

## Solo

### SOLO EVENTS BOARD | April 22nd

The Solo Events Board met by conference call April 22nd. Attending were SEB members Mark Labbanz, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Steve Strickland of the BOD. 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](http://www.soloeventsboard.com).

### 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](http://www.soloeventsboard.com).

#### Street Category

#27874 Gen 4 Legacy GT to GS

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

Move **from DS to GS**:

Subaru

*Legacy 2.5GT (2005-12)*

### Member Advisories

#### Street Prepared Category

#28515 Scalloped Rotors

Per the SPAC, 15.6.D.1 allows for rotors which have a greater diameter than that of the standard parts but not less than that. For rotors where the diameter varies (i.e. "scalloped" rotors), the diameter at the smallest point (minimum diameter) should be used to compare with the standard parts. Therefore the minimum diameter of a "scalloped" rotor must be at least as large as the standard rotor is it replacing.

### Change Proposals

#### Street Category

#27540 996 & 997 Porsche 911 GTS

The SAC would like member feedback on the following proposed change to Appendix A:

AS

Porsche

911 Carrera (incl. 4, S, 4S, **GTS**) (997 chassis) (2005-12)

#28005 Proposed Courses of Action regarding FS

Street category remains the SCCA largest participation category by virtue of being the lowest preparation level and associated cost of entry. The SAC/SEB monitor the classes in the category for parity, participation, and competitive options for the members.

In the Preamble of Section 13 and Appendix A, F-Street is identified and described as a class for "Heavy, high-horsepower RWD vehicles in the spirit of "V8 Pony Cars." Traditionally class participation has been domestic pony-car enthusiast competitors. Recently, due to class changes and member input, the favored

vehicle for class population has shifted towards V8 powered German coupes/sedans. However, class participation has continued a steady trended downwards.

The SAC/SEB would like member feedback on two concepts to rejuvenate F Street participation.

Concept 1: Move the "Track Ponies" from BS to FS.

Moving the Camaro SS 1LE, Mustang GT350, Mustang PP2, and similar US manufacturer cars would maintain the current definition of FS while introducing additional chassis which appear capable of competitive parity with the German cars. While moving the track focused muscle cars may benefit FS participation, the SAC is concerned that it may have a detrimental effect on BS participation levels, because these "Track Ponies" have demonstrated competitive parity in BS.

Also, the SAC believes that the types of cars and relative speed of BS and FS would overlap until one class's performance envelope evolves. This provides an opportunity to move additional cars into BS to effectively differentiate BS and FS and mitigate a participation decline.

The SAC would like feedback from current BS and FS participants on the perceived benefits or pitfalls of this move. For example: are there other BS cars that should be included such as the F80/82 M3 and M4? Are there any candidates which could be moved from AS to BS as a part of this move?

Concept 2: Consolidate FS cars into BS. Redefine FS as a class for "affordable older enthusiast coupes / sedans" with an emphasis on lower cost of entry and acceptable availability.

Under this proposal most cars currently classed in FS would be moved to BS to consolidate the two classes. FS would be redefined in the Section 13 preamble and Appendix A. The goal for this new class would be to expand on the formula which has made ES successful by creating a class for affordable enthusiast coupes / sedans. Whereas ES is focused as a sports car class, FS would be focused on chassis with back seats that had already undergone a significant portion of their depreciation.

Potential cars, representing one contemplated performance envelope, for this new class would be:

- BMW M3 (E36) (1995-1999)
- Mazda RX-8 (all)
- Mitsubishi Lancer Evolution (2003-06)
- Nissan 350Z (non-NISMO) (2003-09)
- Subaru WRX (2009-14)
- Subaru WRX STi (2002-06)

Are there additional, alternate cars or other performance envelopes that should be under consideration if FS was redefined for affordable enthusiasts coupes and sedans?

## Street Modified Category

#28658 Delete the cross-make engine weight penalty

The SMAC and SEB are seeking feedback on a rule change such that the 150lb weight penalty for cross-make swaps would be deleted from the SM rules.

~~"16.1.D.1. Engine block (or housings of rotary engines) must be a production unit that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150 lb. weight adjustment in addition to all weight calculations in Appendix A. Brands that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving brands related only at a corporate level are not recognized as equivalents and will be subject to the weight adjustment referenced above. This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany."~~

## Kart Category

#28800 Removal of DD2 from Kart Modified

The KAC is looking for feedback on removing the Rotax DD2 from the KM ruleset.

This is due to the lack of participation at the national level from this engine, and the availability and separate chassis type required for this engine which results in a higher cost. The KAC believes this engine should be removed from the 2021 rule book.

## **Not Recommended**

### **Street Category**

#28469 Vehicle eligibility CAM and Street

Since the PPV does not meet the requirements of Section 13, it cannot be classed in the Street Category. It is however, eligible for CAM.

