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Solo

SOLO EVENTS BOARD | November 29

The Solo Events Board met by conference call November 29th. Attending were SEB members Mark Labbancz, Nick Dunlap, Zack Barnes, Keith Brown, Marshall Grice, and Mark Scroggs; KJ Christopher of the BOD; Rick Myers and Heyward Wagner of the National Staff. 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2025.**

Member Advisories

General

#35025 SEB Application

The SEB has recommended, and the BOD has approved, the addition of Laurie McCelvey and Rick Myers to the Solo Events Board effective 1/1/2024.

The SEB and BOD thank Marshall Grice and Zack Barnes for their years of service as SEB members.

Street Category

#35113 Wheel Width Clarification in ES

Per the allowances in section 13.4 - wheels must be "same width as standard and as installed".

There is no allowance within 13.4 that allows wheel width to be changed. Therefore a car that has different width wheels on the front and rear axle, would not be allowed to run the wider rear wheels on the front axle.

#35136 Seat bracket modifications allowable under 13.2.A?

Thank you for your letter. The comfort and convenience allowances outlined in section 13.2.A does not permit seat bracket modifications.

#35203 Painting of brake calipers

Thank you for your letter. The allowances of section 13.2.A permit the painting of brake calipers as long as the modification has no effect on performance.

Street Touring Category

#34986 Don't kill SST

The STAC and SEB have monitored SST participation since its creation as a supplemental class, in order to inform the decision whether to make SST a National Championship class. At the 2022 Solo Nationals, SST fielded six Open drivers (0 Ladies), and at the 2023 event, nine Open drivers (0 Ladies) competed. SST participation was also low at National Tour and ProSolo events in 2022 and 2023. The STAC and SEB would like to see greater participation in SST prior to making it a National Championship class, consistent with the guidance in rule 4.8.A.1 and 4.8.A.2, which states, "...[a] 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) for 2 of 3 consecutive National Championships

As a reference, when STR was a supplemental class, it fielded 51 drivers in Open and eight in Ladies at the 2010 National Championships. At the 2011 Solo Nationals, 64 drivers competed in Open and 7 drivers competed in Ladies, and STR was made a National Championship class effective at the 2011 Solo Nationals.

Street Modified Category

#34163 Removing Brackets for Unrestricted Components

Modifications to structural components of the car are not allowed beyond the allowance of 16.O. The radiator support panel is considered a structural component and removal of material from the panel is would not be allowed for the sake of weight saving alone.

Competitors are reminded to make the minimum amount of modification required to affix a given part and to not make unduly tortured interpretations of 16.O.

CAM/XS Category

#34640 Ruling Clarification for 6 inch front splitter in CAM

When measuring the maximum amount of splitter extension measurements should be taken using the front bodywork/fascia as viewed from above. This does not include any splitter (OE or otherwise) which may already be present on the vehicle.

#35123 Fiero Placement in CAM

Thank you for your letter. Mid and rear-engine vehicles are not permitted in CAM classes. This includes the Fiero and Corvair. This vehicle would be legal to run in the XA and XB classes.

Change Proposals

Event Operations

#35164 Out-of-date procedural rules in SR

Remove 5.1.E.

Add new 5.3.D as follows: "Appoint the Operating Steward*(s)* for the event." Also re-letter existing D to E.

Change 8.4 to remove a sentence as shown:

"8.4 PROTEST COMMITTEE

The protest should be decided on the day of the event by a PC of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within 10 calendar days unless agreed to by the parties. The delayed protest decision will be forwarded to both parties of the protest in a mutually agreed method of either e-mail or certified mail. ~~The names of the committee members shall be specified in the supplementary regulations or prominently posted on the day of the event.~~ The Chief Steward or Event Chairman shall not be members of the Committee. For the National Championship event, a PC shall be appointed by the SEB in advance of the event."

Comment: these updates are meant to amend the officials' responsibilities to better reflect current practice.

Street Prepared Category

#33768 Honda Accord

The SPAC is requesting member feedback on the following class listing change:

FSP

Honda

~~Accord (1982-12)~~

Accord (1976-81)

Accord (1982-89)

Accord (1990-12)

#34702 Mercury Capri

The SPAC is requesting member feedback on the following classing change:

ESP

Ford & Mercury

~~Capri (4-cyl & 6-cyl) (1971-77)~~

FSP

Ford & Mercury

Capri (4-cyl & 6-cyl) (1971-77

Not Recommended

Street Category

#35045 Require Engine Air Filter in Street

Thank you for your letter. The SAC believes that 13.10.A is adequate as written.

#35110 Driver Safety in Street Classes

Thank you for your letter. Section 13.2.H allows for specific modifications for assistance with harness installation. The SAC does not believe aftermarket seats are within the spirit of Street class.

#35153 718 S/GTS -> AS = 981 GT4 -> AS & 981 S -> BS

Thank you for your letter. The SAC believes the 981 GT4 and S are appropriately classed.

#35204 Crosstrek classification

Thank you for your letter. The Subaru Crosstrek is not eligible for the Street category as it does not meet the requirements outlined in section 3.1.A of the Solo rules.

#35209 2015-17 Base GTI to HS

Thank you for your letter. The SAC believes that the Mk7 GTI's are appropriately classed.

Street Prepared Category

#34697 Propose putting CRX & Integra on the same line to allow part swap

Thank you for your input. The SPAC does not believe that making a new update/backdate based car is in the best interests of the category. The SPAC is monitoring the competitive balance in FSP with the new limited prep additions and will make changes if needed.

#34752 Please move Elise and Exige SC to CSP

Thank you for your input. The SPAC is continuing to monitor the competitive balance of each class within the category following the recent re-organization and will make proposals in the future if needed.

Street Modified Category

#34965 Time for SSM to get sunsetted?

Thank you for your input. The SMAC does not feel it is time to consolidate SSM into other categories.

#34980 Rule Clarification

Thank you for your letter. The SMAC feels the proposed class changes are not needed at this time. We will continue to monitor competitiveness of the classes.

CAM/XS Category

#34258 Electric Vehicle Compact (EVX for FWD)

Thank you for your letter. At this point in time the SEB and National Staff have not seen a sufficient number of compact EVs running in the existing classes for which they are eligible to justify a new class tailored to them. For example, Chevy Bolts are already eligible for HS and STH.

#35176 Allow carpet removal

Thank you for your letter. The CAM/XS rules currently allow for removal of floor coverings behind the B pillar. The CAM/XS Committee does not feel that allowing for complete floor covering removal in all of the CAM/XS classes meets the vision of the category.

Other Items Reviewed

Safety

#34657 Solo Safety Committee Interest

Thank you for your application. The vacancies have been filled.

Awards

#34807 the best! solo

Thank you for your nomination.

Event Operations

#29725, 29729, 29740, 28741, 29745, 29747, 29776, 29828, 29829, 29884 Comments re: Tire Blankets, Tire Temp Management (various)

After review and consideration of member input, the SEB determined that no significant changes are needed to 6.11 at this time, and proposal #29506 was withdrawn.

Solo Spec Coupe

#27123 Allow brake ducts/diverters in SSC

Thank you for your input.

#27124 SSC optional upgrade increases for track reliability

Thank you for your input.

#29678 2017-2020 86/BRZ to SSC (except BRZ tS)

Thank you for your input.

#30193 Clarification request RE: Comfort and convenience w/ oil cooler

Thank you for your input.

Street Category

#35126 Clarify the sunset rule

Per Section 13, a car's eligibility for Street competition will end 30 years after its manufacturer designated model year. A car with a model year of 1999 will no longer be eligible for national competition in Street on 1/1/2029.

Street Prepared Category

#34736 SSP Classing Questions

Thank you for your input.

Xtreme Street Category

#28494 XS Aero Allowance

Thank you for your letter. Please see the updated CAM/XS rules sheet here, where the aero rules have been opened up to better facilitate crossover between other classes, categories, and SCCA programs.

#30451, 30469, 30548, 31560, 32731, 32997, 33009, 33034, 33035, 33108 Aero Comments, CAM/XS Rules (Various)

Thank you for your letters. Please see the updated CAM/XS rules sheet here, where the aero rules have been opened up to better facilitate crossover between other classes, categories, and SCCA programs.

#32999 CAM cars in XS

Thank you for your letter. Please see the 2023 CAM/XS rules here, that restrict CAM-eligible cars from running in the XA and XB classes. The C8 corvette is only eligible to run in the XS class.

#35068 Explicitly exclude AWD in XB

Thank you for your letter. The CAM/XS Committee is currently working on a draft of the 2024 rules and will be evaluating AWD cars in XB. There are lightweight AWD cars that currently do not have a place to run in XS without significant ballast.

Handled Elsewhere

Street Category

#34485 Class request for 2024 Mustangs

Thank you for your letter. Please see the response to letter #35096 published in the current Fastrack.

#35017 Port Installed Options Clarification

Please see the response to letter #34886 published in the current Fastrack.

#35046 Require Engine Air Filter in Street

Please see the response to letter #35045 published in the current Fastrack.

#35072 One more request to at least extend another year for SSR

Thank you for your letter. Please see the response to letter #34361 published in the December 2023 Fastrack.

#35104 Port installed options

Thank you for your letter. Please see the response to letter #34886 published in the current Fastrack.

#35108 proposal #33487

Thank you for your letter. Please see the response to letter #33487 published in the December 2023 Fastrack.

#35149 C4 to C Street

Thank you for your letter. Please see the response to letter #33487 published in the December 2023 Fastrack.

#35188 Clarification on port installed options

Please see the response to letter #35194 published in the current Fastrack.

#35193 Performance Shocks and Springs Package on MY24 GR Corollas

Please see the response to letter #35194 published in the current Fastrack.

#35210 Re: C4 Corvette to CS next year

Thank you for your input. Please see the response to letter #33487 published in the December 2023 Fastrack.

Street Touring Category

#34989, 34999, 35075 Make SST a real class already

Please see the response to item #34986 in this Fastrack.

Street Prepared Category

#34350 GR Corolla Classing in SP

Thank you for your input. Please see item #34273 in the August 2023 Fastrack for this initial classing.

#34708 1984-87 Honda Civic/CRX on the same line as 1986-89 Acura Integra

Please see the response to letter #34697 in the current Fastrack.

#34760 Propose rule change for 3rd gen Civics and 1st gen CRX

Please see the response to letter #34697 in the current Fastrack.

CAM/XS Category

#32969 Clarification on Fuels/Flex-Fuel Conversions

Thank you for your letter. Please see the response to letter #35254 in the December 2023 Fastrack.

Tech Bulletins

General

#35254 Updates to include new categories in Section 3.6

Errors and Omissions: Per the SEB, correct 3.6 an oversight regarding newer categories that have been added in recent years, as follows.

3.6.A. Street, *Solo Spec Coupe, Club Spec,* and Street Touring® category vehicles will use fuel which is "Federally approved for use on public highways," and is widely distributed and typically sold in filling stations, commonly called "pump fuel" with typical octane ratings or AKI (Anti-Knock Index) (R+M/2) displayed on the pump between 87 and 93. The maximum octane rating allowed is what is typically delivered from a pump marked 93 octane*. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner's manual for flex-fuel vehicles).*Octane verification: Octane levels will vary from the number listed on the pump. Octane testing has a "margin of error" and different testing procedures will produce similar but different results. For the purposes of testing gasoline, a result that exceeds 95.9 octane is not allowed and will result in a disqualification with no exceptions (hard limit). This limit gives competitors a 99.99+% confidence level that fuel purchased from a pump marked 93 octane is compliant. Warning: Competitors attempting to approach the 95.9 octane limit through mixing or by any other means may inadvertently create fuel that appears compliant but may test above the 95.9 hard limit.

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, *CAM, XS,* Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, or any gasoline/ethanol blend. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. Methanol is prohibited; other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

Street Category

#34886 Clarification on port installed options

Per the SAC, make the following revisions and additions to Appendix A:

Super-Street

BMW

M3 (with MP Sports Suspension) (G80) (2023-2024)

M4 (with MP Sports Suspension) (G82) (excl. CSL) (2023-2024)

A-Street

BMW

M2 (with MP Sports Suspension) (2023-2024) (eff. 1/1/24)

M3 *(excl. MP Sports Suspension)* (G80) (2020-*24*)

M4 *(excl. MP Sports Suspension)* (G82) (excl. CSL) (2020-*24*)

B-Street

BMW

M2 *(excl. MP Sports Suspension)* (2023-*24*) (eff. 1/1/24)

#35096 Classing Mustang Dark Horse

Per the SAC, make the follow changes and addition to Appendix A:

D Street:

Ford

Mustang EcoBoost (2015-~~20~~ *2024*)

F Street:

Ford

Mustang GT (incl. Performance Package - Level 1 and Level 2) (2010-~~23~~ *2024*)

Mustang Dark Horse (2024)

#35117 Request classing of 2024 Acura Integra Type S

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

B Street

Acura

Integra Type S (2024)

#35145 2024 GTI Classification

In accordance with section 3.2 in the Solo Rules, the SAC recommends the following change to Appendix A:

Remove from DS:

Volkswagen

~~*GTI (40th Anniv. Edition) (2023)*~~

Additionally, the SAC recommends the following changes to Appendix A:

G Street

Volkswagen

Golf GTI (~~excl. 40th Anniv. Ed.~~ *incl.380 Edition*) (2022-*24*)

Street Prepared Category

#34676 Evora classing simplification

Per the SPAC, add the following listings to appendix A:

SSP

Lotus

Evora 410

Evora GT

#34727 Clarification on Spec Miata Classing

The SPAC has noted an error in Section 15.0 of the current rules and is issuing a correction as below:

"Cars eligible for the current Club Racing Spec Miata class are permitted to compete in Street Prepared class *E* ~~D~~ (*ESP* ~~DSP~~), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in *ESP* ~~DSP~~ may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules."

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Solo

SOLO EVENTS BOARD | December 27th

The Solo Events Board met online December 27th and January 10th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Zack Barnes, Keith Brown, Marshall Grice, and Mark Scroggs; Incoming SEB member Laurie McCelvey; KJ Christopher and Peter Bollenbecker of the BOD; Rick Myers and Andrew Benagh of the National Staff. 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2025**.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Touring Category

#32530 Update 14.2.E to include different materials

The STAC is recommending the following rule change:

14.2.E:

E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic*, fabric* and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, etc). No other changes to the standard fenders or wheel wells are permitted.

Member Advisories

General

#35475 Call for Nationals Course Designer Applications

The SEB is seeking applicants for the Course Designer position for the 2024 Solo Nationals. Interested members are invited to submit their qualifications in writing to www.soloeventsboard.com

National-level Course Designers will be expected to collaborate with--and may be required to adjust their designs based on input from--event officials including the Safety Chief, the Course Approval Panel, and the Event Chair. The goal of the collaboration effort is to produce an excellent course that delivers quality of competition and an enjoyable driving experience.

Street Category

#32810 SAC Application

The SEB has approved the addition of Clyde Caplan to the SAC.

#35342 Application for SAC

The SEB has approved the addition of Cindy Duncan to the SAC.

#35348 SAC Application

The SEB has approved the addition of Frank Likert to the SAC.

Street Touring Category

#34768 Allow lateral link modifications for C5 coilover retrofit

Thank you for your letter. Use of the proposed component results in a suspension geometry change and does not fit within the scope of Street Touring.

#35039 2004 C5 corvette SST headers air tube

Thank you for your input. Per 14.10.D, Exhaust manifolds, headers, downpipes, and associated EGR tubes may be replaced with alternate units. The STAC interprets this to allow modification of similar systems such as AIR on the C5 Corvette, but there is no provision to remove AIR pumps and piping, the AIR system functionality must be retained.

#35044 Require Engine Air Filter in ST

Thank you for your input. Per Street Category rule 13.10.A, air filter elements are explicitly allowed to be removed. The STAC feels that this is appropriate, although not recommended, for the Street Touring Category.

#35067 Weight issue with wrap

Thank you for your input. The STAC would like to remind competitors that there is no allowance for removing paint.

#35116 Question about Frame Rails

Thank you for your input. Per 14.2.H.2, Each subframe connector must attach at no more than 3 points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace). The referenced part from Flying Miata uses 12 points of attachment for each connector, and does not appear to directly tie into the subframe and is therefore NOT legal for Street Touring Category.

Street Prepared Category

#34771 Hoosier W2 Legality for 2023

As this tire has met the requirements of 13.3.B.3 they are legal for the 2024 season.

CAM / XS

#34692 Clarification on GMC Typhoon/Syclone classification

Thank you for your letter. AWD vehicles are not permitted in CAM regardless of the manufacturer, however, the GMC Typhoon/Syclone is eligible to compete in the XS category. Which XS class specifically would depend on vehicle weight and modifications.

#35010 Classing question

Thank you for your letter. The 2nd gen Chevrolet S10 trucks would run in CAM-T as the body style originated in 1994. Only the 2wd versions would be permitted in CAM-T.

Modified Category

#34976 EM Rear Wing Legal Mounting Clarification

Thank you for your letter:

Wings in DM/EM must mount behind the centerline of the rear axle but actual wing location is free.

Rules for wing legality can be found in 18.1.F.8

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Change Proposals

Street Category

#33265 Please publish a request for feedback on requiring OEM shocks

The SAC is seeking initial member feedback on the current shock/strut allowances within section 13.5 of the Street Category rules. The options below are being considered.

Option 1: Keeping 13.5 as is, but open up electronic shock controller allowances under 13.5.A.8 to apply to all Street classes (not just Super-Street).

Option 2: Completely eliminating section 13.5 to create a “Showroom Stock” shock/strut allowance. This would apply to new car classing starting 1/1/2025 in any Fastrack or official rules publishing.

Option 3: Making 13.5 more restrictive on allowances to only allow commonly available shocks/struts. These would be the proposed new restrictions:

-Single adjustment only

-Steel bodies

-No threaded bodies

-No remote canisters

The above would be enforced 1/1/2026 at the minimum. The SAC is open to comments on enforcement start date.

Street Touring Category

#34850 RWD wheel width limit does not fit spirit of the rules- Allow 12s

The STAC is seeking member feedback on the following change to 14.4:

STU..... 1*2*.0

Modified Category

#35178 Get AM classification correct

The MAC is seeking member feedback on the following change:

Proposed changes to Appendix A:

Modified class A (AM)

Any solo eligible (as defined in 3.1) ~~C~~*c*ars with a minimum weight of 900 lbs. with driver and a minimum 72”(182.9 cm) wheelbase, plus Formula SAE as specified in Section 18.5. Club racing GCR-compliant Formula S (FS) and A Sports Racer (ASR), *and Solo-compliant FM and KM* ~~vehicles~~ may compete in this class.

Not Recommended

Street Touring Category

#34386 Update Engine Management Rules, 14.10 F, to match aftermarket

Thank you for your letter. The STAC feels the rule as-is is appropriate for the category.

#34896 Allow hard tops in line with SCCA Time Trials Tuner class

Thank you for your letter. The STAC is not in favor of additional bodywork modifications at this time.

#35129 Brake proportioning valves

The STAC feels brake proportioning valves are beyond the scope of the Street Touring Category.

#35223 Additional safety allowances in ST

Thank you for your input. Per 13.2.G.1, Standard rollover hoops, covers, trim panels interior parts and rear seats may be removed or modified for clearance. Holes may be added to the chassis to allow installation but may serve no other purpose. Factory seatbelts and airbags must remain fully functional once the roll bar is installed. There is no allowance for modifications to the floor to permit seat installation and the STAC does not feel it is appropriate to add allowances for lowered seat installation in Street Touring Category.

Street Prepared Category

#34829 RSX Type-S to FSP

Thank you for your input. The SPAC does not believe this change is in the best interest of the category at this time. The SPAC will continue to monitor the competitive balance and revisit this if needed in the future.

Other Items Reviewed

Street Touring Category

#35143 All FWD BEVs to STH

Please see the response to letter #34258 published in the January 2024 Fastrack.

Street Prepared Category

#34862 #32881 Rule Addition input

Thank you for your input. The SPAC is continuing to collect feedback and will make a decision in the future.

#34870 Opposition to Street Prepared Changes

Thank you for your input. The SPAC is continuing to collect feedback and will make a decision in the future.

Handled Elsewhere

Street Category

#33967 Support for moving 991.1 to AS

Thank you for your letter. Please see the response to letter #33265 published in the current Fastrack.

#35102 Shock controllers

Thank you for your letter. Please see the response to letter #33265 published in the current Fastrack.

#34108 Shocks, controllers and bumpstops

Thank you for your letter. Please see the response to letter #33265 published in the current Fastrack.

#34489 Time to evolve with suspension technology

Thank you for your letter. Please see the response to letter #33265 published in the current Fastrack.

Street Touring Category

#34821 Ford Focus ST Active Grille Shutter Removal for Intercooler

Thank you for your input. The STAC does not support an allowance for the modification or removal of grill shutters. Please see responses to letter #'s 27900 in the January 2021 Fastrack and 24839 in the December 2018 Fastrack.

#34851 RWD wheel width limit does not fit spirit of the rules- Allow 12s

Thank you for your letter. See Letter #34850 in the current Fastrack.

#35043 muscle car wheel size

Thank you for your letter. See Letter #34850 in the current Fastrack.

#35103 FSM only for ST

Thank you for your input. See letter #34014 in the November Fastrack.

#35134 1993-95 Mazda RX-7

Thank you for your letter. Please see the response to letter #34787 in the December Fastrack

Street Prepared Category

#30109 Transmission Tune Allowance Including AWD

Per the SPAC, this topic was taken care of with the addition of rule 15.10.FF. See the current Solo Rules, and/or item #31855 in the December 2022 Fastrack.

#34835 Please clarify Elantra N classing in SP

Thank you for your input. Please see the response to letters 34833 and 34834 in Fastrack.

CAM / XS

#35211 You Down Wit' EVC? Yeah, You Know Me!

Thank you for your letter. Please see the response to letter #34258 in the January Fastrack.

Modified Category

#34876 Additional information for #34792

Thank you for your letter - please see response to Letter #35178

#34945 All cars bump to AMod

Thank you for your letter - please see response to Letter #35178

#34951 Clean up the AM section in Appendix A

Thank you for your letter - please see response to Letter #35178

Tech Bulletins:

Street Touring Category

#35029 BMW 228i Gran Coupe to STH

The STAC recommends adding the following to Appendix A:

STU

BMW

228i Gran Coupe (FWD & AWD) (2020-24)

M235i Gran Coupe (2020 - 24)

#35101 Class the Hyundai Kona N in STH

Thank you for your letter. The STAC feels that the Kona N would be more appropriately classed in STU. In line with this, the STAC recommends adding the following to Appendix A:

STU

Hyundai

Elantra N (2022-24)

Kona N (2022-24)

Street Prepared Category

#34895 Class the Mach 1

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

ESP

Ford

Mach 1 (2021-23)

#34833 Elantra n classification in Street Prepared

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

ESP

Hyundai

Elantra N (2022-23)

#34834 Class Elantra N for FSP

Per the SPAC, update the existing listing to reflect that the Hyundai Elantra N has been classed separately in ESP:

FSP

Hyundai

Elantra (excl. N)

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Solo

SOLO EVENTS BOARD | January 24th

The Solo Events Board met online January 24th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Mark Scroggs; Clay Turner of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2025.**

Member Advisories

Event Operations

#35472 Specialty Awards/thoughts on CAM/Xs

When considering Driver of the Year, Rookie of the Year, and Rothney-Kozlak award recipients, the class in which a driver competed is not a determining or limiting factor.

