as written.

Street Touring Category

#25145 Sunset rule

Thank you for your input. The STAC is monitoring the age of competitive cars in the ST category and is not currently considering expanding the sunset rule to include Street Touring.

#25251 Please Please move the former STF cars out of STS

Thank you for your input. The STAC is monitoring the competitive balance of cars in STS and is evaluating options for making some of the cars more competitive.

#25099 A recommendation for better reliability.

Thank you for your input. The STAC does not currently see the need to allow drivetrain strengthening in the ST category.

Prepared Category

#24920 Proposal to place E36 and E46 BMWs on the same line in appendix A

The PAC does not feel these two vehicles are appropriate to combine on one line. The PAC feels that the alternate engine allowance is more appropriate solution for the request.

Handled Elsewhere

Street Category

#25103 Feedback on electronic suspension tuning

See response to 25094

#25134 E Shocks debacle

See response to 25094

#25131 #22772 #20102 Replacing Electronic Shocks

See response to 25094

#25133 13.5 Proposal

See response to 25094

#25141 A future for Mazda MX-5 ND1s

See response to #25163

#25142 #22772 #20102 Replacing Electronic Shocks 13.5.A Rule Change Prop

See response to 25094

#25147 September Fastrack re. electronic shock controller replacement

See response to 25094

#25149 Classing of 2019+ Miata (ND2)

See response to #25163

#25151 #2277#20102 13.5.A rule change

See response to 25094

#25154 Shock controllers

See response to 25094

#25155 MR controllers

See response to 25094

#25158 Comments on 22772 - Electronic Shocks/Controllers in Street class

See response to 25094

#25159 Revised Electronic Shocks 22772 and 20102

See response to 25094

#25160 Response to #24826

See response to #25163

#25161 2019 Mazda Miata ND2 Classing / ND1 Spec Class

See response to #25163

#25164 Banana Piehl classing

See response to #25163

#25165 Mazda Miata ND2 to CS

See response to #25163

#25187 Feedback on #2277#20102 Replacing Electronic Shocks

See response to 25094

#25193 shocking stuff

See response to 25094

#25208 Shock change allowance

See response to 25094

#25254 Honda S2000 CR Street classing

See the response to 25236.

Prepared Category

#9766 GCR Separation Comments

Thank you for your insight on this topic. Please see the GCR proposal (22617) that appeared in the June 2018 FasTrack.

#25243 04-07 Cadillac Cts-v to CP

Thank you for your input. Please see the response to letter 24936, in the October 2018 FasTrack.

Tech Bulletins

Street Category

#25163 ND2 should be a CS car

The SAC and SEB thank the members that provided input.

Per the SAC, add the following new listing to Appendix A:

CS

Mazda

MX-5 Miata (ND2) (2019)

#25206 Porsche 718 Boxster (non-S) & 718 Cayman (non-S) MY 2018 & 2019

Per the SAC, update the model years in Appendix A for the 718 Porsches to include 2018, as follows:

AS

Porsche

718 Boxster (non-S)(2017-~~18~~)

718 Cayman (non-S)(2017-~~18~~)

#25266 Please class the Lotus Evora 410 Sport

Per the SAC, add the following listing to Appendix A:

SS

Lotus

Evora 410 Sport (2018)

Street Touring Category

#25311 Time for STP to go

The STAC is recommending that the STP class (which is a Supplemental class) be removed. Unfortunately, STP has consistently failed to capture the interest of the membership, with limited participation nationwide for the past 3 years that STP has been in existence (2016, 2017, and 2018). The STAC and SEB remind members that cars formerly in STP are eligible for the STU class.

Modify Section 14.3, 14.4, 14.8, 14.10, and Appendix A as follows.

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

Tires shall have a section width up to and including the following (mm):

STS, STR (AWD).....	225
STH (AWD), STX (AWD).....	245
STR (2WD), STU (2WD, mid-engine, rear-engine).....	255
STH (2WD), STX (2WD), STU (AWD).....	265
STU (2WD, front-engine).....	285
STP.....	315

14.4 WHEELS

Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STS, & STR (AWD).....	7.5
STX (AWD).....	8.0
STH, STX, & STR (2WD).....	9.0
STU, STP	11.0

14.8 SUSPENSION

~~L. The following additional allowances apply to STP: On cars originally equipped with separate spring and shock absorber assemblies, coil springs may be relocated so they encircle the body of the shock absorber in a “coilover” configuration. Coil spring perches may be modified, added, or replaced and their position may be adjustable. Additional bolt holes may be drilled for coilover assembly mounting brackets. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.~~

14.10 ENGINE AND DRIVETRAIN

E. Catalytic converters – Any catalytic converters are allowed.

~~STU, STR, STX, STS, STH~~ – Catalytic converters must attach within 6” (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6” (152.4 mm) along the piping flow path from the original exit of the final OE converter.

~~STP~~ – Catalytic converters must attach within 18” (457.2 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 18” (457.2 mm) along the piping flow path from the original exit of the final OE converter.

Appendix A:

~~Street Touring® Pony car (STP)~~

~~Supplemental Class~~

~~Chevrolet~~

- ~~—Camaro (V6) (2016-17)~~
- ~~—Camaro (SS, V6, & 1LE) (2010-15)~~
- ~~—Camaro (SS, Z28, & V6) (1993-2002)~~
- ~~—Camaro (fuel injection, N/A) (1982-92)~~
- ~~—Camaro SS (non-1LE) (2016-17)~~
- ~~—SS Sedan (2013-17)~~

~~Dodge~~

- ~~—Challenger (N/A) (2008-18)~~
- ~~—Charger (N/A) (2006-18)~~

~~Ford~~

- ~~—Mustang (fuel injected, N/A) (1979-93)~~
- ~~—Mustang Boss 302 (non-Laguna Seca) (2012-13)~~
- ~~—Mustang GT, V6, & EcoBoost (2.3T) (2015-17)~~
- ~~—Mustang GT & V6 (2005-14)~~

~~—Mustang GT & V6 (1994-2004)~~

~~Pontiac~~

~~—Firebird (LS1, LT1, & V6 engine) (1993-2002)~~

~~—Firebird (fuel injected, N/A) (1982-92)~~

~~—G8 GT (2008-09)~~

~~—GTO (2004-06)~~

~~“Catch-all”:~~

~~American V8-powered, RWD sedans must be naturally-aspirated with a wheelbase greater than 100.0” and a listed curb weight greater than 3200 lbs., NOC (not eligible for National level competition)~~