

SOLO EVENTS BOARD

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The Solo Events Board met by conference call March 23rd. Attending were SEB members Dave Feighner, Mike Simanyi, Bryan Nemy, Steve Hudson, Erik Strelnieks, Richard Holden, and Dave Hardy; BOD members R. David Jones, Marcus Merideth, and John Walsh; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes reflect the combined results of those two meetings, and 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 1/1/2012

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

SAFETY

- The SEB has approved Mark Mauro as a new Rocky Mountain Divisional Solo Safety Steward.

GENERAL

- The following rule change proposals have been reviewed by the SEB and are being published here for member comment:

- Change section 1.3.2.D to read as follows:

"D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old;
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet;
4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.

In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. *The only passengers who may be allowed during competition runs in Divisional, National Tour, and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their drivers license requiring a passenger.*" (3984)

- Change section 4.8 to read as follows:

"4.8 DEFINITION OF CLASS TYPES

A. National Class – Any class defined in this rule book that is recognized as eligible for a National Championship. This explicitly does not include Supplemental classes. These classes are automatically offered at Divisional, National Tour, and National Championship events.

B. Supplemental Class – Any non-National class running under a proposed rule set for purposes of evaluation. It may be run alone or within a parent class. Its drivers may or may not be eligible for awards. In determining whether or not a supplemental class will achieve National Class status, that class will be evaluated on whether it:

- (1) has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships or*
- (2) has at least 40 participants (Open and Ladies Classes) for 2 of 3 consecutive National Championships or*
- (3) fits with the long-term vision for the continued growth of Solo according to Introductory Section 1.2.3 of the Solo Rules.*

C. Regional Class – Any class not listed in these Solo Rules but created by a Region or other entity for local purposes."

STOCK

- The previously-published proposal (April Fastrack) to move the Honda Prelude (1997-2001) to GS has been withdrawn by the SAC after determining that this move had been previously completed.
- The following set of class listing change proposals has been recommended by the SAC and is published here for member comment (4322):

Chevrolet Camaro (V6) ('10-'11) – From GS to DS
Dodge Challenger (V6) ('09-'11) – From GS to DS
Hyundai Genesis Coupe (V6) ('10-'11) – From FS to DS
Infiniti G35 Coupe – From FS to DS
Infiniti G37 Coupe – From FS to DS
Chevrolet Camaro (V6) (NOC) – GS

- The SAC and SEB have reviewed the following item, and thank this member for his input:
 - 20" wheel comments (3662)

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - Z car listing comments (2292)
 - Master cylinder brace comments (3918, 3936, 4121)
 - 350Z Move to ESP comments (3950)
 - Mustang classing (3986)
 - 370Z classing (4083, 4089, 4349)

STREET MODIFIED

- Per the SMAC, the following rule change proposal is submitted for member comment:

- Add new subsection 16.1.T as follows:

"T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit."

In conjunction with the above, remove 16.1.P line which currently reads: "These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment." (3786)

- The SMAC and SEB have reviewed the following items, and thank these members for their input:
 - Engine allowance comments (3869, 4003, 4268, 4274)
 - SMF comments (3922)

PREPARED

- The following rule change proposal has been recommended by the PAC and is published here for member comment:

- Change 17.10.C.2 to read as follows:

"2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least 0.500" (one-half inch). All inducted air must pass through this restrictor. The diameter for the restrictor shall be as follows, unless specified otherwise in Appendix A:

- a. 38mm for class FP*
- b. 52mm for class CP*
- c. Restrictor is not required for class XP" (2116)*

- The previously-published proposal (12/2010 Fastrack) to permit subframe modifications and substitutions is withdrawn per recommendation of the PAC. (2687, 3400)

MODIFIED

- The following amended version of a previously-published proposal is presented here for further member review and comment (new wording shown in bold type):

- Add the following new section 18.6:

"18.6 LEGENDS AND DWARF CARS

*Vehicles conforming to the US Legends Cars International racing series specifications (<http://www.uslegendcars.com>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F. **Bandolero and Thunder Roadster vehicles are prohibited.***

Vehicles conforming to the Western States Dwarf Cars Association specifications (<http://www.dwarfworld.com/WSDCA-07.html>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F." (4280)

- In conjunction with the above, add the following in Appendix A, Modified Class F (current section D should be increased

one outline level to be under item C):

“D. Dwarf Cars and Legends/600Racing Cars

Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.

NOTE: If any conflict exists between the Dwarf Car Rules or US Legends Rules and the Solo Rules, the Solo Rules shall take precedence

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.

Any differential and rear end ratio may be used.

Any shock absorber may be used.

Any wheel up to 10” wide and any diameter may be used.

Any anti-roll bar may be used.