#35475 Call for Nationals Course Designer Applications

The SEB is seeking applicants for the Course Designer position for the 2024 Solo Nationals. Interested members are invited to submit their qualifications in writing to www.soloeventsboard.com

National-level Course Designers will be expected to collaborate with--and may be required to adjust their designs based on input from--event officials including the Safety Chief, the Course Approval Panel, and the Event Chair. The goal of the collaboration effort is to produce an excellent course that delivers quality of competition and an enjoyable driving experience.

Street Category

#35201 Classing a new car

Thank you for your letter. Per the 2024 rulebook, 13.3.C.1, "Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Solo® events. OE tires must meet all requirements of Section 13.3 to be eligible for National Solo® events." Additionally, per 13.4.A, there is no allowance to change wheel width in the Street category.

#35289 Class the 2017+ Subaru Impreza (2.0L) and 2024+ Impreza RS

Thank you for your letter.

The 2017+ Impreza 2.0L would fall under the HS listing of:

Impreza (NOC)

The 2024 Impreza RS would fall under the GS listing of:

Impreza 2.5 (non-turbo)

#35341 SAC Application

The SEB has approved the addition of Matt Morhardt to the SAC.

#35407 Rules Clarification on Charcoal Filter Removal

Thank you for your letter. Charcoal filters, and any other component of the intake system that is integrated, non-removable, and non-serviceable are considered to be part of the air induction system and may not be removed or replaced under 13.10.A.

#35409 Package conversion for 2023 GTI S trim to 40th AE trim

Thank you for your letter. Per Section 13 package conversions "...must be totally complete and the resultant car must meet all requirements of this Section." 13.5.A.6 allows for the replacement of electronic shocks with non-electronically controlled shocks, however the rule does not contain any allowance to remove supporting hardware such as wiring harnesses, cabin controls, or additional sensors. These components must be considered as a part of a complete package conversion.

Street Touring Category

#35446 Roll bar questions/clarifications

As you quote in your letter, Street Category rule 13.2.G.1 allows removal or modification of some parts to allow installation of a roll bar, including removal or modification of the rear seats and trim panels. The interpretation of the STAC is that removing and NOT re-installing the rear seats in order to accommodate the presence of the roll bar, is LEGAL, as long as the other criteria of 13.2.G.1 are met. Specifically, that the modifications and removal of parts is the minimum necessary to accomplish proper installation, and that the total weight removed is not MORE than the weight added with the roll bar. It is specifically NOT allowed to remove the rear seat belts; they must remain installed and fully operational.

Street Modified Category

#35128 SMAC Applicants Requested

The SMAC is anticipating openings, and members interested in serving on this Advisory Committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

Modified Category

#34992 New EV Production car

As described the vehicle in question would be eligible for AM.

#35404 MAC membership - call for resumes

The SEB is seeking volunteers for the Modified Advisory Committee. Ideally the candidate would have experience in AM, BM, or FM. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

CAM / XS

#32615 No AWD weight class for XSB

Thank you for your letter. Please see the updated 2024 XS category rules which includes AWD cars into XB. The XS and CAM rules can be found here: https://www.scca.com/downloads/70320-2024-cam-and-xtreme-rules-changes-formated/download

#35179 CAM Window Rule Clarification

Door window glass may be replaced but must be in the original location, which could be in the up or down position. Windows do not need to roll up or down and may be permanently affixed in an original location. The 150lb weight penalty for polycarbonate windows does not apply to side or door windows.

#35303 Heritage class Corvair eligibility

Thank you for your letter. The Heritage Classic classes are no longer supported by the national office and rulesmakers. Regions are encouraged to continue the use of the classes where demand exists. Contact your regional Solo Chair for possible inclusion into the Heritage Classic classes.

#35420 Required weights for CAM-T cars

Thank you for your letter. All vehicles must meet the CAM-T minimum weight regardless of original curb weight. Safety equipment and/or ballast may be added to meet minimum weights.

#35430 Vitour Tempesta P1 Exclusion

Thank you for your letter. As of 2024 the CAM/XS categories follow the Street Class tire eligibility rules. The Street Advisory Committee and SEB are monitoring the P1/Wraith tire to determine future eligibility for National Competition. Please also see item #35326 in this Fastrack. The tire is eligible for use at regional events.

Change Proposals

Event Operations

#35132 Additional Definitions for Section 1.2

Throughout the rule book the term Participant is used, however there is no Definition of Participant. In order to define this term and align with the other programs the SEB and Staff propose Section 1.2 be amended to read as follows:

"*1.2.4 Participant*

A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR is permitted to enter, for any purpose, any restricted area. The following are subcategories of Participant.

1.2.4.1 Entrant

An entrant is a person who has completed all the necessary requirements to enter the event.

1.2.4.2 Competitor

A competitor is a driver who has started at least one run at the event.

1.2.4.3 Official

An official is a person who is a member of the SCCA and has been delegated responsibilities by the Event Chair or Chief Steward."

Street Category

#35410 Unbury the 4cylinder 19-24 Z4

The SAC is seeking member feedback on the following changes to Appendix A:

B Street

BMW

~~Z4 4 cyl (2020-21)~~

C Street

BMW

Z4 4 cyl (2020-24)

#35660 Subaru Impreza 2.5 Classing

The SAC is seeking member feedback on the following changes to Appendix A:

G Street

Subaru

~~Impreza 2.5 (non-turbo)~~

H Street

Subaru

Impreza 2.5 (non-turbo)

Solo Spec Coupe

#35297 Solo Spec Coupe Changes

Thank you for your letter. The SEB is seeking member feedback on a change to the Solo Spec Coupe rules to allow for braided stainless brake lines. This would help those members who are participating in Track Event or Time Trial events with their cars while not being an advantage at autocross. Update section 20.4 as below:

20.4 Brakes

A. The make and material of brake linings (pads) may be changed.

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

Street Prepared Category

#30638 Clarification for rear toe control link

The SPAC is providing a revision to the previously-published proposal to add a new section 15.8.N. The revised wording is as follows:

"15.8.N: Lateral suspension links which serve to control toe may be modified or replaced to facilitate toe adjustment, provided the factory mounting locations are used without modification. Factory adjustment mechanisms such as eccentric bolts may be locked out or otherwise disabled. Changes in suspension geometry are not allowed except as incidental to the effective arm length change. On double/unequal arm (eg wishbone) suspensions 15.8.H.1 or 15.8.N may be used to change one arm but not both."

Note: if approved this change will be effective 1/1/2025.

#34934 Rules question and comments on Limited Prep Classing

WDYT: The SPAC is requesting member feedback for the following rule addition:

15.10.GG Electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

Not Recommended

Event Operations

#35302 RE: #33601 - Keep Weekend Memberships for Isolated Autocrossers

Thank you for your letter. The SEB and National Office believe that requiring annual memberships for National Tour, National Championship, and ProSolo events is appropriately consistent with other programs in the Club, and is in line with many of the other membership benefits that come from an annual SCCA membership.

Street Category

#35276 Cadillac ATS-V/CT4 Blackwing

Thank you for your letter.

Please see letter #33210 published in the October 2023 Fastrack pertaining to the classing of the 2016-19 ATS-V.

Additionally, the SAC believes that the CT4 Blackwing is appropriately classed at this time.

#35281 Do not put the Saturn/Solstice in BS

Thank you for your input.

#35286 C8 non-Z06 to AS

Thank you for your letter. The SAC believes the C8 Z51 is appropriately classed at this time. The performance potential and participation of AS will continue to be evaluated with the new cars added to the class for 2024.

#35288 997 (non-turbo, non-GT3) to BS

Thank you for your letter. The SAC believes the 997 Porsche 911's are appropriately classed at this time. The performance potential and participation of BS will continue to be evaluated with the new cars added to the class for 2024.

#35293 Need to move CT5-V Blackwing to BS

Thank you for your letter. The SAC believes the Cadillac CT5-V Blackwing is appropriately classed.

Street Touring Category

#35205 My car needs a class

Thank you for your input. The STAC believes the performance potential of the current Porsche Cayman S (718) exceeds the parameters of Street Touring. The STAC recommends exploring options to compete in Xtreme Street.

#35287 Steering touring class for Mini Coopers

Thank you for your input. The STAC believes the performance potential of the Mini Cooper S exceeds the parameters of STH.

#35329 Reclassing 987.2 Boxster Spyder from SST to STU for 2024

Thank you for your input. The STAC feels the 987.2 Boxster Spyder is appropriately classed at this time.

#35380 SST is dead

Thank you for your letter. The STAC feels the Supra is appropriately classed at this time. The STAC is carefully following participation in SST/L and has not made any recommendations to change or terminate the class at this time.

#35391 Follow-up to Subaru Crosstrek classification (Letter #35099)

Thank you for your input. The STAC and SEB are re-evaluating how cars that are close to the limitations of the roll-over considerations in section 3.1.A of the rulebook are--and will be--classed. The STAC still considers that adding the Crosstrek to Street Touring is not appropriate at this time.

Street Prepared Category

#35007 Dropping Rule 15.9 E

Thank you for your input. The SPAC believes 15.9.E is sufficient as written.

#30398 Limited Prep 19 civic si

Thank you for your input. The SPAC was originally waiting to see how the initial Limited Prep rollout went before adding new cars. The SPAC is currently investigating adding more limited prep cars to FSP and this is one of the cars under discussion for FSP *LP*.

#34984 Allow Meth in AutoX

Thank you for your input. The SPAC does not believe that allowing methanol injection is appropriate for the Street Prepared category.

Modified Category

#34931 revised weights

Thank you for your letter. At this time the MAC believes DM weights support good competition throughout the class.

CAM / XS

#28389 XSA/XSB Rules

Thank you for your letter. The CAM/XS Committee feels the aero rules are appropriate as written.

Other Items Reviewed

Development

#35467 Ladies Advisory Committee

Thank you for your comments. The SEB believes the WOT (Women On Track) group is doing excellent work to encourage participation by women throughout the Club.

Event Operations

#34963 Course design, No Fun Maneuvers, Now with P.S.from Rulebook.

The SEB and Staff are collaborating on an effort to improve course design guidelines and implementations, particularly at the National-event level. Results from this work will be forthcoming.

General

#29305 Tire Heat Management

After review and consideration of member input, the SEB determined that no significant changes are needed to 6.11 at this time, and proposal #29506 was withdrawn.

Street Category

#35308 Classing 2024 Cayman S

Thank you for your letter. 2024 model year updates have been published with the 2024 rule book, and will be updated as needed.

#35326 Tempesta Vitour P1

Thank you for your letter. The SEB and the BOD believe that this tire has been appropriately placed on the exclusion list for National competition. The SEB does not have sufficient information around the performance, wear, and general availability to warrant removing the Vitour P1/Wraith from the exclusion list for the 2024 season but will continue to monitor and will revisit the decision for the 2025 season. The tire remains eligible for regional competition, per 13.3.C.4.

#35403 2024 GTI S Class request

Thank you for your letter. Per Appendix A in the 2024 Solo Rulebook, the 2024 Golf GTI S is classed in GS.

Street Touring Category

#35282 Honda Fit STS?

Thank you for your input. The STAC believes the Fit is more similar in power and weight to vehicles in STS than to vehicles in STH. STH is focused on turbocharged offerings.

Street Prepared Category

#34913 Proposal #30638

Thank you for your input. Please look for an update on this topic in a future Fastrack.

#35292 #32881 Rule Addition

Thank you for your input. The SPAC continues to collect member feedback and will respond with a decision in a future Fastrack.

Modified Category

#33823 Class growth for DM/EM

The MAC and SEB will continue to monitor DM and EM participation with the goal to provide an environment where potential builders can see how rules stability and some new aero allowances allow for more vehicles to compete at the highest levels of preparation.

CAM / XS

#30928 Proposing to add other American-made muscle cars into CAM class

Thank you for your letter. The CAM/XS Committee does not feel that opening the category up to include foreign manufacturers is within the spirit of the category. Vehicles not eligible for CAM may run in the XS category.

#34968 Tire Rules Suggestion

Thank you for your letter. Please see the published 2024 CAM/XS rules where the category now follows the Street Category tire requirements and exclusion list. The rules can be found here: https://www.scca.com/downloads/70320-2024-cam-and-xtreme-rules-changes-formated/download

Handled Elsewhere

General

#35518 Remove Vitour P1 from exclusion List

Please see the response to item #35326 in this Fastrack.

Street Category

#35357 Move C8 Corvette Stingray to AS

Thank you for your letter. Please see the response to letter #34860 published in the December 2023 Fastrack.

#35361 It is crazy to put the 40th anniversary GTI into D-street

Thank you for your letter. Please see the response to letter #35145 published in the January 2024 Fastrack.

#35363 Please add the GT4/Spyder RS to Super Street

Thank you for your letter. Please see the response to letter #34861 published in the December 2023 Fastrack.

#35369 4 Door Camaro's Still in BS?

Thank you for your letter. Please see the response to letter #35276 published in the current Fastrack.

#35428 Vitor tires

Thank you for your letter. Please see the response to letter #35326 in the current Fastrack.

Solo Spec Coupe

#35298 Comment on Letter 35297

Thank you for your input. Please see the response to letter #35297 published in this Fastrack.

Street Touring Category

#35099 Follow-up to Letter #34619

Thank you for your input. Please see response to letter #35391 in the current Fastrack.

#35398 Adding onto Letter #35391 (Subaru Crosstrek class request)

Thank you for your input. Please see response to letter #35391 in the current Fastrack.

#35431 My car needs a class reference letter 35205

Thank you for your input. Please see the response to letter #35205 in the current Fastrack.

#35443 Add FD RX to SST

Thank you for your input. Please see the response to letter #34787 in the December 2023 Fastrack.

Street Prepared Category

#30794 Transmission Tuning

Thank you for your letter. This issue was addressed by the rule change which added Section 15.10.FF to the rule book.

#30983 10th Gen Si to FSP Limited Prep

Please see the response to item #30398 in this Fastrack.

#34912 Response to #343392 Brake Rotor Limitations

Thank you for your input. Please see the response to letter #34392 in the November 2023 Fastrack.

Street Modified Category

#35518 Remove Vitour P1 from exclusion List

Please see the response to item #35326 in this Fastrack.

Tech Bulletins

Event Operations

#35471 Sound Committee: Tech Bulletin

Per the sound committee, Modify sentences within the first six paragraphs of Appendix H as follows:

First paragraph: "The maximum allowed vehicle sound level will be ~~100.0 dBA~~ *108.0 dBC*."

Second paragraph, second sentence: "The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to ~~"A"~~ *"C"* weighting, "Slow" response."

Third paragraph: "If a driver in a vehicle exceeds ~~96 dBA~~ *100.0 dBC*, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The driver of any run producing a sound measurement over ~~96 dBA~~ *100.0 dBC* will be notified, as soon as reasonably possible following the run, by the Chief Steward, Sound Control Steward, or representative."

Fourth paragraph, first sentence: "If a driver in a vehicle exceeds ~~100.0 dBA~~ *108.0 dBC*, the driver will be allowed to attempt a viable remedy to functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day."

Sixth paragraph, last sentence: "If the driver in the vehicle exceeds ~~100 dBA~~ *108.0 dBC* again on any subsequent run, that run will be scored a DNF and all additional runs ~~the~~ for that driver will be forfeited."

For the 2024 season, the maximum limit will be raised to 108.0 dBC to allow drivers to learn and make necessary adjustments to meet the sound committee's proposed limit of 105.0 dBC for 2025.

The sound committee is implementing the changes shown to Appendix H. These changes are the result of a year-long assessment of the implementation and enforcement of the current rules. The inconsistencies of meter placement, readings, and penalty enforcement per the current rules have made it challenging for competitors to understand and meet the expectations as written. The updates to Appendix H aim to create higher consistency and clear expectations for both event personnel and competitors while maintaining sound requirements for site retention and acquisition, worker safety, and the enjoyment of events.

2024 will be a transitional year for the sound rules. The change from dBA measurement to dBC is expected to increase the reported sound level due to the differences in measurement weighting and as a result we are increasing the sound limit to account for this difference. The higher limit does not reflect an allowance to increase the sound level of a car. The limit for 2024 will be 108 dBC. This raised limit for 2024 will provide competitors an opportunity to learn how loud their cars are when measured to the new standard and at a consistent distance of 50 feet. The expected limit for 2025 will be 105 dBC.

The sound advisory committee is also making the following suggestions to better prepare competitors for national sound rule enforcement:

- A sound meter should be made available during TnT runs at National Tour events.
- Regions should have a meter or readings available at events to inform competitors prior to attending National events. In the absence of an available meter, several free phone applications exist.

General

#35503 Update outdated reference in Section 1.3.2.O

Errors and Omissions: Update section 1.3.2.O as follows to remove outdated specific reference to Junior Karting Program:

"O. Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start, finish, and course areas. Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding. Otherwise, they also are prohibited from these areas. Furthermore, staging, grid, start, finish, and course workers should be at least sixteen (16) years of age. *Minor* drivers ~~from eight (8) to~~ under sixteen (16) years of age should be assigned to ~~other~~ worker duties ~~as outlined in Appendix H.II.B.4~~ *outside of the areas prohibited herein.*"

#35609 Erros and Omissions: Section 13.3 not quite correct

Errors and Omissions: The 2024 rule book's version of 13.3 contains a sentence that should have been removed. Specifically, the second sentence of 13.3: "~~Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design.~~" This information appears elsewhere in the same paragraph.

In addition, the new/changed text should be shown in italics. See item #32595 in the December 2023 Fastrack for details.

Street Category

#35300 Please class the 2024 Nismo Z

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

B Street

Nissan

Z (~~all~~ *incl. NISMO*) (2023-*2024*)

#35468 C8 Z06 Z07

Per the SAC, update the Appendix A C8 listing as follows:

Super Street

Chevrolet

C8 Z~~0~~06 *(including Z07 package)* (2023-24)

Street Touring Category

#35324 Requesting classing of 2024 Acura Integra Type-S

Per the STAC, add the following to Appendix A:

STU

Acura

Integra Type-S (2024)

Street Prepared Category

#35069 Reference to bushing metal content rule

Errors and Omissions: Per the SPAC remove the following line from rule 15.8.L.6. The removed language was incorrectly left in the rule book when SP changed the rules to allow spherical bushings and should be removed.

15.8.L.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.*~~"

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | February 28

The Solo Events Board met online February 28th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, Brad Smith, and Mark Scroggs; KJ Christopher, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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.

Unless indicated otherwise, the implementation date for all new change proposals published herein is **1/1/2025.**

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.

Prepared Category

#34305 Clarification on Wording for 17.2.S

The PAC recommends the following changes to 17.2.S:

"S. The hood, hatchback, deck lid, and fenders may be lightened or replaced by ones of alternate material provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove standard material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than 1.0" (25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of underbody or belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle *front hood and/or engine cover* may not exceed 500 sq. in. (3225.8 cm^2), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above.

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than 1.0" (25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A."

Member Advisories

General

#35389 SEB position

The SEB has recommended and the BoD has approved the addition of Brad Smith to the SEB.

CAM / XS

#35256 Get CAM/X rules making out of the smoky back room :)

Thank you for your letter. The members of the CAM/XS Committee can be found via my.scca.com along with the other Solo committees.

#35367 Clarification on Heritage Classic as a Regional Class

Thank you for your letter. The Heritage Classic classes are no longer supported by the national office and rulesmakers. Regions are encouraged to continue the use of the classes where demand exists. Contact National Staff for a copy of the ruleset.

#35750 Application to AC

The CAM/XS committee recommends and the SEB has approved the addition of Dave Whitworth to the CAM/XS Committee

Prepared Category

#34921 Non-US Made Engines

Appendix A, XP 6.A allows for any automotive engine regardless of origin.

Change Proposals

General

#35769 Safety Requirements for EVs with Modified Drivetrains

The SEB and EVAC are seeking feedback from the Solo membership on an additional Appendix to the Solo rules that would outline requirements for any electric or hybrid-electric vehicles with the electric motor portion of the drivetrain modified. Putting these safety requirements in place is the first step in starting to open up Solo to bespoke or modified electric vehicle drivetrains in classes other than AM. The implementation date of this proposal would be 1/1/2025. The proposed rule changes and new Appendix contents are as follows:

Add the following to the end of 3.1 Eligible Vehicles

"*Any battery electric or hybrid-electric vehicle with a drivetrain that has been modified from OEM or is a bespoke drivetrain must comply with the requirements listed in Appendix K.* "

Add a new section (3.3.5) as follows:

"*3.3.5 Electric and Hybrid-Electric Vehicle Safety*

A. Charging

1. Electrified Vehicles shall not be charged in any hazardous or hot areas, including Grid

2. Towing a vehicle to perform charging through the regenerative brakes is prohibited

B. Tractive System Protections

1. All tractive system conductors used for the flow of electricity must be protected from human contact at all times while on site including during vehicle repairs or maintenance. Any conductor will be considered "unprotected" if a technical inspector can make physical contact with the conductor using a 10cm (4 inch) long, 0.6 cm diameter (0.25 inch) non-conductive probe.

2. Tractive system rechargeable energy storage systems may not be replaced or swapped while on site. "

Add new Appendix K as follows, and re-letter subsequent appendices as necessary.

"***Appendix K – Recommendations for Electric and Hybrid-Electric Vehicles***

The following guidelines are in effect for electric and hybrid-electric vehicles competing with modified drivetrains. This would include modifications to any part of the drivetrain such as wiring, motors, motor controllers, and battery packs. In the case of hybrid-electric vehicles with modifications to only the internal combustion engine portion of the drivetrain this appendix does not apply.

1. Charging

1.1. No work may be performed on the car while connecting or disconnecting charging equipment.

1.2. The Battery Monitoring System and the Insulation Monitoring Device must be active during charging. The BMS must interrupt all charging current when the charge limit has been reached and/or if a fault occurs (over-voltage, under-voltage, over-temperature, etc.). Additionally, the IMD must interrupt all charging current when the insulation resistance between the tractive system and the grounded low-voltage system is less than 100 Ohm/Volt.

1.3. Charging Systems (On-vehicle)

A. All electrified vehicles with on-board charging systems must use an EVSE to charge from a nominal 120VAC or 240VAC electrical supply. EVSE must be unmodified, in good condition, and free of any exposed conductors. It is recommended that EVSEs be listed to UL 2594, CSA 22.2 #28.13, or equivalent safety standard.

B. A standard National Electrical Manufacturers Association (NEMA) interconnect, such as NEMA 15-50, must be used to interface a competitor's portable EVSE with a track/facility electrical service. Hardwiring of a competitor's EVSE to the facility's electrical service is prohibited. It is the responsibility of the competitor to ensure a compatible electrical interface is available from the track/facility prior to the event.

