

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD MINUTES | Dec. 16, 2009

The Solo Events Board met by conference call December 16th. Attending were 2009 SEB members Tina Reeves, Dave Feighner, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; incoming SEB members Mike Simanyi and Steve Hudson; Lisa Noble, Bob Lybarger, and Dick Patullo of the BOD; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

**Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.**

Comments and other responses regarding items published herein should be directed to [seb@scca.com](mailto:seb@scca.com).

### GENERAL

- The SEB thanks departing members Steve Wynveen and Donnie Barnes for their service to the Club on the Solo Events Board.
- The BOD has approved the addition of Mike Simanyi (formerly of the STAC) and Steve Hudson (formerly of the PAC) to the SEB for 2010.
- Tom Berry has been appointed as the new Divisional Solo Events Steward for Southern Pacific Division. The SEB thanks Glen Duensing for many years of service to the Club as a Divisional Steward.

### STREET TOURING

- The SEB wishes to thank Mike King for his service as a member of the STAC.
- The SEB approved the addition of Nick Jackson to the STAC.

### STREET PREPARED

- The following revised version of a previously-published listing change proposal is being published for member comment (ref. 09-532): Move 16V Saturns from DSP to FSP, with the listings in FSP to read as follows:

Saturn

SL ('91-'95) & SW ('93-'95) & SC ('91-'96)

SL ('96-'99) & SW ('96-'99) & SC ('97-'00)

SL ('00-'02) & SW ('00-'02) & SC ('01-'02)

- The SEB has approved the addition of Bill Shenkar to the SPAC.

### STREET MODIFIED

- The SEB thanks departing SMAC member Randy Noll for his service as a committee member.

### PREPARED

- The SEB thanks Stan Whitney for his service to the Club as a PAC member.
- An additional opening is anticipated on the PAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.

### MODIFIED

- An opening is anticipated on the MAC for 2010. Interested members should submit their qualifications in writing to the SEB via the National office.

### F125/FJR

- The SEB has approved the addition of Tom Reynolds to the KAC.
- Per the KAC, the following rule change proposal is published for member comment: Add as a new item at the start of Section 19, before the item beginning "Data acquisition systems..." as follows:

"If a modification is not specifically authorized in this or previous applicable sections of these Rules, it is not allowed."

- Per the KAC, the following rule change proposal is published for member comment: Revise 19.1.A.5 to read as follows:

"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent said weight from becoming separated from kart/driver or moving freely during competition runs. *For bolted-on weights, a 5/16" or 8mm Grade 5 bolt, or larger, must be used along with a locking nut, pinch nut, double nut or safety wire. No more than 5 lbs. of weight per bolt may be used.* In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."

## NOT RECOMMENDED

- Stock: Classify Porsche 997 GT3 (ref. 09-724) *Comment:* The 996 GT3 has demonstrated parity with the top of the SS class, and the 997 is seen as having significant advantages beyond the 996.
- ST: Classify Toyota MR2 Turbo in STR (ref. 09-670)
- ST: Classify Acura NSX in STR (ref. 09-670)
- ST: Classify Porsche Boxster in STR (ref. 09-699)
- ST: Turbo FWD cars in STX (ref. 09-685)
- ST: Drivetrain Mounts (ref. 09-692)
- ST: STR catalytic converter allowances (ref. 09-728)
- SP: Reclassify Porsche 997 GT3 (ref. 09-724) *Comment:* The SPAC feels this car can be competitive where it is presently classed.
- SP: Allow use of a line lock to satisfy emergency brake requirement (ref. 09-724)

## TECH BULLETINS

1. Stock: per the SAC, the “trunk kit” alignment bolts for the Hyundai Genesis R-spec are not legal for use in the Stock category, as they do not meet the requirements of 13.0. The submitted letter states that the part is for “off-highway use”, which does not comply with section 3.8.A of the Solo rules, requiring that all manufacturer’s documentation must be for non-competition purposes. Documentation for non-competition use from the factory service manual or a service bulletin would be required in order to make the part legal for use in the Stock category as a standard part. (ref. 09-716)
2. Stock: per the SAC, clarify 13.10.A to read as follows: “The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e. no additional openings). No other components of the air induction system may be removed, replaced or modified.”
3. Stock: per the SAC, the Audi R8 remains on the Appendix A Stock exclusion list. *Comment:* the SAC does not recommend classing the R8 in SS, based on negative member feedback and limited benefit. (ref. 09-382, 09-298, 09-420)
4. Stock: per the SAC, the following new listing item is added, effective immediately upon publication:  
Porsche Boxster Spyder ('11)      SS
5. ST: per the STAC, steering wheel hub spacers and adapters are considered part of the steering wheel, and are allowed to be substituted with the steering wheel as permitted under 14.2. The resulting change in steering wheel position is permitted. (ref. 09-674)
6. ST: per the STAC, 14.10.D is clarified to read as follows:  
“Exhaust manifolds and headers (*including downpipes*) may be replaced with alternate units which are emissions-legal. Relocation of the oxygen sensor on the header is permitted. Alternate oxygen sensors, including heated types, are permitted. This allowance does not permit relocation of the catalytic converter (see 13.10.E). Exhaust heat shields *which cover only (and attach solely to) the header/manifold/downpipe are considered part of that component and may be replaced, removed, or modified. All other exhaust heat shields* may be modified the minimum amount necessary to accommodate allowed alternate exhaust components.”  
Note: This clarifies that the downpipe is considered part of the header/manifold, and also makes a distinction between exhaust heat shields that are part of the header/manifold, and all others.
7. Mod: In Appendix A, under Modified Class C, the first sentence is clarified to read “...GCR legal SR, SRF, Formula F, S2000.” *Comment:* In Club Racing, the GCR Formula F class is functionally the same as what was known previously as FF1600. The Honda Fit powered Formula F car is legal for C Modified. (ref. 09-722)