Engine does not need to be sealed, but must conform to the appropriate rule set.

Minimum Weight – 1250 lbs with driver.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per Solo rules.

Any battery may be used.

Dwarf Car or Legends specific items not required are as follows:

INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.

Seatbelt harness aging requirements

Quick Release steering wheels

Fire extinguishers

Fire Retardant driver’s suits and gloves

Neck Braces

Head and Neck Restraints

Current Solo Rules override Dwarf/Legends rules for the following items:

Helmets

Car Numbers

Exhaust system, muffler and tailpipe”

- Per the MAC, the following previously-published proposal pertaining to aerodynamic modifications in class B Modified is provided here for further member review and comment (4384):

- In Appendix A under Modified Class B (BM) change subsection F to read as follows:

“F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current GCR with the following Solo allowances:

1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.

2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.

3) Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

4) Flexible ground sealing is permitted on cars 66” or wider at the rear tires and which also meet a weight of 1180 lbs.

Also change the last sentence of subsection H to read: “All cars must prepare to Formula Atlantic aerodynamic rules as specified in F.”

- The following amended version of a previously-published proposal is provided here for further member review and comment (new wording shown in bold type):

- In Appendix A, under Modified Class F, add new subsection A.7 and renumber subsequent items accordingly:

*“7. F5 cars may utilize the Rotax 593 engine, **1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors** as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use 25mm intake restrictors. The restrictor specifications are*

as follows:

1.680 inches outside diameter
Thickness 0.020 inches
Slot length top to bottom 1.475 inches
Slot width 1.0 inch = 25.4mm
Slot radius .5 inches

Use of the 2003 and up "HO", "SDI", "RS", & "E-TEC" 593 variants is not permitted." (4425)

The SEB encourages Regional programs to implement this allowance at the local level in 2011, in order to permit drivers of F5 cars using the 593 to participate in the class and to acquire additional data pertaining to the performance of such cars.

- The MAC and SEB have reviewed the following items, and thank these members for their input:
 - BM aero comments (4384)
 - Legends cars in FM (4282, 4290, 4291, 4294, 4306)

FORMULA JUNIOR / F125

- The following rule change proposals have been recommended by the KAC and are published here for member comment:
 - Change 19.1.D.1.f.2 to read as follows:

"2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty." (2056, 3843, 3975, 4006, 4044, 4125)
 - Change the first paragraph of 19.1.D.2 to read as follows:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK-FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the SCCA Solo Rules Section 19.1 and incur an additional **25 lb** weight adjustment." (3843, 3975, 4006, 4044, 4125)
- The KAC and SEB have reviewed the following items, and thank these members for their input:
 - 250cc 4-stroke comments (3852, 3976, 4127)
 - Class naming comments (3977, 4007, 4045, 4046, 4126)

NOT RECOMMENDED

- General: Solo dress code (4343).
- Prepared: Hood scoop allowances (4160). The PAC believes that existing allowances for venting and ducting are sufficient.
- Prepared: Classing of Ultima GTR in XP (3792). The PAC does not feel this car meets the eligibility requirements for the Prepared category (17.0.A). The SEB reminds members that cars of this type may be submitted for review to add to DM and EM, per 18.1.A.1.
- Modified: Motorcycle drivetrains in DM/EM (3329). The MAC has revisited this subject multiple times and based on competitor input the committee continues to feel that this change would not be good for the overall health of the production-based Modified classes. Some vehicles with motorcycle drivetrains may currently be legal in AM or BM.

TECH BULLETINS

1. General: The SEB has determined that the Goodyear Eagle RS AC meets the requirements of Section 13.3 and is thus eligible for use in the applicable categories. (4090)
2. Stock: The following new listings, effective immediately upon publication, have been approved by the SEB:

Lotus Evora (n/a)(2010-2011)	AS (4239)
Porsche Cayman R (2011)	SS (4371, 4283)
BMW 1 Series M Coupe (2011)	AS (4372)
Ford Mustang V6 (2012)	DS (2617, 4004, 4373)]
Ford Mustang Boss 302 Laguna Seca (2012)	Stock exclusion list

3. Stock: The SEB has approved the following reclassifications, effective immediately upon publication per the provisions of 3.2:
 - Ford Mustang V6 (2011) – From FS to DS (2617, 4004, 4373)
 - Ford Mustang Boss 302 (2012) – From Stock exclusion list to AS (3985)
4. Street Prepared: The previously-published Tech Bulletin (April Fastrack) to add a new listing in BSP for the 370Z is clarified to read as follows:
 - Nissan 370Z (all) (2009-2011) BSP
5. Street Prepared: The listing in BSP for the 350Z is clarified to read as follows:
 - Nissan 350Z (all)