C. EVSE outlet plug must physically connect to the charging system inlet without modification and be compatible with the vehicle's signaling/communication protocol (e.g., SAE J1772, IEC 62196, etc.).

D. On-Board charging systems may be left unattended once the charging session with the EVSE has been successfully initiated.

1.4. Chargers/EVCEs (Off-vehicle)

A. All electrified vehicles utilizing an off-board charger or EVCE with a maximum output power of less than (or equal to) 20kW must:

1. be galvanically isolated between the AC input and DC output,

2. be unmodified, in good condition, and free of any exposed conductors or contacts,

3. be housed in a conductive enclosure that is connected to the Protective Earth (Ground) of the AC input.

4. have DC output cables that are orange in color.

B. Charging with an off-board charger must be continually monitored by a competitor (or their crew) at all times.

1.5. DC Fast Charging

A. DC Fast Charging (maximum output power of greater than 20kW) is allowed when using one of the following DC Fast Charge standards

1. SAE Combined Charging Standard (CCS)

2. CHAdeMO

3. North American Charging Standard (NACS)

B. The DC Fast Charging EVCE must be unmodified, in good condition, and free of any exposed conductors. The EVCE must either be a permanently installed charging station or be listed to a nationally recognized safety standard (UL2202, IEC 61851-23, etc.).

C. Vehicles with bespoke drivetrains must be continually monitored by a competitor (or their crew) while actively charging with a DC Fast Charging EVCE.

2. Modified Drivetrain Vehicle Construction – The following applies to vehicles with modified OEM drivetrains

2.1. Service Disconnect

A. Each RESS/Battery Pack must have at least one service disconnect.

2.2. Tractive System Wiring

A. All tractive system wiring must be in good condition. Chaffed, nicked, or damaged wire insulation must be replaced. Electrical connectors or stress relief glands with physical damage must also be replaced. Repair of wiring, connectors, or stress-relief glands is prohibited.

B. The determination if a wire is part of the tractive system is solely based on whether it is galvanically isolated from the vehicle chassis.

C. Wire

1. All tractive system wires must be thermally rated for a minimum of 105°C and be electrically rated for the maximum tractive system voltage. Tractive system conductors must be of a wire gauge rated for the time-averaged current it may carry (see Table 1 for recommended wire ratings).

2. Orange shielded and dual-insulated wire complaint to ISO 6722, ISO 14572, or ISO 19642 must be used in tractive-system conductors of 14AWG or larger (RESS/Battery Pack output, motor controller input, motor drive, DC-DC converter input, etc.). Wire shielding must be electrically connected to the vehicle chassis. Paralleling conductors that require shielded and dual-insulated wire is prohibited.

3. Tractive System wiring used for low-current signaling or communication between the RESS/Battery Pack, Motor Controller, Motor, or other tractive system enclosure must be orange in color and/or placed in orange conduit.

4. With the exception of wiring to the motor, all tractive system wiring must be contained within the vehicle's crash structure to protect it from impact from another vehicle.

5. Wire, harnesses, or conduit that are not part of the tractive system shall not be orange in color.

D. Interconnection

1. All tractive system wiring interconnection must use an electrical connector or a bolted connection. Soldering in any high-current path is prohibited.

2. Connectors

a. Electrical connectors must be rated for the physical wire gauge installed and electrical current passing through it. Connectors cannot not be physically modified. If a connector is used for shielded and dual-insulated wire, one side of the interconnect must be bulkhead-style and be securely mounted to a high-voltage enclosure. Connectors should be IP-Rated to protect against dust and moisture.

b. Each RESS or Battery Pack must have a High Voltage Interlock (HVIL) on any output connector wired to the contactor output of the isolation relays (4.13.B.5).

c. With the exception for high-voltage safety interlocks, tractive system and grounded low voltage wiring cannot be in the same electrical connector

3. Bolted Connections

a. All bolted connections must be enclosed in a high-voltage enclosure. Wire terminals must be rated for the physical wire gauge and electrical current passing through the bolted connection. The terminal cannot be modified from its original shape except for crimping to the wire it is terminating

b. The current conduction path through the bolted connection stack-up must be made of copper or aluminum. Steel bolts, washers, and nuts may be used to create a bolted connection, but the steel components cannot be in the current conduction path. Plastic or phenolic in the bolted connections is prohibited. If a nut is used in the bolted connection, the nut must have a positive locking feature such as deformed threads. Ny-locks, lock washers, and thread locking compounds (i.e., Loctite®) cannot be used for this positive locking feature.

c. All wire entering an enclosure to a bolted connection shall have mechanical strain-relief, such as a strain-relief gland, specifically designed for the wire it is relieving

2.3. Energy Storage/Battery Management System

A. Custom Rechargeable Energy Storage Systems (RESS), Custom Battery Pack(s), or OEM RESS that have been modified in any way must be mounted inside the vehicle and must store all tractive system energy.

B. The RESS/Battery Pack(s) must be securely fastened to the vehicle chassis/roll structure. Mounting brackets and fasteners used to mount the RESS/Battery Pack(s) to the chassis/roll structure must support the entire weight of the RESS/Battery Pack(s) in the event of a vehicle crash (including rollover).

C. The protective enclosure of each RESS/Battery Pack must provide penetration damage by foreign objects on all sides. Total enclosure wall thickness must be a minimum of 0.125". The use of composite materials with Aramid fiber is encouraged but must be used in conjunction with an aluminum or steel layer. If a composite material with Aramid fiber is used, the metallic layer may be reduced to 0.035" or thicker steel, or 0.059" or thicker aluminum. If no composite material is used, the entire thickness must be made of aluminum or steel. The metallic layer of the enclosure must be connected to chassis ground (4.13.B.6).

D. Vehicles with roll cages installed should add additional bracing to protect the RESS/Battery Pack from side or rear impact. Brace(s) should be equal diameter and thickness as the main hoop.

E. The tractive batteries inside each RESS/Battery Pack(s) must consist of commercially available and unmodified battery modules. ELDCs may be used in conjunction with the battery packs or modules if physically located within a RESS. Assembly of individual pouch or cylindrical cells into packs or modules by the competitor is prohibited. Use of prismatic cells with bolted connections are allowed.

F. The combined cell configuration of the energy stores must be a "nP1S" configuration (i.e., one or more cells in parallel groups that are wired into a single series string). Paralleling multiple battery strings between the tractive system positive and negative voltage bus is prohibited.

G. All components of the tractive battery (battery modules, prismatic cells, etc.) must be securely fastened to the protective enclosure. Mounting brackets and fasteners must retain the tractive battery components to prevent them from physically moving within or electrically shorting to the protective enclosure during a vehicle crash (including rollover).

H. All poles of the battery packs/modules must be isolated from the inner walls of the protective enclosure with an insulating material rated for the maximum tractive system voltage. Additionally, a layer of electrically insulating material (such as Kapton or Nomex) is required for all internal walls of the container. The thickness of this insulating layer does not count towards the minimum required 0.125" protective enclosure wall thickness.

I. A single Battery Management System (BMS) must monitor the tractive battery. At a minimum, the BMS must monitor for over-voltage, under-voltage, and over-temperature conditions. The BMS must

alert the driver/crew if any cell drops below the minimum cell voltage limit, exceeds the maximum voltage limit, or the pack temperature rises above the safe operating temperature specified by the manufacturer of the battery cell

2.4. Fusing

A. Each RESS/Battery Pack must have a primary fuse or resettable circuit breaker located on the energy storage side of the isolation relays. Fuse or resettable breaker must be physically located inside the RESS/Battery Pack enclosure or integrated into the Service Disconnect (4.9). All RESS/Battery Pack current shall pass through this primary fuse or circuit breaker. The primary fuse or resettable breaker must be DC voltage rated for the maximum tractive system voltage and current/time rated for the conductors and motor controller it is protecting.

B. Except for the TSMPs (4.12) and isolator relay pre-charge circuitry (4.13.B.5), all tractive-system branch circuits must have additional fusing within 6" from the branch point to protect the branch circuit. Continuous direct-current (DC) rating of Tractive System branch fuses must be lower than the rating for conductors and components it is protecting (see Table 1 for recommended fuse ratings) and must be DC voltage rated for the maximum Tractive System voltage

C. All fuses or breakers, including the primary fuse or circuit breaker, must be located in a fuse holder or otherwise mechanically mounted per the manufacturer's recommendation

2.5. Isolation Relays

A. Vehicle must have at least two normally open isolation relays that can isolate the stored energy on the vehicle from the rest of the tractive system. One relay must be in line with the 'positive' conductor, and one must be in line with the 'negative' conductor such that all stored energy is contained within the RESS or Battery Pack enclosure when the relays are open. Each RESS or Battery Pack installed on the vehicle must contain one set of isolation relays.

B. The coil side of the isolation relays must be powered by the grounded low voltage system through a dedicated safety loop. At a minimum, isolation relays must open if any of the following occur:

1. Any Tractive System Kill Switch is opened

2. RESS/Battery Pack Output Connector(s) HVIL is opened

3. Insulation Monitoring Device detects an insulation fault

4. Battery Monitoring Device detects a fault of the energy store

5. Auxiliary (GLV) Battery is disconnected.

C. Isolation relays must be rated for a maximum electrical current greater than the primary fuse of circuit breaker (4.13.B.4). A pre-charge control circuit must be implemented to control the initial charging of the motor control input capacitors prior to closure of the isolator relays.

D. [TABLE OF WIRE GAUGE AND MAX FUSE RATING FROM SCREV (TABLE 1)]

2.6. Grounding (Equipotential Bonding)

A. Any conductive component of the vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 300 milli-Ohm to the vehicle chassis. This includes but is not limited to roll cages, body panels, firewalls, metallic, stress-relief glands, high voltage enclosures, and motor housings.

2.7. Any component of the vehicle which may become conductive (i.e., carbon fiber body panels or survival cells) vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 5 Ohms to the vehicle chassis. The addition of copper mesh to potentially conductive materials may be necessary to ensure bonding is maintained.

2.8. Tractive System Measuring Points (TSMPs)/Insulation Monitoring

A. Two Tractive System Measuring Points, a Ground Reference Point, and Insulating Measurement Device (IMD) indicator lights are required.

B. One TSMP must be electrically connected to the positive terminal of the motor controller power bus and one TSMP must be electrically connected to the negative terminal of the motor controller power bus. The TSMPs must be red 4mm shrouded banana jacks, be rated for the nominal Tractive System voltage and be labeled "HV+" and "HV-," respectively. A 10kOhm current limiting resistor, located within 6" of the motor controller bus connection point, must be placed in series between the motor controller bus and each TSMP. Wiring from the motor controller bus to the TSMPs shall be a minimum of 18 AWG, be orange in color, be thermally rated for a minimum of 90°C and be electrically rated for the maximum bus voltage.

C. The Ground Reference Point must be electrically connected to the vehicle chassis and at a location near the RESS/Battery Pack(s). It must be a black 4mm shrouded banana jack, rated for the nominal Tractive System Voltage, and be labeled "GND." Wiring for the Ground Reference Point shall not be orange in color.

D. The TSMPs and the Ground Reference Point must be protected within a single waterproof and non-conductive housing that is accessible from the exterior of the vehicle and without the removal of body panels. Location of the TSMP enclosure and wire routing between the motor controller bus and the TSMP enclosure must be fully contained within the roll-over protection structure of the vehicle.

E. The IMD insulator lights must display the state of the insulating monitoring device whenever the grounded low voltage system is energized. If an insulating monitoring fault is present, a warning light must be illuminated.

F. Insulation monitoring faults cannot be reset by a competitor seated within the vehicle.

3. Bespoke Vehicle Drivetrain Construction – In addition to the requirements above for vehicles with Modified OEM Drivetrains, vehicles with Bespoke drivetrains must also comply with the following requirements.

3.1. Tractive System Kill Switches

A. Vehicles must have at least one tractive system kill switch. If one switch is used the switch must be capable of being operated by the driver when seated in the driving position with the safety harnesses fastened and the steering wheel in place and from outside the vehicle.

B. The tractive system kill switches must either be rotary mechanical type with a red removable key OR red push-pull/push-rotate emergency switches (Big Red Buttons or BRBs). If rotary mechanical type switches are used, the switch must be installed such that the key is horizontal when in the ON (electrically closed) position and that the key can only be removed when in the OFF (electrically open) position. If BRBs are used, they must have a minimum diameter of 1.5" (40mm) and be electrically open when in the "pushed" position. Both types of switches must be direct acting (i.e., not using logic or relays) to interrupt the control current to the coils of the Insulator Relays (4.13.A.5).

C. When a shutdown button is pushed or the rotary key switch is opened (off-position), it must:

1. Disable the vehicle's tractive system.

2. De-energize the motor-controller bus voltage and be less than 60V within 5 seconds (Voltage will be measured at the Tractive System Monitoring Points (see 4.12).

3. Interrupt all current from the auxiliary battery and/or DC to DC converter to the grounded low voltage system. A secondary contactor on the switches and/or relay may be used to interrupt this current. Active fire suppression systems powered by the grounded low voltage system are exempted.

D. All kill switches must be clearly marked by the international marking of a spark in a blue triangle (Figure 1). For rotary mechanical type kill switches, the marking must be above or below the switch such that the "flag" key in the OFF-position points to the word "OFF" in the decal.

4. GLOSSARY

Auxiliary Battery: *Battery used to supply energy to the grounded low-voltage system.*

Auxiliary DC/DC Converter: *Power electronics used to power the grounded low-voltage system and/or charge the auxiliary battery from the tractive battery. The input of the auxiliary DC/DC converter is considered part of the tractive system and the galvanically-isolated output is considered part of the grounded low-voltage system.*

Battery Cell: *Electrochemical energy storage device consisting of a positive electrode, negative electrode, and an electrolyte. Cells may be cylindrical, pouch, or prismatic.*

Battery Management System: *Safety system that monitors and optionally charge balances battery cells.*

Battery Module: *A single unit containing one or more electrically interconnected and mechanically assembled battery cells.*

Battery Pack: *A single mechanical assembly comprising battery modules, retaining frames, fuses, contactors, and a battery management system. A RESS may have one or more battery packs.*

Capacitor: *Device used to store electric energy in an electric field.*

Charging System (On-Vehicle): *All components and electronics installed on the vehicle used to recharge the RESS/Battery Pack(s)using an EVSE.*

Charger (Off-Vehicle): *Stand-alone electrical device used to recharge the RESS/Battery Pack(s) and directly connected to the electrical supply.*

Conductor: *Aluminum or copper used for the flow of electricity. Conductors may be insulated (i.e., wire) or non-insulated (i.e., terminal lug).*

Electric Double Layer Capacitor (EDLC): *System in which an electric charge is stored. Commonly referred to as a "Super Capacitor" or "Ultra Capacitor".*

Electric Motor: *A rotating machine which transforms electrical energy to mechanical energy. An electric motor may also transform mechanical energy to electrical energy through regenerative braking.*

Electric Shock: *Physiological effect resulting from an electric current passing through the human body.*

Electric Vehicle: *Vehicle where the powertrain is driven solely by one or more electric motors.*

Electric Vehicle Charge Equipment (EVCE): *Device used to convert AC to DC power for the recharging of electrified vehicles.*

Electric Vehicle Service Equipment (EVSE): *Device used to interface the on-vehicle charging system to an AC electrical supply (auxiliary energy storage system, facility power, generator, etc.).*

Electrified Vehicle: *Any vehicle that has at least one RESS or Battery Pack and at least one electric motor.*

First Responder Cut Loop: *One or more loops of wire in the grounded low-voltage system that a first responder physically cuts to disable the vehicle. Typically, cutting this loop will completely disable the tractive system.*

Galvanic Isolation: *Separation of electrical systems such that no direct current conduction path exists.*

Grounded Low Voltage System: *All electric equipment or electronics in the vehicle that is electrically referenced to the vehicle frame.*

Hybrid Vehicle: *Vehicle where the powertrain is driven by a combination of an internal combustion engine and an electric motor.*

Insulation Monitoring Device (IMD): *An electronic circuit that continuously monitors the insulation resistance between the Tractive System and the Grounded Low Voltage System. The IMD may be standalone component in the vehicle or may be part of a RESS.*

Insulation Resistance: *Measurement of isolation between two electrical systems. Units are typically Ohms/Volt.*

Personal Protective Equipment (PPE): *Equipment worn to minimize exposed hazards, such as electrical shock.*

Powertrain: *See Tractive System*

Protective Earth: *Dedicated conductor or mounting point that connects electrical equipment to the Earth ground for the purpose of electrical safety.*

Rechargeable Energy Storage System (RESS): *The complete energy storage device comprising an energy storage medium (typically tractive batteries and capacitors in an electrified vehicle), the components to mount, monitor, manage and protect the storage medium, and everything needed for normal operation of the RESS (except for cooling equipment and liquid).*

Secondary Energy Storage System: *Standalone system consisting of an energy storage mechanism and power conversion electronics used to store energy and is capable of being an electrical supply at a later time.*

Service Disconnect (High Voltage Disconnect or Manual Disconnect): *Electrical disconnect in-line with the primary current path of the tractive system that can be removed as a precautionary measure during the service of an electrified vehicle. The service disconnect(s) may have the primary tractive system fuse built into the disconnect, is generally located on the RESS or Battery Pack(s) and may have secondary contacts to open the isolation relays when disconnected.*

Tractive Battery: *Intermediate storage device of electrical energy and consists of electrically connected battery cells group together in battery modules. The tractive battery supplies energy to the tractive system and may supply energy to the grounded low voltage system.*

Tractive System: *All electric equipment or electronics on the vehicle used for the prolusion of the vehicle and is galvanically isolated from the vehicle frame.*

Wire: *A fully insulated flexible conductor. Multiple wires may be bundled into cables (cable assemblies).*"

Street Category

#35686 Oil Coolers

The SAC is seeking initial member feedback on the following addition to 13.10:

"*13.10.L. An engine oil cooler may be added. Modifications necessary to route fluids to an appropriate heat exchanger (modification of oil and coolant lines, addition of oil cooler sandwich adapters, addition of fluid pumps, etc.) is allowed provided they serve no other purpose.*"

Prepared Category

#35402 Firewall Clearance for addition of Dry Sump

The PAC is requesting input on the following rule change proposal:

"17.2.F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, *oil lines, oil sumps not attached directly to the engine block*, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than ⅛ inch (0.125",3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices)

and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (20.3 cm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein."

Not Recommended

Event Operations

#31854 Make Grid Quiet Again

Thank you for your input. The National Staff will be looking at possible ways to improve this situation.

Street Category

#35565 Vehicle Eligibility

Thank you for your letter. At this time the SAC believes that section 3.1.A regarding Rollover Potential Guidelines is adequate as written.

#35676 Cooling Mods for Street Class

Thank you for your letter. The SAC believes that section 13.10 is adequate as written.

#35704 Allow alternate seats in street classes

Thank you for your letter. The SAC believes that section 13.2 is adequate as written.

#35705 Move Street Class V6 American Muscle Body It's Own Class

Thank you for your letter. The SAC believes the cars referenced are appropriately classed at this time.

Street Touring Category

#34710 Request for PCV allowance

Thank you for your letter. The STAC feels that the allowances in 14.10.C are sufficient at this time.

#35478 STS also rans to STH

Thank you for your input. The STAC believes that the current classifications of former STF cars, presently in STS, are appropriate at this time.

#35479 Bring back STF ; STH is a turbo class

Thank you for your input. The STAC believes that the current classifications of former STF cars, presently in STS, are appropriate at this time.

#35649 Hoods and hood vents in ST

Thank you for your input. The STAC feels that aftermarket hoods are beyond the scope of Street Touring.

Prepared Category

#34946 Align CP aero rules with the rest of Prepared

Thank you for your input. At this time, the PAC does not feel there is enough interest to warrant a change proposal. The PAC will continue to monitor the class's desire for increased aero allowances.

#35036 P to allow XS and CAM cars to compete

The PAC is not enthusiastic about allowing cars that are not expressly legal for the Prepared ruleset bumping into the category. CAM or XA/XB cars that are compliant with the relevant Prepared ruleset can bump. The PAC is interested in ways to increase Tour participation without allowing cars that are in-excess of the ruleset.

#35717 XP Wing allowance

Thank you for your input. The PAC believes that the wing rules are sufficient as written.

Other Items Reviewed

General

#35490 Question RE Latest Fastrack

Thank you for your letter. Letters written to the SEB are not published publicly. If you are interested in a new allowance please submit a letter using the letter system at www.soloeventsboard.com

Event Operations

#35266, 35485, 35528, 35669, 35776, 35803, 35804, 35822, 35831, 35832, 35889 Nationals Course Design Applications (various)

Thank you for your applications. The SEB has selected Mike Faucett and Jeff Cox as the 2024 Solo Nationals Course Designers.

#35274, 35285 Solo Driver of the Year Nominations (various)

Thank you for your nominations. Steve O'Blenes was chosen as the 2023 Solo Driver of the Year.

#35280, 35316 Solo Rookie of the Year Nominations (various)

Thank you for your nominations. Khai Duplantis was chosen as the 2023 Solo Rookie of the Year.

#35459 Move FSP out of S5

Thank you for your input. This feedback has been discussed with the National staff who are responsible for the execution and rules governing ProSolo.

#35695 PRO SOLO - Class Supplementary to their own Index Class

Thank you for your input. This feedback has been discussed with the National staff who are responsible for the execution and rules governing ProSolo.

Street Category

#35507, 35509, 35510, 35512, 35514, 35515, 35517, 35520, 35521, 35522, 35523, 35524, 35525, 35527, 35529, 35530, 35531, 35532, 35534, 35536, 35537, 35539, 35541, 35545, 35546, 35547, 35549, 35552, 35553, 35562, 35563, 35564, 35566, 35579, 35586, 35588, 35592, 35596, 35608, 35622, 35625, 35628, 35629, 35640, 35651, 35663, 35664, 35667, 35673, 35679, 35683, 35691, 35692, 35696, 35703, 35709, 35722, 35736, 35741, 35743, 35744 Responses to proposal #33265 (various)

Thank you for your feedback on letter #33265. The SAC will continue to evaluate member feedback regarding a possible rule change.

Street Touring Category

#35455 Classing of 22-23 Hyundai Kona N

Thank you for your input. The Kona N is classified in STU per Appendix A.

CAM / XS

#32639 Please update rule set for new letter classing

Thank you for your letter. This has been resolved in the current Xtreme Street Rules.

#34039 Aero: Bumpers, Canards, and Unicorn Horns

Thank you for your letter. Please see the updated 2024 CAM rules here where this issue was addressed. Please submit a letter or email camxsrules@scca.com with any further comments.

#35519 Support for Vitour P1

Thank you for your letter. The SEB will monitor the performance and availability of the Tempesta P1 over the course of the 2024 season to evaluate removing the tire from the exclusion list for 2025.

#35706 SCCA's National Level Street Tire Exclusion list

Thank you for your letter. The SEB will monitor the performance and availability of the Tempesta P1 over the course of the 2024 season to evaluate removing the tire from the exclusion list for 2025.

Kart Category

#35470 Follow up to letter #35309

Thank you for your input.

#35708 Why don't we allow unsecure seat pads?