#28736 Please class Ferrari 458 in Street

The SAC believes the Ferrari 458 exceeds the performance and price envelope of SS, and it therefore must remain on the exclusion list for the Street Category.

#28769 Proposed move of 2018 Ford Focus RS from 'B Street to 'D Street

Thank you for your input. The SAC does not believe it's in the best interests of the class to favorably class a single model year vehicle with limited production numbers, especially when that car is superior to the earlier, more numerous, and already class-competitive model years.

### **Street Touring Category**

#27900 Convertible rear interior and roll bar allowances

Thank you for your input. The STAC does not feel an allowance for removal of components on vehicles with aftermarket roll bars installed is appropriate for the category.

#28434 Allow 265 Width Tires in STR

Thank you for your input. The 2004 Boxster S is explicitly classed in STR and is not compliant to run in STU. The STAC is not interested in allowing vehicles to run stock size tires when they are larger than what is allowed in the class, as this may upset the competitive balance of the class. The STAC is also not interested in developing or maintaining line-item allowances for each vehicle in the category.

#28577 SC Pulley reduction allowance for 02-06 MINI Cooper S

Thank you for your input. The STAC is not interested in implementing vehicle-specific allowances and does not feel that an allowance to changes the supercharger pulley size would benefit the category.

### **Street Prepared Category**

#28523 Street Prepared

Thank you for your input. The SPAC is working on an update to the preamble to add information on the Limited Prep updates.

#28599 Please class Ferrari La Ferrari

Thank you for your input. The SPAC does not believe that classing a vehicle with such low production numbers and high cost is in the best interests of the membership.

### **Prepared Category**

#25113 Weight with Driver

Thank you for your input. The PAC would like to apologize for the time it has taken to respond to this letter. This proposal has created a great deal of discussion at the SEB level, and across multiple Advisory Committees. However, so as not to add complexity to national events, we are not going to recommend this proposal.

#28611 After-market K-Frame Member 10% penalty

The PAC has been directed to try to align the Prepared rules across the category where it makes sense. Alternate K-members would open up front subframe replacements for other cars not only in CP, but across Prepared. The D, E, and F Prepared classes no longer have the In-Excess option that CP has currently. Most of these cars do not have off-the-shelf options for front subframes. Opening up this rule would affect the category as a whole.

## **Handled Elsewhere**

### **Street Category**

#28419 Street BS and the Second Coming of Best of Breed

Please see the response to letter #28005 elsewhere herein.

#28420 Street BS and the Second Coming of Best of Breed (pt 2)

Please see the response to letter #28005 elsewhere herein.

#28427 Ponies to FS past results analysis

Please see the response to letter #28005 elsewhere herein.

#28447 Class instability and best of breed classing

Please see the response to letter #28005 elsewhere herein.

#28774 Please class Porsche Macan (base) and Macan GTS

Please see the response to letter #28232 in the April Fastrack.

### **Street Touring Category**

#27958 Input on 26206

Thank you for your input. Please see the response to letter #28012 in this Fastrack.

#27975 Proposed Mustang vs Camaro Classing for STU

Thank you for your input. Please see the response to letter #28012 in this Fastrack.

## **Other Items Reviewed**

### **Street Prepared Category**

#28424 27846 - Feedback against current proposal

Thank you for your input. The SPAC is continuing to discuss this topic.

#28479 ND2 to SSP

Thank you for your input. The SPAC is currently collecting feedback and discussing the competitive balance in BSP.

#28488 ND2 BSP Classing

Thank you for your input. The SPAC is currently collecting feedback and discussing the competitive balance in BSP.

#28626 Thanks for the ND2 classing!

Thank you for your input. The SPAC is currently collecting feedback and discussing the competitive balance in BSP.

## **Tech Bulletins:**

### **Street Category**

#28799 Clean up Veloster Turbo classing

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

Hyundai

Veloster Turbo (non Rally Edition)(2012-~~20~~-17)

### Street Touring Category

#28012 Comment on #26206 Clarification request for Mustang listing in ST

Thank you for your input. The STAC would like to correct the Mustang listing in Appendix A after an earlier clarification resulted in some unintended exclusions from STU.

Replace the Mustang listing in Appendix A with the listing below:

STU

Ford

Mustang (N/A)

Mustang *EcoBoost (2015-2020)*

### Street Prepared Category

#28538 2020 Camaro Classing

Per the SPAC, update the Camaro model years in the rulebook as noted below:

ESP

Chevrolet, Pontiac, Buick, & Oldsmobile

Camaro (2.0L Turbo) (2016-~~19~~-20)

Camaro (3.6L V6) (2016-~~19~~-20)

Camaro (6.2L V8, NA) (2016-~~19~~-20)

#28704 Class Cadillac ATS-V

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

ESP

Cadillac

*ATS-V (2016-2019) \*Limited Prep\**

#28706 Please class 2020MY Ford Mustanag GT500

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

ASP

Ford

*Mustang Shelby GT500 (2020) \*Limited Prep\**