Thank you for your input. The KAC believes that the rule as written is sufficient and is not in favor of this change.

Handled Elsewhere

Street Category

#35555 Update on production numbers for GT4 RS

Thank you for your letter. Please see the response to letter #35734 in the current Fastrack.

#35567 I support TireRack, but it's time for camber adjustment in Street

Thank you for your letter. Please see the response to #33763 in the May 2023 Fastrack.

#35674 Consideration for SS

Thank you for your letter. Please see the response to letter #35734 in the current Fastrack.

Street Touring Category

#35591 Feedback: Update 14.2.E to include different materials

Thank you for your letter. Please see response to letter #32530 in the February Fastrack.

#35604 Nissan Z classing

Thank you for your letter. Please see Tech Bulletin letter #35484 in the current Fastrack.

CAM / XS

#30157 Front splitter clarification

Thank you for your letter. Please see the updated CAM 2024 CAM rules here and the response to letter #34640 in the January 2024 Fastrack.

#32651 Introduce Safety Levels for interiors for XS-all

Thank you for your letter. Please see the response to letter #35737 in this Fastrack.

#35574 Camber in EVX / XS / XU

Thank you for your letter. Please see the response to letter #33983 in this Fastrack.

#35737 Allow carpet removal when TT Level 3 Safety is used

Thank you for your letter. Vehicles using the Time Trial Safety Level 3 safety loophole to completely remove floor coverings and interior panels are eligible to run in the XU class. Current CAM/XS rules require floor coverings in XA, XB, CAM-C, and CAM-T.

The SEB is seeking feedback from the membership on whether the TT Level 3 Safety loophole should be extended to the CAM/XS category which would permit removal of floor coverings, interior panels, and passenger seats when the vehicle is equipped with a legal 6-point or greater cage.

Prepared Category

#34981 Wings in CP

Please see response to letter #34946 in this Fastrack.

Tech Bulletins

Street Category

#35734 Classing of the GT4 RS is SS for 2024 season.... its not too late

Per the SAC and SEB, **effective 1/1/2025** add the following new listing in Appendix A:

SS

Porsche

718 Cayman GT4 ~~(excluding RS)~~ (2020-23)

718 Cayman GT4 RS (2022-2024)

718 Spyder RS (2024)

Street Touring Category

#35484 Classing for 2023/2024 Nissan Z

Per the STAC, add the following new listing in Appendix A, effective immediately upon publication and subject to the provisions of 3.2:

SST

Nissan

Z (incl. Nismo) (2023-2024)

#35633 Street Touring Classing for VR6 GTi

Per the STAC, add the following new listing in Appendix A:

STX

Volkswagen

GTI VR6 (1995-2005)

CAM / XS

#33983 EVX rear toe arms

Per the CAM/XS AC and SEB, add an allowance for aftermarket toe links to the EVX rules. These aftermarket toe links are very common in some platforms and requiring stock geometry means the main benefit becomes ease of adjustment and allowing competitors to get back to stock toe alignment values after lowering or changing camber.

Members should note that since the EVX class is Supplemental, this change will be effective immediately on publication.

Add the following allowance to the Suspension portion of the EVX rules:

Suspension.I: "A lateral suspension link which serves to control toe may be modified or replaced to facilitate toe adjustment, provided the factory mounting locations are used without modification. Factory adjustment mechanisms such as eccentric bolts may be locked out or otherwise disabled. Changes in suspension geometry are not allowed except as incidental to the effective arm length change. On double/unequal arm (eg wishbone) suspensions Suspension.F.1 or Suspension.I may be used to change one arm but not both."

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | March 27

The Solo Events Board met online March 27th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Mark Scroggs; KJ Christopher, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the web page at www.soloeventsboard.com.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2025.**

Member Advisories

Street Category

#35671 Clarification Needed - Section 13.3 Tires (Street Class)

Thank you for your feedback. The SAC would like to remind members that per 13.3.A, any 200TW tire meeting these guidelines remains eligible for Regional competition. Per 13.3.C.4, the tire exclusion list refers to SCCA Solo National events only.

#35807 Clarification of standard wheel size for street class

Thank you for your letter. The SAC would like to remind members that outside of a complete package conversion, the permissible range of wheel diameters and widths is specific to each trim or package of a vehicle.

Street Touring Category

#35849 Align turbo/supercharger allowances

Thank you for your input. The rules in 14.10.C and 14.10.H are intentionally written to limit allowable changes in Street Touring cars to prohibit mechanical parts changes to either turbo- or super- chargers. As a result, pulley changes are not legal in Street Touring, nor are changes to turbochargers or wastegates.

Street Modified Category

#35908 SMAC Resume

The SMAC has recommended and the SEB has approved the addition of Ethan Swindel to the Street Modified Advisory Committee.

Modified Category

#35842 BM overhang and wing elements

Per the MAC, cars exceeding overhang allowance are considered to be outside the P2 underbody allowance and must meet restriction in Appendix A, Modified Class B, E.2

Number of wing elements are unrestricted, and wing area is as calculated in Appendix A, Modified Class B, E.1

CAM / XS

#35416 OEM Splitters and Spoilers Clarification

Thank you for your question. "Manufacturer" as it is used in the commercially available aero allowance of the CAM/XS rules is not intended to encompass only OE manufacturers of vehicles (Ford, AMC, etc). Aero

components produced by any company that are vehicle specific and installed per the installation instructions provided by the company are permitted.

The CAM XS committee would like to caution people that off the shelf aero components whose design falls well outside the guidelines for aero listed in the CAM/XS rules will be added to the exclusion list. The intent of this rule is to permit easy to acquire off the shelf aero components that may be slightly out of compliance with the CAM/XS aero rules. An example would be a wing mounting solution that extends an inch too far forward.

If there are any competitors that would like the legality of an off the shelf aero component evaluated because it does not comply with the current CAM/XS rules for non off the shelf aero please send a letter using www.soloeventsboard.com or send an email to camxsrules@scca.com.

Club Spec

#35345 CSM car question

Thank you for your letter. If the car was properly converted to Shelby GT trim using the SCCA Solo Street class package conversion allowance and was an FS car then that vehicle would be a Shelby GT for the purpose of prepping the vehicle for CSM. The sealed Koni shocks are a required part of the suspension package.

Change Proposals

Street Category

#35814 Evora 400 / Evora GT to A-Street

The SAC is seeking member feedback on the following changes to Appendix A:

SS

Lotus

~~*Evora 400 (2016-2018)*~~

~~*Evora GT (2020-22)*~~

AS

Lotus

Evora 400 (2016-2018)

Evora GT (2020-22)

Not Recommended

Street Category

#35796 Request to increase offset allowance from +-7MM to +-10MM

Thank you for your letter. The SAC believes that 13.4.A. regarding wheel offset is adequate as written.

#35847 Request to Remove the 30 Year Limitation to Street Classes

Thank you for your input. The SAC believes that the preamble to Section 13, regarding vehicle eligibility for National events, is adequate as written. Vehicles past this limit remain eligible for Regional competition.

#35859 Please re-class non manual Integras to HS

Thank you for your letter. The SAC believes the non manual Integra is appropriately classed at this time.

Other Items Reviewed

General

#26989 Current sound regulations are unacceptable

Thank you for your input. The Sound Committee is working on improvements to measurements and processes.

#27026 Broken sound system

Thank you for your input. The sound committee has implemented changes to Appendix H for 2024 and 2025 to increase the consistency of readings, enforcement, and expectations for competitors and officials. Please find the latest updates to Appendix H in the March Fastrack.

#30605 Course deviation clarification please

The SEB believes the existing wording is sufficient.

#34580 The Great Alignment

Thank you for your input. The SEB is evaluating opportunities for alignment with TT where appropriate.

#34937 TT supplemental class

Thank you for your input.

Street Category

#35447 Port Installed Options Ruling

Thank you for your input.

#35469 Update to tires rules

Thank you for your input. The SEB will continue to monitor the availability of tires through 2024.

#35653 Appendix F entry for VW traction control

Thank you for your input.

#35823 AWD additions to AS

Thank you for your letter. The SAC will continue to monitor the performance of the recent additions to AS.

Handled Elsewhere

Street Category

#35573 Vitour P1 eligibility

Thank you for your input. Please see the response to letter #35469 in this Fastrack.

#35748 Reclassification of 718 base model

Thank you for your letter. Please see the response to letter #33114 in the January 2023 Fastrack.

#35826 Class killer cars into A Street

Thank you for your letter. Please see the response to letter #35823 in the current Fastrack.

#35827 Misclassification of the GTR

Thank you for your letter. Please see the response to letter #35823 in the current Fastrack.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Tech Bulletins

Street Category

#35790 2024 eRay Corvette Classing

Per the SAC, add the following new listing in Appendix A, and correct the existing listings, **effective 1/1/2025**:

SS

Chevrolet

Corvette Stingray (C8~~, non-Z06, non- E-Ray~~) (2020-24)

Corvette E-Ray (2024)

~~*C8 Corvette*~~ Z~~*0*~~06 (including Z~~*0*~~07 package) (2023-24)

#35863 typographical error.

Per the SAC, correct the typographical error in 13.10.J as shown below:

13.10

"J. On cars equipped with computer-aided gear selection or "skip-shift" features from the manufacturer, modifications to defeat the "skip-shift" feature are permitted an~~*y*~~*d* may serve no other purpose."

#35867 Please class the 2024 Lotus Emira

Per the SAC, add the following new listing in Appendix A, **effective 1/1/2025**:

SS

Lotus

Emira (all) (2024)

#35894 2020 Subaru BRZ ts

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

BS

Subaru

BRZ tS (2020)

Street Touring Category

#35839 Correction needed in 2024 rules

Per the STAC, make the following correction to the entry shown in Appendix F:

Appendix F

Street Touring Category Clarifications

The 2013-2021 Subaru BRZ, *Scion FR-S* and Toyota ~~GR~~86 are considered the same US model for the purpose of interpreting 14.2.F regarding addition of OE bodywork features.

Modified Category

#35840 BM GCR reference

Due to a change in GCR section numbering, the following correction is provided for the first paragraph of Modified Class B in Appendix A:

"All Formula Cars or Sports Racers compliant under the current Club Racing GCR Sections 9.1.1.A.1 a-h or ~~9.1.8.D.1~~ *9.1.8.C* A-H, unless specifically classed elsewhere, with the following exceptions:"

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | April 24

The Solo Events Board met online April 24th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, Brad Smith, and Mark Scroggs; KJ Christopher and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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.

Unless indicated otherwise, the implementation date for all **new** proposals published herein is **1/1/2025.**

Member Advisories

SEB Personnel

#36168 SEB Openings

Openings are anticipated on the SEB at the end of this year. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street Category

#35963 2024 Toyota GR86 Performance Package and Trueno Edition

Thank you for your letter. The Toyota GR86 Trueno is classed under the current D Street listing: Toyota GR86 (without TRD equipment, excl. 10th Anniv. Edition) (2022-24)

Street Prepared Category

#35438 Coolant reroute

The modification in question does not meet the requirements of section 15.10.DD.3. The reliability rules were added to allow for improving the strength of components which commonly fail at SP levels of prep by improving the material, manufacturing technique, or size of the component. The rules do not allow for reengineering of the system in the way described in your letter.

#35729 Lower control arm bushing question

Thank you for your question. The SPAC agrees that this change is allowable under 15.8.H as well as 15.8.L, so long as the geometry is not altered beyond the allowances of the existing rules and the replacement part meets the restrictions within 15.8.L.

CAM

#33945 Contradictory verbiage in rules

Thank you for your letter. This discrepancy has been fixed in the 2024 version of the CAM/XS Rules. With the exception of wings, CAM-T cars may also take advantage of the "off the shelf" allowance for aerodynamic aids.

Kart

#35024 Electric water pump

The KAC believes that as the rule is written that the mechanical pump must stay equipped in both cases of the KZ and the ROK engine packages.

If the competitor wants to add additional electric pumps they may be added, but the mechanical pump must remain.

Fastrack news official SCCA member notification
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Change Proposals

Street Touring Category

#35870 Exclusion of the 2018 BRZ TS

The STAC is requesting feedback on the following change in Appendix A:

STX

Subaru

BRZ *excl. tS* (2013-21)

Street Prepared Category

#35726 Expand limited prep options

The SPAC is requesting member feedback on the following classing proposal:

CSP

Lotus

*Elise, Exige (Naturally Aspirated) (2005-11) *Limited Prep**

Kart

#35309 Standardize Kart Bodywork.

The KAC would like to submit for member feedback to change the rule 19.1.A.10 as shown below.

These rules would prevent competitors from designing and making their own bodywork for aerodynamic advantages, to improve alignment with wheel to wheel karting rules.

"10. Bodywork:

a. A nose cone *(front bumper)* and driver fairing *(nassau panel)* are required. T*hese items must be CIK/FIA HOMOLOGATED.*

b. Left & right sidepods, confined to the area between the front & rear tires, are required. *These items must be CIK/FIA HOMOLOGATED.*

c. Floor trays must be confined within the frame rails and must not extend aft of the lower front seat mounting points.

d. Other aerodynamic devices, including wings or vertical sealing devices, are not allowed.

e. Modifying homologated bodywork to gain an aerodynamic advantage is not allowed. Modification of bodywork is only allowed in these instances:

Additional holes to mount accessories

Holes to gain access to engines

Modification for clearances

Deformation & normal wear.

f. Metal bodywork construction is not allowed; metal floor tray construction is allowed."

Not Recommended

Street Category

#35495 Port Options?

Thank you for your letter. The SAC believes the F-Street Mustangs with the current options packages are appropriately classed at this time.

Street Prepared Category

#32335 Class the 2017-2020 Civic Si in FSP

Thank you for your input. The SPAC has been reviewing this topic and currently is still recommending that this classing not be made; however, we will be revisiting in the future.

#35133 Street Porting

Thank you for your input. The SPAC does not believe that this modification is in the best interests of the category.

#35727 Limited Prep ND Miata to DSP

Thank you for your input. The SPAC does not believe this change is in the best interests of the category.

#35784 Not Another Spec Honda Class

Thank you for your input. The SPAC has reviewed moving the 10th Gen Civic Si to FSP-LP multiple times and the current decision is still to not add this vehicle to the class.

#35843 Limited Prep - Tire Size

The SPAC's intention for Limited Prep's rules around bodywork are to avoid modifications that cause irreversible changes to the vehicle such as fender cutting. The SPAC does not believe a rule to further limit the width of the tire is required. The SPAC anticipated that Limited Prep SP competitors would downsize wheel diameter to fit wider tires without cutting bodywork. The goal of Limited Prep SP was to grow the participant base by removing the need to permanently alter a vehicle to be competitive in SP. The SPAC will continue to monitor the competitive balance across the category and make classing adjustments as necessary.

CAM / XS

#32569 LSD for 2WD EVx

Thank you for your input. At this point in time the CAM/XS Committee is not in support of EVX vehicles modifying the tractive system (including motors and transmissions).

#32771 moving all stick axle cars to cam

Thank you for your letter. The CAM/XS committee does not feel that moving all stick axle cars to CAM-T would be in the best interests of the class.

#33440 CAM rule modification

Thank you for your letter. The CAM/XS Committee will continue to monitor participation within CAM-T but does not currently feel that splitting the class based on tire size would be appropriate.

#34705 Extreme Vintage

Thank you for your letter. At this point the CAM/XS committee has not seen the need for this kind of class. However, if members are interested in an XS class targeted at older vehicles they are encouraged to write a letter of support and ideas for the concept.

Other Items Reviewed

Development

#35815, 35816, 35820, 35821, 35846, 35848, 36013 Kelly Cup nominations (various)

Thank you for your nominations.

#35998 Embrace the future

Thank you for your feedback regarding the future of alternative fuel vehicles in motorsports.

#36020 EV's in Solo

Thank you for your input.

Street Category

#35758 Vitour p1 tires

Thank you for your letter. The SEB will monitor the performance and availability of the Tempesta P1 over the course of the 2024 season to evaluate removing the tire from the exclusion list for 2025.

#35971 GT4 RS in SS is a bad decision

Thank you for your feedback.

Street Prepared Category

#35732 In support of Limited Prep Lotus Elise to CSP

Thank you for your input. The SPAC is continuing to collect member feedback on this topic.

Xtreme Street Category

#28396 XS Considerations

Thank you for your thoughts on the XS Category.

#32401 Request for clarification re XS class rules

Thank you for your thoughts on the XS Category. Many of these concerns and questions are addressed in the 2024 CAM/XS Rules available here.

Handled Elsewhere

Street Touring Category

#35993 Make SST a jacket class

Thank you for your input. Please see the response to letter #34986 in the January 2024 Fastrack.

CAM / XS

#32493, 32494 Sub-class suggestion

Thank you for your input. Please see the response to letter #33440 in this Fastrack.

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Tech Bulletins

General

#36044 Correction to description of Rothney-Kozlak Cup

Errors and Omissions: the clarification previously issued with item 35472 incorrectly included the Rothney-Kozlak Cup. Recipients of that award must be entered in National classes as defined in Section 4.8 of the Solo Rules.

Street Prepared Category

#35872 Stealth / 3000GT

The SPAC is correcting an error made during the Street Prepared re-org.

CSP

~~Mitsubishi~~

~~3000GT Turbo~~

DSP

Mitsubishi

3000GT Turbo

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | May 29

The Solo Events Board met online May 29th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Mark Scroggs; KJ Christopher, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2025.**

Member Advisories

Awards

#36278 Awards Nominations Requested

The SEB is requesting nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards, and lists of past winners, are found in Appendix K.V of the Solo Rules, or via the Solo Awards section of the SCCA website here: https://www.scca.com/pages/awards

SEB Personnel

#36279 SEB Openings

Openings are anticipated on the SEB for 2025, and interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street Modified Category

#35962 SMAC application

The SEB has approved the addition of Dan Shea to the SMAC.

XS Category

#36045 Side skirts and ground effects

Thank you for your letter. The CAM/XS committee believes side skirts would fall under the allowance to modify exterior body panels.

Change Proposals

Street Category

#36007 Tesla motors

The SAC is seeking member feedback on the following proposed changes to Appendix A:

AS

Tesla

~~*Model 3 (all) (2018-24)*~~

~~*Model Y (all) (2020-24)*~~

Model 3 (AWD/Performance 2018-23)

Model Y (AWD/Performance 2020-24)

DS

Tesla

Model 3 (RWD) (2018-24)

Street Touring Category

#36154 ST class updates

The STAC is publishing the following proposal for member review and comment. If after reviewing feedback the committee decides to recommend implementation, there will be associated changes to references in 14.0, 14.2, and 14.3 which will be presented at that time. Effective date for this group of changes would be 1/1/2025.

Over the last few years, the STAC has received an overwhelming number of letters regarding the performance level of the MX-5 ND in STR vs. the performance level of other desirable cars in the class, such as the MX-5 NC and the 2nd generation Toyota/Subaru Twins. The STAC would like to address this feedback and is requesting member input on the following potential changes:

1) Creating a new class, A-Street Touring, with the same allowances (including wheels and tire sizes) as STU. The STAC welcomes suggestions for additional cars that may fall inside a similar performance envelope with those allowances.

AST

BMW

M2 Competition (2019-21)

Z4 M Coupe/Roadster (2006-2008)

Chrysler

Crossfire (all)

Fiat

Spider (2016-20)

Ford

Mustang Shelby GT350 (2015-18)

Mustang Shelby GT 350 (incl. Handling Package) (2019-20)

Mustang Boss 302 (2012-13)

Honda

S2000

Mazda

MX-5 Miata (2016-24)

Mazdaspeed Miata (2004-05)

Pontiac

Solstice GXP

Porsche

Boxster/Cayman 981 S (2012-2016)

Saturn

Sky Redline

Toyota

GR Corolla (2023-24)

Supra 4-cyl

SST

~~BMW~~

~~M2 Competition (2019-21)~~

~~Z4 M Coupe/Roadster (2006-2008)~~

~~Chrysler~~

~~Crossfire (all)~~

~~Ford~~

~~Mustang Shelby GT350 (2015-18)~~

~~Mustang Shelby GT 350 (incl. Handling Package) (2019-20)~~

~~Mustang Boss 302 (2012-13)~~

~~Pontiac~~

~~Solstice GXP~~

~~Porsche~~

~~Boxster/Cayman 981 S (2012-2016)~~

~~Saturn~~

~~Sky Redline~~

~~Toyota~~

~~Supra 4-cyl~~

STR

~~Honda~~

~~S2000~~

Mazda

MX-5 Miata (2006-15 ~~24~~)

STU

~~Fiat~~

~~Spider (2016-20)~~

~~Mazda~~

~~Mazdaspeed Miata (2004-05)~~

2) Re-naming of Street Touring classes to better align with the other categories as follows:

SST

AST

BST ~~STU~~

CST ~~STR~~

DST ~~STX~~

EST ~~STS~~

FST ~~STH~~

Not Recommended

Street Category

#36065 Street Class Staggered Wheel Width Change Proposal

Thank you for your letter. The SAC believes the wheel allowances in 13.4 are adequate as written.

#36140 Recent SS and AS cars classing.

Thank you for your input.

Street Touring Category

#34501 STC Revive?

Thank you for your input.

XS Category

#36105 EVX allowed modifications.

Thank you for your letter. The CAM/XS Committee does not feel that modifications to OE uprights would be within the spirit of EVX, which is intended to be a class for simple bolt on modifications.

Other Items Reviewed

Street Category

#35550 Please fix tires. Even ES is too expensive.

Thank you for your input.

#35932 Feedback on adding oil coolers to street class

Thank you for your feedback on letter #35686 regarding an oil cooler provision. The SAC will continue to evaluate member feedback regarding a possible rule change.

#36005 33625 shock feedback

Thank you for your feedback on letter #33265 regarding a shock rule revision. The SAC will continue to evaluate member feedback regarding a possible rule change.

#36070 What's the plan for ES? It's nearly dead.

Thank you for your letter. The SAC continues to monitor participation in the class with the understanding of the current age of the vehicles eligible for national competition with regards to 13.0 Car Eligibility.

#36094 GR Corolla RECLASS to DS from BS

Thank you for your input.

#36102 Support for #35814 Evora 400 / Evora GT to A-Street

Thank you for your feedback on the classing change proposed in letter #35814.

#36135 Street class rule update for common man

Thank you for your input regarding shock absorber and camber allowances in the Street Category. The SAC will continue to evaluate member feedback for item #33265, regarding a possible rule change.

#36137 Get the 718 S out of AS

Thank you for your input.

#36146 GT4RS to SS: Wrong Decision, Not Too Late to Fix

Thank you for your input. The SAC and SEB will be monitoring feedback and welcome additional member input regarding this classification, before the implementation date of 1/1/25.

#36179 Allow alternate OEM shock controllers in Street

Thank you for your feedback. The SAC continues to monitor responses to the rule change proposed to letter #33265, including revisions to shock controller allowances.

Street Touring Category

#34482, 34496, 34505, 34508, 34514, 34521, 34522, 34526, 34528, 34532, 34533, 34546, 34547, 34567, 34570, 34574, 34581, 34583, 34596, 34601, 34629, 34631, 34647, 34650, 34654, 34674, 34684, 34696, 34730 Feedback on #34091 re: Twins, Miatas, STX, STR (various)

Thank you for your input.

#34493 July 2023 Solo Fastrack #34091

Thank you for your input. Please see the Not Recommended response to letter #34091 in the August 2023 Fastrack.

#34494 #34091 Twins in ST

Thank you for your input. Please see the Not Recommended response to letter #34091 in the August 2023 Fastrack.

#34959 BoP STR as a Bump Class

Thank you for your input.

Street Modified Category

35283, #35294, 35332 Feedback on Proposed Weight changes (various)

Thank you for your input. The SMAC is continuing to review feedback regarding this proposal.

Kart Category

#35312, 35328, 35362, 36048 Feedback Proposal for bodywork rule change / clarification (various)

The KAC would like to thank members for feedback on changes to body work.

Handled Elsewhere

Street Category

#35755, 35759, 35763, 35868, 35945, 35988, 36160 Feedback on proposal #33265 re: shocks (various)

Thank you for your feedback on letter #33265. The SAC will continue to evaluate member feedback regarding a possible rule change.

#35786 I agree with moving the 2.5L Impreza to HS

Thank you for your feedback. Please see response to letter #35660 in the March Fastrack.

#35933, 35934, 35937, 35940, 35943, 35944, 35946, 35947, 35952, 35954, 35955, 34948, 35949, 35951, 35956, 36017 Feedback on change proposal #35686 to 13.10L, re: oil coolers (various)

Thank you for your feedback on letter #35686 regarding an oil cooler provision. The SAC will continue to evaluate member feedback regarding a possible rule change.

#35948 No Camber Adders

Thank you for your letter. Please see the response to #33763 in the May 2023 Fastrack.

#35950 Street class camber support

Thank you for your letter. Please see the response to #33763 in the May 2023 Fastrack.

#36092 2024 Tesla Model 3 performance

Thank you for your feedback. Please see the response to letter #36025 in the current Fastrack.

#36101 GT4 RS to SS

Thank you for your input. Please see the response to item #36146.

#36124 Support moving Evora 400/GT to AS, include Emira V6

Thank you for your feedback on the classing change proposed in letter #35814.

Street Touring Category

#34478, 34479, 34487, 34492, 34495, 34503, 34506, 34507, 34509, 34510, 34511, 34512, 34518, 34520, 34525, 34531, 34543, 34549, 34552, 34555, 34556, 34563, 34564, 34565, 34566, 34571, 34575, 34577, 34582, 34588, 34592, 34594, 34609, 34622, 34642, 34693, 34712, 34778, 34831, 34866, 34924 Feedback on #34091, STX, STR, Twins, Miatas (various)

Thank you for your input. See change proposal letter #36154 in this Fastrack.

#34486, 34498, 34530 34562, 34603, Feedback #34091 Twins in ST (various)

Thank you for your input. Please see the Not Recommended response to letter #34091 in the August 2023 Fastrack.

#35785 Move ND-2 Miata to new class and call it STC

Thank you for your input. The STAC appreciates the effort taken to thoroughly explain the justification of your input and suggestions. See change proposal letter #36154 in this Fastrack.

#34668 Re: #34091

Thank you for your input. The STAC appreciates the effort taken to thoroughly explain the justification of your input and alternate suggestions. See change proposal letter #36154 in this Fastrack.

Tech Bulletins

Street Category

#36025 2024 Tesla Model 3 Performance classing

Effective immediately, based on a new model year revision, the SAC is recommending the following update:

AS

Tesla

Model 3 (all) (2018-~~24~~ *23*)

SS

Tesla

Model 3 (all) (2024)

Street Touring Category

#35585 i3/i3S to STH Addendum

Per the STAC, add the following new listing in Appendix A:

STH

BMW

i3

Xtreme Street/Classic American Muscle

#35938 Once again, Asking for Electric Cars to be allowed in XA

In an effort to clarify the classing eligibility of EVs to run in XS classes, change the following lines in the 2024 CAM/XS rules as shown.

Change the Eligible Vehicle wording in XA and XB to the following:

Eligible vehicles: All vehicles using an automobile-based ~~engine~~ *drivetrain or tractive system*.

Change the Eligible Vehicle wording in XU to the following:

Eligible vehicles: All production vehicles using an automobile-based ~~engine~~ *drivetrain or tractive system* with seating for 2 or more adults.

Additionally, the CAM/XS Committee does not feel that converting vehicle drivetrains between internal combustion and electric or hybrid electric is appropriate at this time. To that end add the following bullet point under the Engine and Drivetrain section:

Converting a vehicle's drivetrain from one type (i.e. internal combustion, hybrid, or electric) to another is not permitted.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | June 26

The Solo Events Board met online June 26th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, Brad Smith, and Mark Scroggs; KJ Christopher, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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/.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2025.**

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/.

Street Touring Category

#35005 Reclass 2008-2013 Accord to STX from STS

The STAC is recommending the following change to Appendix A, effective 1/1/2025:

STS

Honda

~~Accord (6-cyl) (1998-2013)~~

STX

Honda

Accord (6-cyl) (1998-2013)

Street Prepared Category

#30638 Clarification for rear toe control link

The SPAC is recommending adding the following new section 15.8.N:

"*15.8.N: Lateral suspension links which serve to control toe may be modified or replaced to facilitate toe adjustment, provided the factory mounting locations are used without modification. Factory adjustment mechanisms such as eccentric bolts may be locked out or otherwise disabled.*

Changes in suspension geometry are not allowed except as incidental to the effective arm length change. On double/unequal arm (e.g. wishbone) suspensions 15.8.H.1 or 15.8.N may be used to change one arm but not both."

Note: this change will be effective 1/1/2025 if approved by the BOD.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Member Advisories

Event Operations

#35991 Directional (pointer group) cone rules, or lack thereof

All cones which are boxed and numbered are considered part of the course for the purposes of determining penalties per 7.8.2 and 7.8.3. Pointer cones and rows of directional cones ("laydowns") should be marked for correct repositioning as necessary.

Street Category

#36016 Allowable modifications

Thank you for your letter. Competitors are reminded as per Section 13.0 that Street Category cars must be run as specified by the manufacturer with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be totally complete and the resultant car must meet all requirements of this Section.

CAM

#34845 CAM Aero Dimensions Clarification

Thank you for your letter. Rear wing setback is based on the bodywork present on the vehicle not the OE bodywork. The CAM/XS committee would like to caution the membership that excessively modified bodywork to permit large wing setbacks may run afoul of the rule that the body must remain recognizable as that of the original vehicle make and model.

Not Recommended

Street Category

#35983 Apendix A Standard Equipment on a Tesla Model 3 Performance

Thank you for your letter. The SAC believes that the wheel allowances per 13.4 are adequate as written. Further, any dealer installed packages must be specifically allowed in Appendix A to be eligible for competition.

#36015 Classing for Audi Q5 / SQ5

Thank you for your letter. Per 3.1.A, the vehicle is ineligible for competition based on the rollover guidelines.

#36107 Adjustment to 997.1 Porsches

Thank you for your letter. The SAC believes the models referenced in the letter are appropriately classed at this time.

#36108 Request for Classification of 2023 M4 CSL (unmodified)

Thank you for your letter. Given the limited production of this model, the SAC does not feel that it is appropriate to class at this time.

#36271 C7 Corvette Z06 and Camaro ZL1 1LE to AS

Thank you for your letter. The SAC believes the models referenced in the letter are appropriately classed at this time.

#36226 Classification Request for the Toyota GR Corolla - D Street

Thank you for your letter. The SAC believes the Toyota GR Corolla is appropriately classed at this time.

#36225 Move the RX8 to DStreet

Thank you for your letter. The SAC believes the RX-8 is appropriately classed at this time.

#36277 Allow a legal tire

Thank you for your letter. The SAC believes the wheel allowances in 13.4 are adequate as written.

#36189 Request for Reclassification

Thank you for your letter. The SAC believes that the 991.2 GT3 RS exceeds the performance potential of the Street category.

Street Touring Category

#35855 Missing Porsche from ST

Thank you for your letter. The STAC does not think it is appropriate to class the Cayman R in Street Touring.

#34850 RWD wheel width limit does not fit spirit of the rules- Allow 12s

Per the STAC, the previously-published proposal to change the section 14.4 STU wheel width maximum to 12.0 is withdrawn.

Xtreme Street

#34568 Remove FWD Minimum weight penalty

Thank you for your letter. The CAM/XS committee does not feel that lowering minimum weights for FWD cars in XB would be appropriate at this time. For vehicles that do not meet minimum weights in XB there is the option to run XU instead.

Other Items Reviewed

Event Operations

#30937, 31256, 34667, 34987 Course Walks, Scooters, Wheeled Vehicles, Golf Carts (various)

We continue to monitor the use of wheeled vehicles for course walks and it is important for participants to self-police and hold each other accountable. Unsportsmanlike behavior can be penalized per Solo Rules 8.1 and 9.1. All users, including those in golf karts, are reminded to be considerate of others.

#35884 Error in Appendix Formatting

Thank you for your input. This issue will be fixed in an upcoming update to the Rules document.

#36012 Sportity, Sportify, whatver you call it...

Thank you for the feedback. Staff continues to evaluate how to best utilize technology to communicate across an event life cycle.

#36039 Course design feedback

Thank you for your willingness to volunteer. Nationals course designers are chosen by the SEB based upon their designing experience at major events, such as National Tours and Pro Solos, and their willingness to be flexible and incorporate feedback.

Club Spec

#35356 Jass Performance MX-5 NC Seat lowering adapters in CSX.

Thank you for your request. This request has been shared with the appropriate individuals charged with maintaining the Club Spec rules. As Club Spec spans multiple programs individuals who wish to share input on the classes may either write a letter to the SEB, the TTB, or email ClubSpec@SCCA.com.

#35364 SCM bushings and rear LCAs

Thank you for your request. The current Club Spec rules now have a bump stop solution for the Mustangs. Your concerns on rear lower control arms will be shared with the appropriate individuals responsible for the Club Spec rules. As Club Spec spans multiple programs individuals who wish to share input on the classes may either write a letter to the SEB, the TTB, or email ClubSpec@SCCA.com.

#35406 Club spec Mustang

Thank you for your letter. Please see the updated Club Spec rules, which discuss TT level 3 safety allowances.

Street Category

#36022 Opposition to EV's in Solo

Thank you for your input.

#36223 Fastrack #35814 Evora 400 / Evora GT to A-Street

Thank you for your feedback.

Xtreme Street

#32408 XS Clarifications, if Needed

Thank you for your letter. The CAM/XS committee believes these concerns are addressed in the latest version of the CAM/XS rules. Please refer to the updated ruleset and write another letter with any remaining questions.

#32539 Make class naming consistent in rulebook

Thank you for your letter. Please see the 2024 XS rules which now use consistent naming conventions for the classes and category.

#32772 Rule Clarification- lower rear body panel

Thank you for your letter. Please see the updated 2024 CAM/XS rules which limit the forward extension of a rear diffuser to the centerline of the rear wheels instead of measuring from body panels.

#35035 Adding XC class

Thank you for your letter. The CAM/XS Committee and Time Trials Board are working together where possible to facilitate crossover between the two programs.

Handled Elsewhere

Club Spec

#35861 Add EPAS to S197 Mustangs in CSM

Thank you for your request. Please see the response to letter #35356 in this Fastrack.

#35901 Club spec Mustang rear suspension

Thank you for your request. Please see the response to letter #35356 in this Fastrack.

Street Category

#36087 Request classing new vehicle

Thank you for your letter. Please see the response to #36192 published in the current Fastrack.

#36104 2024 Tesla Model 3 classification

Thank you for your letter. Please see the response to #36025 in the July Fastrack.

#36243 Cayman classing updates

Thank you for your letter. Please see the response to #36240 published in the current Fastrack.

#36257 Base 718 Porsche Cayman / Boxster reclassification

Thank you for your letter. Please see the response to #36080 published in the current Fastrack.

Street Touring Category

#35215 Shelby GT350, Boss 302 and Darkhorse Mustangs to STU

Thank you for your letter. Please see change proposal letter #36154 in the July Fastrack.

Note: The STAC and SEB will revisit classing for the 2024+ Mustangs once proposal #36154 is either recommended or withdrawn.

#35456 GR corolla classing

Thank you for your letter. The GR Corolla is not currently classed in Street Touring. Please see change proposal item #36154 in the July Fastrack.

#35728 GR Corolla ST classing

Thank you for your letter. The GR Corolla is not currently classed in Street Touring. Please see change proposal item #36154 in the July Fastrack.

#35985 Request to class Toyota GR Corolla

Thank you for your letter. Please see change proposal item #36154 in the July Fastrack.

#36128 Home for Street Touring second gen twins

Thank you for your letter. Please see change proposal item #36154 in the July Fastrack.

#36172 Give the ND it's own class so STR is not a one car class

Thank you for your letter. Please see change proposal item #36154 in the July Fastrack.

#36184 Miata is always the Answer to Often

Thank you for your letter. Please see change proposal item #36154 in the July Fastrack.

#36224 GR Corolla core and circuit ST classing

Thank you for your letter. Please see change proposal item #36154 in the July Fastrack.

Street Prepared Category

#35935 Response in support of #30638 - *SP Toe Links

Thank you for your input. Please see updated item #30638 in this Fastrack.

CAM

#35460 CAM Splitter Clarification

Thank you for your letter. Please see the response to letter #34640 in the January 2024 Fastrack.

Tech Bulletins

Street Category

#36192 Classing 2025 Hyundai Ioniq 5 N

Effective 1/1/2025, the SAC recommends the following addition to Appendix A:

SS

Hyundai

Ioniq 5 N (2025)

#36371 Class the E60 BMW 5-Series (6-cylinder)

Effective immediately, the SAC is recommending the following addition to Appendix A:

GS

BMW

5 Series (E28, E34, ~~&~~ E39*, & E60/61* chassis; 6-cyl, non-M5*, N/A*) (1985-~~2003~~ *2010*)

Note: per Solo Rules section 3.1 the added models are not eligible for the 2024 Solo Nationals.

Solo Spec Coupe

#36368 20.2.E.1.i should be removed?

Errors and Omissions:

Per Staff, remove erroneous and redundant bump stop part number reference in 20.2.E.1 as shown:

E. Suspension (available from the Tire Rack®)

1. Eibach® PRO-PLUS Performance Handling Package #TR82105.880:

a. 82105.001 spring front (2)

b. 82105.002 spring rear (2)

c. 1J0412303 (770343) bump stop front (2), ~53mm height

d. BS770143 bump stop rear (2), ~33mm height

e. 82105.320F anti-roll bar front (1)

f. UB0346 bushing front (2)

g. 82105.320R anti-roll bar rear (1)

h. UB0347 bushing rear (1)

~~i. 1J0412303~~

i. 82105.310HK hardware kit (1)

Members are referred to the following for further information:

How Do I Install Solo Spec Coupe Suspension? | Tire Rack

Street Touring Category

#33629 SST with Modifications

The STAC recommends adding the following entry to Appendix A:

SST

Porsche

911 Carrera (incl. 4, S, 4S, GTS) (991.1 chassis)(2012-2016)

Note: per Solo Rules section 3.1 the added models are not eligible for the 2024 Solo Nationals.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | July 24

The Solo Events Board met online July 24th. Attending were SEB members Nick Dunlap, Mark Labbancz, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, Brad Smith, and Mark Scroggs; KJ Christopher, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2026.**

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

Street Category

#33265 Please publish a request for feedback on requiring OEM shocks

The SAC has reviewed dozens of letters from the membership, and there was no consensus regarding the three options proposed in item 33265 in the February 2024 Fastrack. As of August 2024, the SAC has surveyed participants at seven National Tour and six Pro Solo events in 2024 and compiled shock absorber information from nearly 1,000 Street category entries across nearly 300 individual cars. What became abundantly clear throughout the effort, is that there is no obvious correlation between the type of shocks being run by competitors and finishing positions obtained. It is for that reason:

Effective 1/1/2025, the SAC is recommending the following update to 13.5.A.8:

"Vehicles ~~in Super Street class (SS)~~ originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) may alter the calibration using an OEM-provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM shock/strut bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness are allowed."

#34375 Classing 3-cylinder MINIs in H Street

The SAC recommends the following changes to Appendix A, effective 1/1/2025:

G Street

Hyundai

~~Veloster Turbo (all) (2019-21)~~

MINI

~~Cooper Clubman (non-S, nonJCW) (2016-19)~~

~~Cooper Hardtop (non-S, nonJCW) (2014-23)~~

H Street

Hyundai

Veloster Turbo (non-N) (2019-21)

MINI

Cooper Clubman (Base 3-cyl, non-JCW) (2016-19)

Cooper Hardtop (Base 3-cyl, non-JCW) (2014-23)

#34397 Mini Cooper

The SAC is recommending the following changes to Appendix A, effective 1/1/2025:

D Street

BMW

2 series Gran Coupe (228i *X-Drive* and M235i) (2020-*24*)

MINI

Cooper Clubman S (2008-14, ~~2016-23~~)

Cooper Hardtop S (2002-~~23~~ 2013)

G Street

BMW

2 series Gran Coupe (228i FWD) (2020-24)

MINI

Cooper Clubman S (2016-23)

Cooper Hardtop S (2014-23)

#34826 Substitute bolt in tow hooks

The SAC recommending the following addition to section 13, effective 1/1/2025:

13.2.L - "*Addition of aftermarket tow hooks and tie downs are permitted, and location is unrestricted. Non-standard tow hooks shall serve no other function.*"

#34933 Bolt pattern adapter plates.

The SAC is recommending the following change to section 13.4, effective 1/1/2025:

"Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. ~~On vehicles supplied with an OE wheel spacer, the~~ *A* wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed. Tire pressure monitoring sensors may be removed."

#35410 Unbury the 4cylinder 19-24 Z4

The SAC is recommending the following changes to Appendix A, effective 1/1/2025:

B Street

BMW

~~Z4 4 cyl (2020-21)~~

C Street

BMW

Z4 4 cyl (2020-24)

#35660 Subaru Impreza 2.5 Classing

The SAC is recommending the following changes to Appendix A, effective 1/1/2025:

G Street

Subaru

~~Impreza 2.5 (non-turbo)~~

H Street

Subaru

Impreza 2.5 (non-turbo)

#35814 Evora 400 / Evora GT to A-Street

The SAC is recommending the following changes to Appendix A, effective 1/1/2025:

SS

Lotus

~~Evora 400 (2016-2018)~~

~~Evora GT (2020-22)~~

AS

Lotus

Evora 400 (2016-2018)

Evora GT (2020-22)

#36007 Tesla motors

The SAC is recommending the following changes to Appendix A, effective 1/1/2025:

AS

Tesla

~~Model 3 (all) (2018-24)~~

~~Model Y (all) (2020-24)~~

Model 3 (AWD/Performance 2018-23)

Model Y (AWD/Performance 2020-24)

DS

Tesla

Model 3 (RWD) (2018-24)

Prepared Category

#35402 Firewall Clearance for addition of Dry Sump

The PAC is recommending the following rule change proposal effective 1/1/2025:

"17.2.F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, *oil lines, oil sumps not attached directly to the engine block*, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than ⅛ inch (0.125",3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (20.3

cm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein."

Member Advisories

Development

#36597 Open Position on SDAC

The SEB has approved the addition of Eric Sakariasen to the Solo Development Advisory Committee representing the Southern Pacific Division

Street Prepared Category

#35817 Please clarify rule confliction

The SPAC has reviewed the rules in question and have the following feedback: Under the current rules the SPAC believes that the center hole must remain unmodified to comply, however a hole may be drilled very close to the center hole, the inner diameter of the center hole should remain intact.

Please see a forthcoming Fastrack for a proposal to modify this rule in the future.

Prepared Category

#36610 Join the PAC!

Due to upcoming vacancies, the Prepared Advisory Committee is requesting resumes of those interested in joining the PAC. The PAC is focusing on members currently in XP and CP to provide input for those classes, but anyone is welcome to send in a resume.

#35793 Bodywork and Structure Clarification

Appendix A, X Prepared allowances supersede the allowances from Section 17. There is no allowance to increase door width or streamline the hardtop, the doors and hardtop must be similar to O.E. shape and size. The wing width is limited to the O.E. door width as described in Section 17.2.P.3.

Change Proposals

Street Category

#36103 Vantage Point: there is, in fact an AS in Aston

The SAC is seeking member feedback on the following changes to Appendix A, effective 1/1/2026:

SS

~~Aston Martin~~

~~V8 Vantage (2018-23)~~

AS

Aston Martin

V8 Vantage (2018-23)

Street Touring Category

#36154 ST class updates

Based on member feedback the STAC is revising this proposal as follows - changes are shown below in blue.

Over the last few years, the STAC has received an overwhelming number of letters regarding the performance level of the MX-5 ND in STR vs. the performance level of other desirable cars in the class, such as the MX-5

NC and the 2nd generation Toyota/Subaru Twins. The STAC would like to address this feedback and is requesting member input on the following potential changes:

1) Creating a new class, A ~~Street~~ Touring, with wheel and tire allowances from STR and all other allowances per STU ~~with the same allowances (including wheels and tire sizes) as STU~~. The STAC welcomes suggestions for additional cars that may fall inside a similar performance envelope with those allowances. Appendix A listings are as follows:

AT ~~AST~~

BMW

~~M2 Competition (2019-21)~~

Z4 M Coupe/Roadster (2006-2008)

Chrysler

Crossfire (all)

Fiat

Spider (2016-20)

~~Ford~~

~~Mustang Shelby GT350 (2015-18)~~

~~Mustang Shelby GT 350 (incl. Handling Package) (2019-20)~~

~~Mustang Boss 302 (2012-13)~~

Honda

S2000-CR

Mazda

MX-5 Miata (2016-24)

Mazdaspeed Miata (2004-05)

Pontiac

Solstice GXP

Porsche

Boxster/Cayman 981 S (2012-2016)

Saturn

Sky Redline

Toyota

~~GR Corolla (2023-24)~~

Supra 4-cyl

SST

BMW

M2 Competition (2019-21)

~~Z4 M Coupe/Roadster (2006-2008)~~

~~Chrysler~~

~~Crossfire (all)~~

Ford

Mustang Shelby GT350 (2015-18)

Mustang Shelby GT 350 (incl. Handling Package) (2019-20)

Mustang Boss 302 (2012-13)

~~Pontiac~~

~~Solstice GXP~~

Porsche

~~Boxster/Cayman 981 S (2012-2016)~~

~~Saturn~~

~~Sky Redline~~

Toyota

~~Supra 4-cyl~~

STR

Honda

S2000 (non-CR)

~~Mazda~~

~~MX-5 Miata (2006-15 24)~~

STU

~~Fiat~~

~~Spider (2016-20)~~

~~Mazda~~

~~Mazdaspeed Miata (2004-05)~~

2) Re-naming of Street Touring classes to better align with the other categories as follows, including removing the word "Street" from the category:

ST ~~SST~~

AT ~~AST~~

BT ~~BST STU~~

CT ~~CST STR~~

DT ~~DST STX~~

ET EST STS

FT ~~FST STH~~

Street Prepared Category

#36084 Rotary Engine Oiling Allowance to Match Street Touring

The SPAC is requesting member feedback on the following addition to the rules to align these allowances with the Street Touring category:

"*15.10.GG. .Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication with additional oil supplied through the standard fuel delivery system and/ or an oil-metering-pump (OMP) adaptor plate. An oil storage tank may be added to provide oil to the OMP. Holes may be drilled for mounting.*"

Not Recommended

Street Category

#34970 Roll bars/cages

Thank you for your input. The SAC believes the roll bar/roll cage allowances in the Street category are adequate as written.

#36399 Kona N classification

Thank you for your letter. The SAC believes the Hyundai Kona N is appropriately classed at this time.

#36473 Rule clarification for street class modifications

Thank you for your letter. The SAC believes that 13.5.A.3 is adequate as written, and does not permit the use of springs that do not meet the definition of a standard part. Additionally, the removal of emblems falls under the "appearance, comfort, and convenience" provision of 13.2.A.

#36554 Tesla needs its own street class

Thank you for your letter. The SAC believes the Tesla Model 3 is appropriately classed at this time.

Other Items Reviewed

Event Operations

#34659, 34671, 34679, 34700, 34704 Section 4.9 revision comments (various)

Thank you for your letters. 4.9 was updated in 2024 with consideration given to the protest that occurred at the 2023 Bristol National Tour. Please submit a letter with any additional feedback after reviewing the updated rules.

Street Category

#36276 Move GT4RS out of SS

Thank you for your feedback. The SAC will continue to monitor the performance of the Porsche 718 Cayman GT4RS across national and regional competition.

#36382 VITOUR P1 reconsideration

Thank you for your letter. Please see response to #35469 published in the May Fastrack.

#36407 response to #36025

Thank you for your input.

#36415 Another request for GR Corolla moved back to DS

Thank you for your letter. The SAC believes it is appropriately classed at this time and will continue to monitor the performance of the Toyota GR Corolla in future events.

#36443 Camber in street

Thank you for your input.

#36555 Proposal for Camber Adjustment Allowance in SCCA Street Classes

Thank you for your input.

#36568 Feedback on #36007 Tesla motors

Thank you for your feedback on #36007 regarding a possible class change.

#36573 G80/G82 BMW M3 and M4 Competition

Thank you for your letter. The BMW G80/82 M3/M4 Competition is currently classed under the Appendix A listing:

A Street

BMW

M3 (excl. MP Sports Suspension) (G80) (excl. CS) (2020-24)

M4 (excl. MP Sports Suspension) (G82) (excl. CSL) (2020-24)

Handled Elsewhere

Street Category

#36289, 36391, 36424, 36426, 36446, 36457, 36474, 36526 GT4RS classing (various)

Thank you for your feedback. Please see response to #36276 published in the current Fastrack.

#36401 Allow alternate OEM shock controllers in Street

Thank you for your feedback. Please see response to #33265 published in the current Fastback.

#36414 #33265 - Vote

Thank you for your feedback. Please see response to #33265 published in the current Fastback.

#36432 Hyundai Kona N classing

Thank you for your letter. Please see response to #36399 published in the current Fastrack.

#36485 Classing for the 2024 Toyota GR86 Premium & TRUENO Edition

Thank you for your letter. Please see response to #35963 published in the June 2024 Fastrack.

Street Touring Category

#36266 2011-12 Porsche Boxster Spyder

Thank you for your letter. Please see response to Letter #35329 in the March 2024 Fastrack.

Prepared Category

#36002 #35402 Feedback

Thank you for your input. Please see response to letter 35402 in this Fastrack

Tech Bulletins

Street Prepared Category

#36394 CSP or DSP?

The SPAC has found an error in the rulebook and wishes to correct this with the following change to Appendix A:

CSP

Toyota

GR Corolla (2023) ~~*Limited Prep*~~

Street Touring Category

#36393 Comments on ST Change Proposal (#36154)

The STAC recommends the following addition to Appendix A.

STU

Toyota

GR Corolla (2023-2024)

Note: Per Solo Rules section 3.1, this model is not eligible for the 2024 National Championships in this class.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | August 25

The Solo Events Board reviewed topics online August 20-25. Participating were SEB members Nick Dunlap, Mark Scroggs, Mark Labbancz, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Brad Smith. These minutes are presented in topical order rather than the order considered. Comments regarding items published herein should be directed via the website www.soloeventsboard.com/.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2026.**

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/.

Street Category

#36551 2025 Mini / Mini S initial classing

Effective 1/1/2025, the SAC is recommending the following addition to Appendix A:

GS

MINI

Cooper Hardtop S (2-door and 4-door F65/F66 chassis) (2025)

HS

MINI

Cooper Hardtop (non-S, 2-door and 4-door F65/F66 chassis) (2025)

Xtreme Street Category

#36616 EVX Appendix A Models Update

Per the SEB, make the following updates to Appendix A:

EVX

Audi

A3 Sportback e-tron ~~(2017-23)~~ *(2016-18)*

e-tron *SUV* (Incl Sportback) (2019-2*3*)

e-tron GT (Incl. RS) (2022-2024)

e-tron S (Incl Sportback) (2022-24)

SQ8 e-tron (Incl. Sportback) (2024)

Q4 e-tron (Incl. Sportback) (2022-24)

BMW

i3 *(Incl. S)* (2014-21)*

i4 (Incl. eDrive35, eDrive40, xDrive40, M50) (2022-24)

i5 (Incl. eDrive40, M60) (2024)

i7 (Incl. eDrive50, xDrive60, M70) (2023-24)

Cadillac

LYRIQ (Incl. AWD) (2023-24)

Chevrolet

Bolt *(Incl. EUV)* (2017-23)*

Blazer EV (Incl. AWD) (2024)

Fisker

Karma (2011-~~20~~12)

Ocean (2023-24)

Ford

Focus EV (2012-18)

~~Mustang Mach-E (2021-23)~~

Mustang Mach-E GT (2021-24)

Genesis

Electrified G80 (2023-24)

Electrified GV70 (2023-24)

GV60 (Incl. Performance) (2023-24)

Hyundai

IONIQ Electric (2017-21)

IONIQ 5 ~~EV (2020-23)~~ *(2022-24)*

IONIQ 5 N (2025)

IONIQ 6 (2023-24)

Kona EV ~~(2020-23)~~ (*2019-24*)

Jaguar

I-PACE (2019-20, *2022-24*)

Kia

EV6 (Incl. GT) (2022-24)

Niro EV ~~(2020-23)~~ *(2019-24)*

Lucid

Air (Incl. Performance, Excl. Sapphire) (2022-24)

Mercedes-Benz

EQE Sedan (Incl. AMG) (2023-24)

EQS (Incl. AMG) (2022-24)

Mini

~~SE~~ Hardtop *Cooper SE 2-Door* (2020-2*4*)

Nissan

Leaf (2011-2*4*)*

*Ariya (2023-24)**

Polestar

2 (*Incl. Performance Models, Excl. BST Models*) (2021-2*4*)

Porsche

Macan 4 Electric (Incl. Turbo) (2024)

Taycan (*Incl. Turbo/Turbo S*) (2020-*24*)

Taycan Cross Turismo (Incl. Turbo/Turbo S) (2021-24)

Taycan Sport Turismo (2022-24)

Subaru

*Solterra (2023-24)**

Tesla Motors

Model 3 (~~All,~~ Incl. Performance) ~~*(2018-23)*~~ *(2017-24)*

Model S (*Incl. Performance & Plaid*) (2012-2*4*)

Model X (*Incl. Performance & Plaid*) (2016-2*4*)

Model Y (Incl. Performance) (2020-24)

Roadster ~~(all)~~ ~~(2008-13)~~ *(2008, 2010-11)*

Toyota

*bZ4X (2023-24)**

Volkswagen

e-Golf (2015-~~18~~*19*)

ID.4 (2021-2*4*)*

Volvo

~~XC40 Recharge (2021-23)~~

C40 Recharge (2022-24)

** Models listed with an asterisk do not meet the section 3.1 rollover guidelines via the height/track width equation; however they do have a published SSF rating higher than 1.30.*

Member Advisories

Street Touring Category

#36497 Clarification requested on 36154

Thank you for your letter. The current allowances for SST, STU, STR, STX, STS and STH would carry over to the corresponding classes if the proposal moves forward. Per the revised proposal, see Letter #36154 in the

September Fastrack, the allowances for the new AT class will be the same as STU except wheel and tire allowances. The wheel and tire allowances for AT will carry over from STR.

Modified Category

#35775 MAC Application

The MAC has recommended and the SEB has approved the addition of Andrea Albin to the committee.

Change Proposals

Street Category

#36080 Move Porsche 718 Base models to BS

The SAC is seeking member feedback on the following changes to Appendix A effective 1/1/2026:

AS

Porsche

~~*718 Boxster (base & T) (2017-24)*~~

~~*718 Cayman (base & T) (2017-23)*~~

BS

Porsche

718 Boxster (base & T) (2017-24)

718 Cayman (base & T) (2017-24)

#36240 718 GTS to AS

The SAC is seeking member feedback on the following changes to Appendix A effective 1/1/2026:

SS

Porsche

718 Boxster ~~*GTS 4.0 &*~~ Spyder (2017-24)

~~*718 Cayman GTS 4.0 (2017-24)*~~

AS

Porsche

718 Boxster GTS 4.0 (2020-24)

718 Cayman GTS 4.0 (2020-24)

#36272 GS participation dilemmas

The SAC is seeking member feedback on the following changes to Appendix A effective 1/1/2026

DS

Cadillac

~~ATS (2.0L Turbo) (2013-19)~~

Chevrolet

~~Camaro LS & LT (2.0L Turbo; including 1LE) (2016-24)~~

Ford

~~Mustang EcoBoost (2015-24)~~

GS

Cadillac

ATS (2.0L Turbo) (2013-19)

Chevrolet

Camaro LS & LT (2.0L Turbo; including 1LE) (2016-24)

Ford

Mustang EcoBoost (2015-24)

Street Touring Category

#36129 ST boost is already unlimited, pulleys should be too

Thank you for your input. The STAC is seeking member feedback for the following change to section 14 effective 1/1/2026:

14.10.C.5. 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.

14.10.H. 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, *supercharger*, and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. 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.~~

Street Prepared Category

#35874 less massive brake rotors

The SPAC is considering a possible 1/1/2026 rule change proposal to allow a reduction of brake rotor diameter with the intent to allow cars that originally came with very large rotors to have access to more tire sizes by downsizing wheels. This change has a couple current proposal ideas including one originally proposed and withdrawn last year and a new proposal here. Both are below:

Proposal 1:

Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor dimensions (diameter and thickness) must be equal to or greater than standard parts. If the standard part is greater than 380 mm in diameter, the rotor diameter may be reduced to a diameter no smaller than 380 mm. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.

Proposal 2:

Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor thickness must be equal to or greater than standard parts. Rotor Diameter may be reduced by no more than 10 percent. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.

The SPAC is simply requesting feedback or alternate proposals on the idea of allowing a brake size reduction in the future.

Kart Category

#36063 19.1.B.2 changes

The KAC would like member feedback on changing the wording for the requirement for neck braces to recommended and not required. This would align better with wheel to wheel rules and recommendations.

19.1.B.2:

2. Neck Brace *and rib protectors*: An unaltered, collar-type neck brace designed for motor sports *or kart-specific* use is ~~required~~ *recommended*. A kart-specific neck brace is recommended. *Use of a rib protector is not required but highly recommended.*

Not Recommended

Street Category

#36671 Consider combining all Focus RSs into D street (2016-2018)

Thank you for your letter. The SAC believes the 2018 Ford Focus RS is appropriately classed at this time.

Street Touring Category

#36133 Freedom to affix wings

Thank you for your input. The STAC does not feel it is appropriate to add aero allowances to Street Touring at this time.

#36209 Re Letter 32569 no LSD for 2wd EVs

Thank you for your input. Per 14.10.K.3, 2wd vehicles in STH may add a mechanical LSD. Additionally, the STAC does not feel it is appropriate to consider adding a low power-to-weight, open differential class to the Street Touring Category.

#36372 Single mass flywheel allowance

Thank you for your input. The STAC does not feel it is in the best interest of the Category to add allowances for flywheel replacement at this time.

#36397 E85 Flex Fuel kits

Thank you for your input. The STAC does not feel it is in the best interest of the Category to add allowances for E85.

#36506 Safety: ND Miata rear brake line relocation

Thank you for your request. The STAC does not feel it is appropriate to add allowances for road racing Technical Support Bulletins.

#36539 It's getting hot in here

Thank you for your input. The STAC recognizes that heat can be an issue, but does not believe it is in the best interests of the category to add hood vents at this time.

Other Items Reviewed

Development

#36423 All hail the return of 4.9, the dead class grim reaper

Thank you for your input.

Street Touring Category

#36503 36499 correction

Thank you for your clarification to letter #36499.

Modified Category

#36220 Joining the MAC

Thank you for your application, this position has been filled.

Please check back for future opportunities.

#36268 Application to MAC, SEB

Thank you for submitting your request to serve as a MAC member. This position has already been filled.

Kart Category

#36204 Support of 35309 as written in June Fastrack

The KAC would like to thank members for their well heard feedback.

#36293 bodywork 35309

The KAC would like to thank members for their well heard feedback.

Handled Elsewhere

Street Touring Category

#34916 Mk 8 Golf R Classing

Thank you for your input. Please see response to letter #35299 in this Fastrack.

#35570 Response to #34850

Thank your for your letter. Please see response to Letter #34850 in the August Fastrack.

#35788 Bring back STF. Keep STH as a turbo class

Thank you for your letter. Please see response to letter #36209 in this Fastrack.

#36109 Mk 8 Golf R Classing

Thank you for your input. Please see response to letter #35299 in this Fastrack.

#36110, 36111, 36112, 36113, 36114, 36118, 36119, 36120, 36121, 36122, 36123, 36127, 36134, 36138, 36139, 36145, 36147, 36148, 36157, 36167 Supercharger pulleys in Street Touring (various)

Thank you for your input. Please see response to letter #36129 in this Fastrack.

#36408, 36413, 36389, 36390, 36392, 36398, 36402, 36403, 36410, 36412, 36417, 36422, 36427, 36429, 36431, 36433, 36438, 36442, 36445, 36448, 36459, 36469, 36470, 36471, 36478, 36490, 36492, 36498, 36499, 36509, 36527, 36531, 36535, 36548, 36553, 36617, 36656 Feedback on proposal #36154 (various)

Thank you for your letter. The STAC is continuing to evaluate member feedback regarding the change proposal in Letter #36154.

Modified Category

#36528 Application to MAC, SEB

Please see the response to item #36268.

Tech Bulletins

Street Touring Category

#35299 Mk 8 Golf R

Thank you for your letter. The STAC is recommending the following addition to Appendix A:

STU

Volkswagen

Golf R (Mk7) (2015-19)

Golf R (MK8) (2022-24)

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | September 25

The Solo Events Board met online September 25th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Brad Smith; KJ Christopher and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2026.**

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.

Street Touring Category

#34739 Subaru Impreza 2.5RS to STH

The STAC has recommended the following change to Appendix A:

STS

Subaru

~~Impreza 2.5RS (1998-2001)~~

STX

Subaru

Impreza 2.5RS (1998-2001)

#35870 Exclusion of the 2018 BRZ TS

The STAC is recommending the following change in Appendix A:

STX

Subaru

BRZ *excl. tS* (2013-21)

#36979 Recommended proposal in response to member input regarding letter #36154

The STAC thanks the membership for their feedback on Letter #36154 and in response, the STAC is recommending the following set of changes:

1) Creating a new class, A Street Touring (AST), with wheel and tire allowances from STR and all other allowances per STU. Add in Appendix A as follows:

AST

Chrysler

Crossfire (all)

Fiat

Spider (2016-20)

Honda

S2000-CR

Mazda

MX-5 Miata (2016-24)

Mazdaspeed Miata (2004-05)

Pontiac

Solstice GXP

Saturn

Sky Redline

2) Change listings in Appendix A as follows:

In SST

~~Chrysler~~

~~Crossfire (all)~~

~~Pontiac~~

~~Solstice GXP~~

~~Saturn~~

~~Sky Redline~~

In CST (formerly STR)

Honda

S2000 *(non-CR)*

Mazda

MX-5 Miata (2006-*15* ~~24~~)

In BST (formerly STU)

~~Fiat~~

~~Spider (2016-20)~~

~~Mazda~~

~~Mazdaspeed Miata (2004-05)~~

3) Re-naming the Street Touring classes to better align with the other categories, with the full list of class names as follows:

SST
AST
BST ~~STU~~
CST ~~STR~~
DST ~~STX~~
EST ~~STS~~

GST ~~STH~~

(Note: It is not the STAC's intention to directly align Street Touring Classes with the corresponding Street classes; the STAC has feels that GST is a more appropriate class name to replace STH because it corresponds far more with the cars that are classed in G Street, than those in F Street)

Associated updates to Section 14 are as follows (note that the list of classes has been re-ordered to align with the revised class names):

14.0 Street Touring Category

Classes *– see Appendix A for specific vehicle classifications*)

- Super Street Touring (SST) – primarily mid-and-large-size high performing ~~*Highest performance*~~ *sports cars and coupes.*
- *A Street Touring (AST) – primarily small-and-mid-size high performing sports cars and coupes.*
- *B* Street Touring *(BST)* ~~Ultra (STU)~~ – *primarily mid-to-high* ~~Higher~~ power and *performing* ~~performance~~ sports cars~~, and~~ coupes, *and* ~~along with similarly high performance~~ AWD sedans *and* hatchbacks.
- *C* Street Touring *(CST)* ~~Roadster (STR)~~ – *primarily* ~~Low~~ *low* to medium *powered* ~~HP Rear Wheel Drive~~ roadsters and coupes. ~~Generally, sports car based chassis.~~
- *D* Street Touring *(DST)* ~~Xtreme (STX)~~ – *primarily medium powered* ~~Medium HP~~ coupes and sedans. ~~Primarily~~ *Mostly* RWD with some performance matching AWD mixed in.
- *E* Street Touring *(EST)* ~~Sport (STS)~~ – *primarily low-power* ~~Naturally Aspirated Front Wheel Drive~~ sedans~~, and~~ coupes, *hatchbacks* and ~~similar performance light/older~~ *older higher performing* RWD and *FWD* ~~AWD~~ cars. ~~Emphasis on momentum and handling over power.~~
- *G* Street Touring *(GST)* ~~Hatchback (STH)~~ – *primarily mid-to-large size turbo-charged cars* ~~Turbo hatchbacks and sedans~~.

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):

AST (AWD), ~~STR~~ *CST* (AWD), ~~STS~~ *EST*	225
~~STX~~ *DST* (AWD), ~~STH~~ *GST* (AWD)	245
AST (2WD), ~~STR~~ *CST* (2WD)	255
~~STX~~ *DST* (2WD), ~~STH~~ *GST* (2WD)	265
~~STU~~ *BST* (AWD, RWD mid-engine, & RWD forced induction)	295
~~STU~~ *BST* (RWD N/A & FWD)	315
SST	unlimited

14.4 WHEELS

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

AST (AWD), ~~STR~~ *CST* (AWD), ~~STS~~ *EST*	7.5
~~STX~~ *DST* (AWD)	8.0
AST (2WD), ~~STR~~ *CST* (2WD), ~~STX~~ *DST,* ~~STH~~ *GST*	9.0
~~STU~~ *BST*	11.0
SST	unlimited

14.10 ENGINE AND DRIVETRAIN

C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. PCV valves and or engine management components in the air intake system mass airflow sensors, may not be removed, modified, or replaced, and must retain their original function along the flow path.

SST, *AST,* ~~STU~~ *BST* and ~~STH~~ *GST* only: As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting.

SST, *AST,* ~~STU~~ *BST* and ~~STH~~ *GST* only: Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds (“noisemakers”). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.

Limited Slip Differentials

~~STS~~ *EST* class: No limited slip differentials are permitted except for factory standard viscous coupler-type units.

SST, *AST,* ~~STU~~ *BST,* ~~STR~~ *CST,* and ~~STX~~ *DST* classes: 2WD vehicles may use any mechanical LSD unit. AWD vehicles may substitute one differential (front, rear, or center) with an aftermarket mechanical LSD.

~~STH~~ GST: 2WD vehicles may use any mechanical LSD unit.

Except for AWD cars in ~~STH~~ *GST,* electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

Street Prepared Category

#33768 Honda Accord

The SPAC is recommending the following change in Appendix A:

FSP

Honda

~~Accord (1982-12)~~

Accord (1976-81)

Accord (1982-89)

Accord (1990-12)

#34702 Mercury Capri

The SPAC is recommending the following change to Appendix A:

ESP

Ford & Mercury

~~Capri (4-cyl & 6-cyl) (1971-77)~~

FSP

Ford & Mercury

Capri (4-cyl & 6-cyl) (1971-77)

#34934 Rules question and comments on Limited Prep Classing

The SPAC is recommending the following rule addition:

15.10.GG

Electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

#35726 Expand limited prep options

The SPAC is recommending the following change in Appendix A:

CSP

Lotus

*Elise, Exige (Naturally Aspirated) (2005-11) *Limited Prep**

Member Advisories

Safety

#37150 Great Lakes Division DSSS

The SEB has approved the Solo Safety Committee's recommendation to appoint David Feighner as the new Divisional Solo Safety Steward for the Great Lakes Division.

Street Category

#36374 Request for Clarification on Street Class Exhaust Allowance Rules

Thank you for your letter. The SAC believes the wording of 13.10.C is adequate as written, and is in addition to the safety inspection requirements of 3.3.3.B. An exhaust exit may not be relocated from the right to the left of the car, or vice versa.

Street Touring Category

#30680 Is Cobb TC legal in ST?

The STAC feels that if it is implemented solely via the allowance of 14.10.F.1.a., then the COBB Traction Control is considered legal.

#36627 Repercussions of coming Street category shock allowance change

The SEB and STAC remind members that the Street category shock absorber rules are changing (see item #33265 in the September Fastrack). Per 14.1, this change affects Street Touring shock allowances accordingly.

Prepared Category

#36649 Clarification of roll bar for "open" vehicle.

All retractable hardtop and convertible vehicles are considered Open Cars in Prepared per Section 12 Definitions. Open cars in Prepared require a roll bar/cage that is Appendix C compliant per Section 17.12 Safety, unless the car is fully legal in a lower category, such as Street Modified, Street Prepared, etc., as mentioned in Section 3.3.3, Safety Inspections. Taking advantage of any Prepared allowances such as non-DOT tires or Prepared level aerodynamics allowances would require a roll bar/cage to be installed in an open vehicle.

Change Proposals

Street Touring Category

#30680 Is Cobb TC legal in ST?

The STAC is seeking membership feedback on the following clarification to 14.10.B:

"Original equipment traction and stability control systems may be electrically disabled or modified *consistent with the allowances of 14.10.F.1.a*, but not removed or altered in any other way."

Prepared Category

#36346 Alternate motor clarification

The current engine in your vehicle requires the 10% alternative engine weight adjustment because that engine was not offered in that chassis on its Appendix A line. To use that engine in the class without the weight adjustment, the chassis would need to be changed to one that was offered that engine.

The PAC is soliciting member feedback on removing or reducing the alternate engine weight adjustment of 10% for D, E, and F Prepared. Changes would be as follows:

Appendix A

D Prepared (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes, and track dimensions are as per Section 17.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum of 12" is permitted.

Weight formulas (lbs):

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667 cc: 1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667 cc: 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)

Engines with 2v/cyl are permitted a displacement change of +10% via bore and/or stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

51% or more of weight on the rear axle:.....+0.015 x displacement (cc)

Solid Axle:..... -50

Wheel width greater than 10” up to 11”: ..... +50

Wheel width greater than 11” up to 12”: ..... +100

~~Alternate Engine Allowance:.....+ 0.10 x displacement (cc)~~

E Prepared

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum width of 12” is permitted.

Weight Formulas (lbs.):

Engines with 3 or more valves per cylinder and displacement less than or equal to 1667cc: 1.06 × displacement (cc)

Engines with 3 or more valves per cylinder and displacement greater than 1667cc: .0.91 × displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: .....1.00 × displacement (cc)

Level 2 (Limited Prep) vehicles: .....1.00 × displacement (cc)

Forced induction: .....1.40 × displacement (cc)

Weight Adjustments (lbs):

Wheels greater than 10” wide up to 11” wide: ..... +50

Wheels greater than 11” wide up to 12” wide: ..... +100

~~Alternate Engine Allowance..... +0.10 × displacement (cc)~~

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than 2600 lbs. prior to addition of weight adjustments defined herein and in Section 17.

F Prepared (FP)

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum width of 12” is permitted.

Weight formulas (lbs.):

Piston Engines:.....0.750 x displacement (cc)

Rotary Engines:..... 0.700 x specified displacement (cc)

Forced Induction:.....+ 0.450 x displacement (cc)

Peripheral Port Rotary:..... + 0.050 x displacement (cc)

Weight Adjustments (lbs):

51% or more of weight on rear axle:..... +0.040 x displacement (cc)

Wheel width greater than 10” up to 11”: ..... +50

Wheels greater than 11” wide up to 12” wide: ..... +100

AWD:.....+ 0.100 x displacement (cc)

FWD:.....- 0.100 x displacement (cc)

Solid Drive Axle:..... - 0.050 x displacement (cc)

~~Alternate Engine Allowance:.....+0.10 x displacement (cc)~~

Regardless of the weight formulas above no car may weigh less than 1900 lbs. ~~(except that cars using section 17.10.R, 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.

Not Recommended

Street Prepared Category

#32764 Fender liners in LP SP

The SPAC does not recommend the proposed change. The current rule matches the allowance in the Street Touring category which allows for modification which can involve trimming and material removal of the fender liner but not complete removal. The SPAC believes it is in the best interests of Limited Prep Street Prepared to align with Street Touring in this area.

#33873 Please consider moving the naturally aspirated Elise out of SSP

The SPAC is not recommending moving forward with this proposal however there is an alternate version of this proposal being recommended in letter 35726.

Modified Category

#36848 Get AM correct

Thank you for your input.

Other Items Reviewed

Development

#36430 In support of 35702 - Aligning SCCA's programs

Thank you for your input.

Event Operations

#36089 Course speed/Course design

Thank you for your input. The Staff and the Course Advisory Panel members will continue to work with major event Course Designers to help them understand the expectations of the position and the requirements of the rules, and are paying particular attention to speeds and safety.

#37104 Award Nominations Requested

The SEB is seeking nominations for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards, and lists of previous winners, can be found in Appendix K of the Solo Rules. Please submit nominations in writing via www.soloeventsboard.com

Street Category

#36544 Class Reassessment - Nissan 370Z (Non-NISMO)

Thank you for your letter. The SAC believes the Nissan 370Z is appropriately classed at this time, and will continue to evaluate a potential reclassing opportunity in the future.

Modified Category

#35516, 35538, 35540, 35542, 35561, 35575, 35583, 35589, 35624, 35698, 35828, 36212 Comments on letter 35178 (various)

Thank you for your feedback.

#35554 AM Appendix A rewright

Thank you for your feedback.

Handled Elsewhere

Street Category

#36178 Move Porsche 718 Base models to BS

Thank you for your letter. Please see the response to #36080 published in the October Fastrack.

Street Touring Category

#35871 First gen BRZ TS to STU

Thank you for your input. Please see response to letter #35870 in the current Fastrack.

#35881 BRZ Ts wing

Thank you for your input. Please see response to letter #35870 in the current Fastrack.

#35899 2018 Subaru BRZ Ts should be excluded from STX

Thank you for your input. Please see response to letter #35870 in the current Fastrack.

#35965 Disallow the BRZ TS Wing under 33894

Thank you for your input. Please see response to letter #35870 in the current Fastrack.

#35966 BRZ tS and its wing to STR

Thank you for your input. Please see response to letter #35870 in the current Fastrack.

#36154 ST class updates

Please see Letter #36979 for the final recommended proposal.

Modified Category

#35808 BM Rules Proposal

Thank you for your input. Please see the response to #36722 in this Fastrack.

#36722 New Rules Needed

Thank you for your information. Please see item #35840 in the May Fastrack, which addresses a GCR reference error in the B Modified rules.

The MAC is working on updates to the Modified category rules to address issues with GCR changes.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Solo

SOLO EVENTS BOARD | October 23

The Solo Events Board met online October 23rd. Attending were SEB members Mark Labbancz, Nick Dunlap, Mark Scroggs, Laurie McCelvey, Rick Myers, and Brad Smith; KJ Christopher and Clay Turner of the BOD; Andrew Benagh and Brian Mason of the National Staff. These minutes are presented in topical order rather than in the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2026.**

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.

Event Operations

#37209 Amendments to Class Types Definitions

Per input from the BOD, the SEB is recommending the following updates to 4.8:

"4.8 ~~DEFINITION OF~~ CLASS TYPES

A. National Class – Any class defined in the Solo® Rules that is recognized as eligible for a National Championship. This explicitly does not include ~~Supplemental~~ *Developmental or Exhibition* classes. These classes are automatically offered at National Tour and National Championship events.

B. Developmental Class - When a new class is created, it will be classified as a Developmental Class for up to 3 years. No later than the end of the developmental period, the class will require review and approval by the SEB and BOD. Rule changes during the developmental period may be implemented upon member notification per I.1.2 of the Solo® Rules. A Developmental Class will be included in National Tour and National Championship events but will not be eligible for a Solo® National Championship.

In determining whether or not a *Developmental* Class will achieve National *or Exhibition* Class status, *or be discontinued*, that class will be evaluated whether it:

- has at least 25 participants (Open and Ladies Classes) for ~~3 of 4~~ *2 of 3* consecutive National Championships or
- has at least 40 participants (Open and Ladies) for ~~2 of 3 consecutive~~ *a* National Championship or
- fits with the long-term vision for the continued growth of Solo® according to Introductory Section I.2.3 of the Solo® Rules.

For 2025 the following are Developmental Classes: CAMC, CAMS, CAMT, XA, XB, XU, CSX, CSM, and any corresponding Ladies' classes as applicable.

C. ~~Supplemental~~ *Exhibition* Class – Any non-National class running under a ~~proposed~~ ruleset ~~for purposes of evaluation~~ *which is not included in the Solo Rules, or an SEB-administered ruleset that will be subject to the Solo rules process per I.1.2. An Exhibition Class may or may not be included in National Tour and National Championship events but will not be eligible for a Solo® National Championship. The status of an Exhibition Class will require annual review and approval by the SEB and BOD, and an Exhibition Class may become National upon SEB and BOD approval..* It may be run alone or within a parent class. ~~Its drivers may or may not be eligible for awards.~~

For 2025 the following are Exhibition Classes: FSAE, EVX and any corresponding Ladies' classes as applicable.

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

Note: The SEB will determine the 2026 class types for CAM and XS classes after further observation and discussion.

Due to the above changes, the following references elsewhere in the Solo Rules will be updated as shown:

Change "Supplemental class FSAE" to "*Exhibition* class FSAE" in 18.5

Change title of Appendix B from "SUPPLEMENTARY CATEGORIES" to "*NON-NATIONAL* CATEGORIES"

Place Appendix B subsections for Developmental classes under new sub-heading "*B.1 Developmental Classes*"

Place Appendix B subsections for Exhibition classes under new sub-heading "*B.2 Exhibition Classes*"

In Appendix B under "CAM/XS" change "Supplemental Classes as used at SCCA National Solo Events" to "*Developmental* Classes as used at SCCA National Solo Events"

Safety

#35769 Safety Requirements for EVs with Modified Drivetrains

The SEB and EVAC have solicited feedback from the Solo membership on an additional Appendix to the Solo rules that will outline requirements for any electric or hybrid-electric vehicles with the electric motor portion of the drivetrain modified. Putting these safety requirements in place is the first step in starting to open up Solo to bespoke or modified electric vehicle drivetrains in classes other than AM. The recommended rule changes and new Appendix contents are as follows:

Add the following to the end of 3.1 Eligible Vehicles

"*Any battery electric or hybrid-electric vehicle with a drivetrain that has been modified from OEM or is a bespoke drivetrain must comply with the requirements listed in Appendix K.* "

Add a new section (3.3.5) as follows:

"*3.3.5 Electric and Hybrid-Electric Vehicle Safety*

A. Charging

1. Electrified Vehicles shall not be charged in any hazardous or hot areas, including Grid

2. Towing a vehicle to perform charging through the regenerative brakes is prohibited

B. Tractive System Protections

1. All tractive system conductors used for the flow of electricity must be protected from human contact at all times while on site including during vehicle repairs or maintenance. Any conductor will be considered "unprotected" if a technical inspector can make physical contact with the conductor using a 10cm (4 inch) long, 0.6 cm diameter (0.25 inch) non-conductive probe.

2. Tractive system rechargeable energy storage systems may not be replaced or swapped while on site. "

Add new Appendix K as follows, and re-letter subsequent appendices as necessary.

"***Appendix K – Recommendations for Electric and Hybrid-Electric Vehicles***

The following guidelines are in effect for electric and hybrid-electric vehicles competing with modified drivetrains. This would include modifications to any part of the drivetrain such as wiring, motors, motor

controllers, and battery packs. In the case of hybrid-electric vehicles with modifications to only the internal combustion engine portion of the drivetrain this appendix does not apply.

1. Charging

1.1. No work may be performed on the car while connecting or disconnecting charging equipment.

1.2. The Battery Monitoring System and the Insulation Monitoring Device must be active during charging. The BMS must interrupt all charging current when the charge limit has been reached and/or if a fault occurs (over-voltage, under-voltage, over-temperature, etc.). Additionally, the IMD must interrupt all charging current when the insulation resistance between the tractive system and the grounded low-voltage system is less than 100 Ohm/Volt.

1.3. Charging Systems (On-vehicle)

A. All electrified vehicles with on-board charging systems must use an EVSE to charge from a nominal 120VAC or 240VAC electrical supply. EVSE must be unmodified, in good condition, and free of any exposed conductors. It is recommended that EVSEs be listed to UL 2594, CSA 22.2 #28.13, or equivalent safety standard.

B. A standard National Electrical Manufacturers Association (NEMA) interconnect, such as NEMA 15-50, must be used to interface a competitor's portable EVSE with a track/facility electrical service. Hardwiring of a competitor's EVSE to the facility's electrical service is prohibited. It is the responsibility of the competitor to ensure a compatible electrical interface is available from the track/facility prior to the event.

C. EVSE outlet plug must physically connect to the charging system inlet without modification and be compatible with the vehicle's signaling/communication protocol (e.g., SAE J1772, IEC 62196, etc.).

D. On-Board charging systems may be left unattended once the charging session with the EVSE has been successfully initiated.

1.4. Chargers/EVCEs (Off-vehicle)

A. All electrified vehicles utilizing an off-board charger or EVCE with a maximum output power of less than (or equal to) 20kW must:

1. be galvanically isolated between the AC input and DC output,

2. be unmodified, in good condition, and free of any exposed conductors or contacts,

3. be housed in a conductive enclosure that is connected to the Protective Earth (Ground) of the AC input.

4. have DC output cables that are orange in color.

B. Charging with an off-board charger must be continually monitored by a competitor (or their crew) at all times.

1.5. DC Fast Charging

A. DC Fast Charging (maximum output power of greater than 20kW) is allowed when using one of the following DC Fast Charge standards

1. SAE Combined Charging Standard (CCS)

2. CHAdeMO

3. North American Charging Standard (NACS)

B. The DC Fast Charging EVCE must be unmodified, in good condition, and free of any exposed conductors. The EVCE must either be a permanently installed charging station or be listed to a nationally recognized safety standard (UL2202, IEC 61851-23, etc.).

C. Vehicles with bespoke drivetrains must be continually monitored by a competitor (or their crew) while actively charging with a DC Fast Charging EVCE.

2. Modified Drivetrain Vehicle Construction – The following applies to vehicles with modified OEM drivetrains

2.1. Service Disconnect

A. Each RESS/Battery Pack must have at least one service disconnect.

2.2. Tractive System Wiring

A. All tractive system wiring must be in good condition. Chaffed, nicked, or damaged wire insulation must be replaced. Electrical connectors or stress relief glands with physical damage must also be replaced. Repair of wiring, connectors, or stress-relief glands is prohibited.

B. The determination if a wire is part of the tractive system is solely based on whether it is galvanically isolated from the vehicle chassis.

C. Wire

1. All tractive system wires must be thermally rated for a minimum of 105°C and be electrically rated for the maximum tractive system voltage. Tractive system conductors must be of a wire gauge rated for the time-averaged current it may carry (see Table 1 for recommended wire ratings).

2. Orange shielded and dual-insulated wire complaint to ISO 6722, ISO 14572, or ISO 19642 must be used in tractive-system conductors of 14AWG or larger (RESS/Battery Pack output, motor controller input, motor drive, DC-DC converter input, etc.). Wire shielding must be electrically connected to the vehicle chassis. Paralleling conductors that require shielded and dual-insulated wire is prohibited.

3. Tractive System wiring used for low-current signaling or communication between the RESS/Battery Pack, Motor Controller, Motor, or other tractive system enclosure must be orange in color and/or placed in orange conduit.

4. With the exception of wiring to the motor, all tractive system wiring must be contained within the vehicle's crash structure to protect it from impact from another vehicle.

5. Wire, harnesses, or conduit that are not part of the tractive system shall not be orange in color.

D. Interconnection

1. All tractive system wiring interconnection must use an electrical connector or a bolted connection. Soldering in any high-current path is prohibited.

2. Connectors

a. Electrical connectors must be rated for the physical wire gauge installed and electrical current passing through it. Connectors cannot not be physically modified. If a connector is used for shielded and dual-insulated wire, one side of the interconnect must be bulkhead-style and be securely mounted to a high-voltage enclosure. Connectors should be IP-Rated to protect against dust and moisture.

b. Each RESS or Battery Pack must have a High Voltage Interlock (HVIL) on any output connector wired to the contactor output of the isolation relays (4.13.B.5).

c. With the exception for high-voltage safety interlocks, tractive system and grounded low voltage wiring cannot be in the same electrical connector

3. Bolted Connections

a. All bolted connections must be enclosed in a high-voltage enclosure. Wire terminals must be rated for the physical wire gauge and electrical current passing through the bolted connection.

The terminal cannot be modified from its original shape except for crimping to the wire it is terminating

b. The current conduction path through the bolted connection stack-up must be made of copper or aluminum. Steel bolts, washers, and nuts may be used to create a bolted connection, but the steel components cannot be in the current conduction path. Plastic or phenolic in the bolted connections is prohibited. If a nut is used in the bolted connection, the nut must have a positive locking feature such as deformed threads. Ny-locks, lock washers, and thread locking compounds (i.e., Loctite®) cannot be used for this positive locking feature.

c. All wire entering an enclosure to a bolted connection shall have mechanical strain-relief, such as a strain-relief gland, specifically designed for the wire it is relieving

2.3. Energy Storage/Battery Management System

A. Custom Rechargeable Energy Storage Systems (RESS), Custom Battery Pack(s), or OEM RESS that have been modified in any way must be mounted inside the vehicle and must store all tractive system energy.

B. The RESS/Battery Pack(s) must be securely fastened to the vehicle chassis/roll structure. Mounting brackets and fasteners used to mount the RESS/Battery Pack(s) to the chassis/roll structure must support the entire weight of the RESS/Battery Pack(s) in the event of a vehicle crash (including rollover).

C. The protective enclosure of each RESS/Battery Pack must provide penetration damage by foreign objects on all sides. Total enclosure wall thickness must be a minimum of 0.125". The use of composite materials with Aramid fiber is encouraged but must be used in conjunction with an aluminum or steel layer. If a composite material with Aramid fiber is used, the metallic layer may be reduced to 0.035" or thicker steel, or 0.059" or thicker aluminum. If no composite material is used, the entire thickness must be made of aluminum or steel. The metallic layer of the enclosure must be connected to chassis ground (4.13.B.6).

D. Vehicles with roll cages installed should add additional bracing to protect the RESS/Battery Pack from side or rear impact. Brace(s) should be equal diameter and thickness as the main hoop.

E. The tractive batteries inside each RESS/Battery Pack(s) must consist of commercially available and unmodified battery modules. ELDCs may be used in conjunction with the battery packs or modules if physically located within a RESS. Assembly of individual pouch or cylindrical cells into packs or modules by the competitor is prohibited. Use of prismatic cells with bolted connections are allowed.

F. The combined cell configuration of the energy stores must be a "nP1S" configuration (i.e., one or more cells in parallel groups that are wired into a single series string). Paralleling multiple battery strings between the tractive system positive and negative voltage bus is prohibited.

G. All components of the tractive battery (battery modules, prismatic cells, etc.) must be securely fastened to the protective enclosure. Mounting brackets and fasteners must retain the tractive battery components to prevent them from physically moving within or electrically shorting to the protective enclosure during a vehicle crash (including rollover).

H. All poles of the battery packs/modules must be isolated from the inner walls of the protective enclosure with an insulating material rated for the maximum tractive system voltage. Additionally, a layer of electrically insulating material (such as Kapton or Nomex) is required for all internal walls of the container. The thickness of this insulating layer does not count towards the minimum required 0.125" protective enclosure wall thickness.

I. A single Battery Management System (BMS) must monitor the tractive battery. At a minimum, the BMS must monitor for over-voltage, under-voltage, and over-temperature conditions. The BMS must alert the driver/crew if any cell drops below the minimum cell voltage limit, exceeds the maximum

voltage limit, or the pack temperature rises above the safe operating temperature specified by the manufacturer of the battery cell

2.4. Fusing

A. Each RESS/Battery Pack must have a primary fuse or resettable circuit breaker located on the energy storage side of the isolation relays. Fuse or resettable breaker must be physically located inside the RESS/Battery Pack enclosure or integrated into the Service Disconnect (4.9). All RESS/Battery Pack current shall pass through this primary fuse or circuit breaker. The primary fuse or resettable breaker must be DC voltage rated for the maximum tractive system voltage and current/time rated for the conductors and motor controller it is protecting.

B. Except for the TSMPs (4.12) and isolator relay pre-charge circuitry (4.13.B.5), all tractive-system branch circuits must have additional fusing within 6" from the branch point to protect the branch circuit. Continuous direct-current (DC) rating of Tractive System branch fuses must be lower than the rating for conductors and components it is protecting (see Table 1 for recommended fuse ratings) and must be DC voltage rated for the maximum Tractive System voltage

C. All fuses or breakers, including the primary fuse or circuit breaker, must be located in a fuse holder or otherwise mechanically mounted per the manufacturer's recommendation

2.5. Isolation Relays

A. Vehicle must have at least two normally open isolation relays that can isolate the stored energy on the vehicle from the rest of the tractive system. One relay must be in line with the 'positive' conductor, and one must be in line with the 'negative' conductor such that all stored energy is contained within the RESS or Battery Pack enclosure when the relays are open. Each RESS or Battery Pack installed on the vehicle must contain one set of isolation relays.

B. The coil side of the isolation relays must be powered by the grounded low voltage system through a dedicated safety loop. At a minimum, isolation relays must open if any of the following occur:

1. *Any Tractive System Kill Switch is opened*
2. *RESS/Battery Pack Output Connector(s) HVIL is opened*
3. *Insulation Monitoring Device detects an insulation fault*
4. *Battery Monitoring Device detects a fault of the energy store*
5. *Auxiliary (GLV) Battery is disconnected.*

C. Isolation relays must be rated for a maximum electrical current greater than the primary fuse of circuit breaker (4.13.B.4). A pre-charge control circuit must be implemented to control the initial charging of the motor control input capacitors prior to closure of the isolator relays.

D. [TABLE OF WIRE GAUGE AND MAX FUSE RATING FROM SCREV (TABLE 1)]

Table 1 – Single Conductor Free-Air Wire Current Capacity (DC)

Wire Gauge Coper (AWG)	Conductor Area(mm^2)	Maximum Recommended Continuous Conductor/Fuse Rating (A)
24	0.20	5
22	0.33	7
20	0.52	10
18	0.82	14
16	1.31	20
`14	2.08	28
12	3.31	40
10	5.26	55
8	8.37	80
6	13.3	105
4	21.2	140
3	26.7	165
2	33.6	190
1	42.4	220
0	53.5	260
2/0	67.4	300
3/0	85.0	350
4/0	107	405
250 MCM	127	455
300 MCM	152	505
350 MCM	177	570
400 MCM	203	615
450 MCM	253	700

2.6. Grounding (Equipotential Bonding)

A. Any conductive component of the vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 300 milli-Ohm to the vehicle chassis. This includes but is not limited to roll cages, body panels, firewalls, metallic, stress-relief glands, high voltage enclosures, and motor housings.

2.7. Any component of the vehicle which may become conductive (i.e., carbon fiber body panels or survival cells) vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 5 Ohms to the vehicle chassis. The addition of copper mesh to potentially conductive materials may be necessary to ensure bonding is maintained.

2.8. Tractive System Measuring Points (TSMPs)/Insulation Monitoring

A. Two Tractive System Measuring Points, a Ground Reference Point, and Insulating Measurement Device (IMD) indicator lights are required.

B. One TSMP must be electrically connected to the positive terminal of the motor controller power bus and one TSMP must be electrically connected to the negative terminal of the motor controller power bus. The TSMPs must be red 4mm shrouded banana jacks, be rated for the nominal Tractive System voltage and be labeled "HV+" and "HV-," respectively. A 10kOhm current limiting resistor, located within 6" of the motor controller bus connection point, must be placed in series between the motor controller bus and each TSMP. Wiring from the motor controller bus to the TSMPs shall be a minimum of 18 AWG, be orange in color, be thermally rated for a minimum of 90°C and be electrically rated for the maximum bus voltage.

C. The Ground Reference Point must be electrically connected to the vehicle chassis and at a location near the RESS/Battery Pack(s). It must be a black 4mm shrouded banana jack, rated for the nominal Tractive System Voltage, and be labeled "GND." Wiring for the Ground Reference Point shall not be orange in color.

D. The TSMPs and the Ground Reference Point must be protected within a single waterproof and non-conductive housing that is accessible from the exterior of the vehicle and without the removal of body panels. Location of the TSMP enclosure and wire routing between the motor controller bus and the TSMP enclosure must be fully contained within the roll-over protection structure of the vehicle.

E. The IMD insulator lights must display the state of the insulating monitoring device whenever the grounded low voltage system is energized. If an insulating monitoring fault is present, a warning light must be illuminated.

F. Insulation monitoring faults cannot be reset by a competitor seated within the vehicle.

3. Bespoke Vehicle Drivetrain Construction – In addition to the requirements above for vehicles with Modified OEM Drivetrains, vehicles with Bespoke drivetrains must also comply with the following requirements.

3.1. Tractive System Kill Switches

A. Vehicles must have at least one tractive system kill switch. If one switch is used the switch must be capable of being operated by the driver when seated in the driving position with the safety harnesses fastened and the steering wheel in place and from outside the vehicle.

B. The tractive system kill switches must either be rotary mechanical type with a red removable key OR red push-pull/push-rotate emergency switches (Big Red Buttons or BRBs). If rotary mechanical type switches are used, the switch must be installed such that the key is horizontal when in the ON (electrically closed) position and that the key can only be removed when in the OFF (electrically open) position. If BRBs are used, they must have a minimum diameter of 1.5" (40mm) and be electrically open when in the "pushed" position. Both types of switches must be direct acting (i.e., not using logic or relays) to interrupt the control current to the coils of the Insulator Relays (4.13.A.5).

C. When a shutdown button is pushed or the rotary key switch is opened (off-position), it must:

1. Disable the vehicle's tractive system.

2. De-energize the motor-controller bus voltage and be less than 60V within 5 seconds (Voltage will be measured at the Tractive System Monitoring Points (see 4.12).

3. Interrupt all current from the auxiliary battery and/or DC to DC converter to the grounded low voltage system. A secondary contactor on the switches and/or relay may be used to interrupt this current. Active fire suppression systems powered by the grounded low voltage system are exempted.

D. All kill switches must be clearly marked by the international marking of a spark in a blue triangle (Figure 1). For rotary mechanical type kill switches, the marking must be above or below the switch such that the "flag" key in the OFF-position points to the word "OFF" in the decal.

***Figure 1:** Required marking for kill switches*



4. GLOSSARY

***Auxiliary Battery:** Battery used to supply energy to the grounded low-voltage system.*

***Auxiliary DC/DC Converter:** Power electronics used to power the grounded low-voltage system and/or charge the auxiliary battery from the tractive battery. The input of the auxiliary DC/DC converter is considered part of the tractive system and the galvanically-isolated output is considered part of the grounded low-voltage system.*

***Battery Cell:** Electrochemical energy storage device consisting of a positive electrode, negative electrode, and an electrolyte. Cells may be cylindrical, pouch, or prismatic.*

***Battery Management System:** Safety system that monitors and optionally charge balances battery cells.*

***Battery Module:** A single unit containing one or more electrically interconnected and mechanically assembled battery cells.*

***Battery Pack:** A single mechanical assembly comprising battery modules, retaining frames, fuses, contactors, and a battery management system. A RESS may have one or more battery packs.*

***Capacitor:** Device used to store electric energy in an electric field.*

***Charging System (On-Vehicle):** All components and electronics installed on the vehicle used to recharge the RESS/Battery Pack(s)using an EVSE.*

***Charger (Off-Vehicle):** Stand-alone electrical device used to recharge the RESS/Battery Pack(s) and directly connected to the electrical supply.*

***Conductor:** Aluminum or copper used for the flow of electricity. Conductors may be insulated (i.e., wire) or non-insulated (i.e., terminal lug).*

***Electric Double Layer Capacitor (EDLC):** System in which an electric charge is stored. Commonly referred to as a "Super Capacitor" or "Ultra Capacitor".*

***Electric Motor:** A rotating machine which transforms electrical energy to mechanical energy. An electric motor may also transform mechanical energy to electrical energy through regenerative braking.*

Electric Shock: *Physiological effect resulting from an electric current passing through the human body.*

Electric Vehicle: *Vehicle where the powertrain is driven solely by one or more electric motors.*

Electric Vehicle Charge Equipment (EVCE): *Device used to convert AC to DC power for the recharging of electrified vehicles.*

Electric Vehicle Service Equipment (EVSE): *Device used to interface the on-vehicle charging system to an AC electrical supply (auxiliary energy storage system, facility power, generator, etc.).*

Electrified Vehicle: *Any vehicle that has at least one RESS or Battery Pack and at least one electric motor.*

First Responder Cut Loop: *One or more loops of wire in the grounded low-voltage system that a first responder physically cuts to disable the vehicle. Typically, cutting this loop will completely disable the tractive system.*

Galvanic Isolation: *Separation of electrical systems such that no direct current conduction path exists.*

Grounded Low Voltage System: *All electric equipment or electronics in the vehicle that is electrically referenced to the vehicle frame.*

Hybrid Vehicle: *Vehicle where the powertrain is driven by a combination of an internal combustion engine and an electric motor.*

Insulation Monitoring Device (IMD): *An electronic circuit that continuously monitors the insulation resistance between the Tractive System and the Grounded Low Voltage System. The IMD may be standalone component in the vehicle or may be part of a RESS.*

Insulation Resistance: *Measurement of isolation between two electrical systems. Units are typically Ohms/Volt.*

Personal Protective Equipment (PPE): *Equipment worn to minimize exposed hazards, such as electrical shock.*

Powertrain: *See Tractive System*

Protective Earth: *Dedicated conductor or mounting point that connects electrical equipment to the Earth ground for the purpose of electrical safety.*

Rechargeable Energy Storage System (RESS): *The complete energy storage device comprising an energy storage medium (typically tractive batteries and capacitors in an electrified vehicle), the components to mount, monitor, manage and protect the storage medium, and everything needed for normal operation of the RESS (except for cooling equipment and liquid).*

Secondary Energy Storage System: *Standalone system consisting of an energy storage mechanism and power conversion electronics used to store energy and is capable of being an electrical supply at a later time.*

Service Disconnect (High Voltage Disconnect or Manual Disconnect): *Electrical disconnect in-line with the primary current path of the tractive system that can be removed as a precautionary measure during the service of an electrified vehicle. The service disconnect(s) may have the primary tractive system fuse built into the disconnect, is generally located on the RESS or Battery Pack(s) and may have secondary contacts to open the isolation relays when disconnected.*

Tractive Battery: *Intermediate storage device of electrical energy and consists of electrically connected battery cells group together in battery modules. The tractive battery supplies energy to the tractive system and may supply energy to the grounded low voltage system.*

Tractive System: *All electric equipment or electronics on the vehicle used for the prolusion of the vehicle and is galvanically isolated from the vehicle frame.*

Wire: *A fully insulated flexible conductor. Multiple wires may be bundled into cables (cable assemblies).*"

Solo Spec Coupe

#35297 Solo Spec Coupe Changes

The SEB is recommending a change to the Solo Spec Coupe rules to allow for braided stainless brake lines.

This would help those members who are participating in Track Event or Time Trial events with their cars while not being an advantage at autocross.

Update section 20.4 as below:

"20.4 Brakes

A. The make and material of brake linings (pads) may be changed.

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines."

Modified Category

#35178 Get AM classification correct

The MAC and SEB recommend the following changes to Appendix A:

"Modified class A (AM)

Any solo eligible (as defined in 3.1) ~~C~~cars with a minimum weight of 900 lbs. with driver and a minimum 72"(182.9 cm) wheelbase, plus Formula SAE as specified in Section 18.5. Club racing GCR-compliant Formula S (FS) and A Sports Racer (ASR), *and Solo-compliant FM and KM* ~~vehicles~~ may compete in this class."

Member Advisories

General

#36142 List the AC and SEB members on the webpage

Thank you for your letter. Board of Directors, Solo Events Board, and Advisory Committee members can be found on my.scca.com under Member Resources -> Board and Committees.

#37358 Falken RT660 variants

SCCA has been made aware of an update coming to the Falken Azenis RT660--dubbed the RT660+, expected to land in early 2025. Per Falken, the update is intended to enhance handling characteristics and presents a new sidewall look, but carries over the same tread compound from the current RT660. SCCA's expectation is that the new tire will not present any major change in performance. Final decisions regarding eligibility will not be made until the tire is available and testing has confirmed performance. However, the intention is to have a transition period where both tires (RT660, RT660+) are eligible for SSC and CSX before moving to the RT660+ as the spec tire for each class no later than August 1. Members are encouraged to make tire purchasing decisions with this information in mind.

Event Operations

#37164 Sound Committee: 2025 Level

After consulting with National staff, the Sound advisory committee recommends maintaining a sound limit of 108 dbC for 2025, before lowering the limit for 2026. This extension will allow the Sound committee to work with National Staff and the various Chiefs teams across all events to continue to improve operational standards and create consistent expectations for competitors.

Additionally, the Sound committee wishes to reiterate the recommendation to encourage sound measurement before National level competition:

- A sound meter should be made available during TnT runs at National Tour events.
- Regions are encouraged to have a meter and readings available at their events to inform competitors prior to attending National events. In the absence of an available meter, several free smartphone applications exist.

Street Touring Category

#35754 question about classing

The STAC cannot determine the classification of a modified vehicle without more information. As a starting point, see the Category Allowance Cheat Sheet available at https://www.scca.com/pages/solo-cars-and-rules and review the Category in the rulebook that appears to include the modifications made to your vehicle. To determine where and if your car is classed in the category see Appendix A of the rulebook.

#35920 Skid plate legality

Thank you for your question. The STAC feels that skid plates may be used to gain an aerodynamic advantage (improving performance), and are not allowed per 13.2.A.

#36288 Mass Airflow Sensor Placement

Thank you for your question. According to 14.10.C the flow path is defined as from the open air to the engine inlet. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. As a result, a Mass Air Flow sensor in the flow path, in the case of a turbo engine upstream of the compressor inlet, must remain upstream. The allowances in 14.10.C.1 and 14.10.C.2 for intercoolers and charge pipes allow changes to components that are specifically NOT considered as being in the intake flow path.

#37304 ST Committee Personnel

The STAC is anticipating openings at the end of this year. Members interested in participating on this Advisory Committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Prepared Category

#36787 Application for PAC Position

The PAC has recommended and the SEB has approved the addition of Paul Przyborski to the PAC.

Modified Category

#36534 Sierra Echo Classification, Bespoke EV Ruleset

The National Mod EV ruleset is still in development. In the meantime, SCCA Regions are allowed to classify cars as needed to suit the needs of local participants, provided applicable safety requirements of Section 3 are met. In addition, EV's must meet the safety requirements shown in item #35769 in the April 2024 Fastrack.

#36697 Open wheel rear wing width clarification

Per the MAC, bolt heads without aerodynamic features are not included in the endplate to endplate measurement.

#36934 Ford RS200 Kit car

Per Solo Rules 18.1.A.1 a member can submit the specifications and production information for a kit car for considered for DM/EM. The MAC/SEB is open to consideration of the Ford RS200 kit car upon receipt of this information.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Change Proposals

Street Touring Category

#35712 IRP shifter in ST classes

The STAC is requesting feedback on the following change in Section 14 of the Solo Rules to add a new subsection as shown:

14.2.I:

Interior plastic parts may be modified the minimum amount necessary to allow the installation of authorized modifications such as shifters and steering wheels.

#35783 Allow Non performance modifications

The STAC is seeking member feedback on the addition of the following new sections to Section 14 of the Solo Rules.

14.2.J:

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.

14.8.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. For example, bushing allowances in 14.8 are not changed by this allowance.

4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 14.

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.

7. Replaced components may not alter the suspension geometry unless otherwise permitted in section 14. 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.

14.10.S:

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 14.

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 and vice versa unless permitted elsewhere in Section 14.

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.

Modified Category

#36982 Wording correction for DM/EM

Per the MAC, the following is a proposed update and change to 18.1.F.3.g to correct an incorrectly referenced section of the Prepared rules and change an allowance to reflect original intent of the MAC:

18.1.F.3.g. Canards are allowed and may extend a maximum of ~~6" (15.24 cm)~~ *8" (20.32 cm)* forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/ fascia as viewed from above. Canard area will be measured in the same manner as wings using Section ~~12,~~ *18.0.C* Definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 160 — 2024 SCCA® National Solo® Rules 18. Modified Category cm^2). The canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm2) for each side.

Not Recommended

Street Category

#36966 Kappa platform street class changeup to align with ST changes?

Thank you for your input. The SAC believes the cars referenced are appropriately classed at this time, but will continue to monitor the performance and participation of the referenced cars.

#37029 Super Ponies and Grand Touring Cars

Thank you for your input. The SAC believes the competitive balances in BS and FS are currently healthy at this time.

Street Touring Category

#35777 SST: Beyond Thunderdome

Thank you for your input. The STAC does not feel it is in the best interests of Street Touring to allow cars that meet Not Otherwise Classed criteria to compete at a National level, or to allow cars to compete in multiple Street Touring classes.

#35787 Move BMW M3 (E36 chassis) to STX

Thank you for your input. The STAC believes the BMW E36 M3 is appropriately classed at this time. The STAC will continue to evaluate the competitive balance of Street Touring after the recent changes across the category.

#35973 Moving 94-01 Non GSR, Type R Acura Integras to STS

Thank you for your input. The STAC believes the 94-01 non-GSR, non-ITR Integras are appropriately classed.

#36264 Request for rule exception regarding popular mod - Randall Intake

Thank you for your input. Section 14.10.C specifically does not permit making holes in the structure of the car to allow fitment of intake parts (other than drilling holes for mounting.) The STAC does not believe it is in the best interests of the category to add car-specific allowances for making holes for mounting intake components. Therefore, it is the STAC's opinion that the "Randall Cowl intake" is NOT legal for Street Touring.

#36773 New Street Touring Class Proposals

Thank you for your input. The STAC believes the classification of the S2000-CR in AST is appropriate.

#36868 Street touring class update

Thank you for your letter. The STAC does not have oversight of PAX values and does not believe it is appropriate to apply them within each class.

CAM / XS Category

#36229 Prepared category for CAM cars

Thank you for your input. The CAM/XS committee does not believe that adding an additional CAM or XS class for vehicles with R-compound tires is appropriate for the category.

#36601 Older corvette request

Thank you for your letter. The CAM/XS Committee does not feel that splitting vehicle classing by level of modifications is appropriate for the category. Additionally, the CAM/XS Committee feels the C3 Corvette is correctly classed in CAM-S.

Prepared Category

#36949 Clarification of 17.2

The PAC believes that the current wording is adequate.

#36950 Removal of Models with IRS from CP

The PAC believes that there is no competitive advantage for these cars. Removing them without a subsequent rules update to ban IRS will not prevent future cars with IRS from being classed.

Modified Category

#36630 What-Is-a-replica?

Thank you for your input. This car exceeds the performance and preparation of EM. The MAC will continue to monitor class participation.

Other Items Reviewed

Event Operations

#36615 Clarification of Ladies Bump Classes

Thank you for your letter. There are no bump classes for the Open category at National Tour events. There has been an expressed desire from the membership for Open category bump classes at National Tours, however, they are difficult to make work operationally and as of this point in time do not exist. The SEB and the Women On Track program welcome feedback from any women running in the Ladies bump classes at National Tour events.

#36694 If the glove don't fit, you must acquit!

Thank you for your letter. If you have video evidence that is contrary to cone penalties listed on a corner sheet you would need to file a protest and submit your video as evidence. The Operating Steward or Chief Steward at a National Tour may also be of assistance when trying to determine whether a cone penalty is correct or not.

#36807 Please Reconsider ProSolo Finale Run Order for SSC and SSCL (L4)

Thank you for your input. The SEB does not control ProSolo run/work orders. However, your concerns have been forwarded on to Brian Mason at the National Office.

Development

#35477 Some recommended solo rule book changes

Per the Staff, the rule book will be updated accordingly for 2025. Thank you for your input.

Street Category

#36678 #34826 Substitute bolt in tow hooks

Thank you for your feedback.

#36770 Evoras to AS

Thank you for your feedback.

#36844 Please take Vitour Tempesta P1 off the Exclusion list

Thank you for your feedback.

#37005 #36240 718 GTS to AS

Thank you for your feedback.

#37017 Feedback for #36272 GS participation dilemmas

Thank you for your feedback.

Street Touring Category

#36799 S2000 consideration

Thank you for your letter.

#36818 #36154 - Concur with proposal

Thank you for your letter.

#36870 Leave street touring class names as they are

Thank you for your letter.

Prepared Category

#36788 Application for PAC

Thank you for your application. The position has been filled.

Kart

#37047 Letter #36063

The KAC would like to thank you for your feedback.

Handled Elsewhere

Street Category

#36796 Allowing DSC Controller in all classes

Thank you for your feedback. Please see the response to letter #33265 published in the September 2024 Fastrack.

#36835 Tire inputs

Thank you for your feedback. Please see the response to #36844 published in the current Fastrack.

#37007 Pony cars? Plz No

Thank you for your input. Please see the response to #37017 published in the current Fastrack.

Street Touring Category

#35347 BMW i3/i3s to STH

Thank you for your input. Please see the response to Letter #35585 in the July Fastrack.

#35829 Please reevaluate your classing philosophy for SST

Thank you for your input. Please see the response to Letter #35777 in this Fastrack.

#35857 Driveshaft Center Support Bearing Upgrades

Thank you for your letter. See the change proposal in Letter #35783 in this Fastrack.

#36201, 36202, 36222 BRZ tS feedback (various)

Thank you for your letter. Please see the response to Letter #35870 in the November Fastrack.

#36665, 36672, 36769, 36772, 36774, 36779, 36792, 36800, 36846, 36912, 36913 Feedback on ST Category Class Re-organization / Naming (various)

Thank you for your letter. Please see item #36979 in the November Fastrack for updates to the proposal.

CAM / XS Category

#36096 2024 Tesla model 3 performance

Thank you for your letter. Please see the current 2024 EVX rules for allowances associated with electronic shocks. The October Fastrack has the latest model year updates and new classings for EVX.

#36245, 36529 Feedback regarding EVX 2024/2025 model cars (various)

Thank you for your letter. Please see the October 2024 Fastrack for updated model year and vehicle classings in EVX.

Modified Category

#36165 AM class input

Thank you for your feedback. Please see item #35178 in this Fastrack.

#35953 Additional information for request 35533

Thank you for your input. Please see item #35178 in this Fastrack.

Tech Bulletins

Safety

#37268 Make I.5.1 consistent with SCCA Operations Manual

Per the BOD, the requirement for Board of Directors approval of SSC members was removed from the SCCA Operations Manual. Thus Solo Rules section I.5.1 is corrected as follows:

"The Solo® Safety Committee (SSC) will consist of no less than six SCCA® members plus a Chairman appointed annually by the Solo® Events Board (SEB)~~, subject to approval of the SCCA® Board of Directors~~. Current appointees are listed on the SCCA® website (www.scca.com), published in the current edition of the SCCA® Directory, published in an early current-year issue of the official SCCA® publication, and available from the SCCA® National Office."

Event Operations

#37163 Sound Committee: Tech Bulletin

Per the Sound committee, SEB, and Staff, the following language is added at the beginning of Appendix H - Sound Measurement Procedures at SCCA National Solo Events:

"The SCCA maintains sound requirements for site retention and acquisition, worker safety, and the enjoyment of events."

#37361 Removal of I.2.2.C

The BOD has removed Solo Rules subsection I.2.2.C from the Introductory Section.

The Staff and SEB are working on replacement language, which will better reflect the current processes used for oversight of the Solo Nationals.

Street Category

#37031 Typo in rules, Lamborghini EGallardo

Update the Appendix A listing for the following:

Super Street

Lamborghini

~~E~~Gallardo (2003-2008)

Classic American Muscle / Xtreme Street

#36616 EVX Appendix A Models Update

Errors and Omissions: This item was originally mistakenly published as a Recommended item in the October 2024 Fastrack. It should have been published as a Tech Bulletin and should be considered as such. Please see the response to #36616 in the October Fastrack for updated model details.

#36833 Allow Vitour P1

Per the SEB, change Appendix B under Classic American Muscle / Xtreme Street Category as follows:

"Wheel and Tire Allowances

• Any wheels are allowed. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).

• Only tires which meet SCCA Solo Street Category eligibility rules, *or appear on the following list,* are permitted. See Section 13.3 of the SCCA Solo Rules.

Vitour Tempesta P1, P1+

Modified Category

#35581 A typo to be corrected in the EM aero rules

Per the MAC, an editing error occurred when the DM/EM rules were being updated. 18.1.F.3.c is corrected as follows:

"18.1.F 3c. The front spoiler may not be wider than either the front or rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. ~~The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above.~~ The front spoiler must be connected to bodywork above the spoiler across its full width..."

SOLO EVENTS BOARD | November 1-3

The Solo Events Board met in Kansas City November 1-3. Attending were SEB members Mark Labbancz, Nick Dunlap, Mark Scroggs, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Brad Smith; KJ Christopher, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh and Brian Mason of the National Staff. 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.

Recommended Items

The following comprises the full list of items being referred to the BOD with recommendations for approval. Effective date of all items below is 1/1/25.

Safety

ITEM 1: #35769 Safety Requirements for EVs with Modified Drivetrains

The SEB and EVAC have solicited feedback from the Solo membership on an additional Appendix to the Solo rules that would outline requirements for any electric or hybrid-electric vehicles with the electric motor portion of the drivetrain modified. Putting these safety requirements in place is the first step in starting to open up Solo to bespoke or modified electric vehicle drivetrains in classes other than AM. The recommended rule changes and new Appendix contents are as follows:

Add the following to the end of 3.1 Eligible Vehicles

"*Any battery electric or hybrid-electric vehicle with a drivetrain that has been modified from OEM or is a bespoke drivetrain must comply with the requirements listed in Appendix K.* "

Add a new section (3.3.5) as follows:

"*3.3.5 Electric and Hybrid-Electric Vehicle Safety*

A. Charging

1. Electrified Vehicles shall not be charged in any hazardous or hot areas, including Grid

2. Towing a vehicle to perform charging through the regenerative brakes is prohibited

B. Tractive System Protections

1. All tractive system conductors used for the flow of electricity must be protected from human contact at all times while on site including during vehicle repairs or maintenance. Any conductor will be considered "unprotected" if a technical inspector can make physical contact with the conductor using a 10cm (4 inch) long, 0.6 cm diameter (0.25 inch) non-conductive probe.

2. Tractive system rechargeable energy storage systems may not be replaced or swapped while on site. "

Add new Appendix K as follows, and re-letter subsequent appendices as necessary.

"***Appendix K – Recommendations for Electric and Hybrid-Electric Vehicles***

The following guidelines are in effect for electric and hybrid-electric vehicles competing with modified drivetrains. This would include modifications to any part of the drivetrain such as wiring, motors, motor controllers, and battery packs. In the case of hybrid-electric vehicles with modifications to only the internal combustion engine portion of the drivetrain this appendix does not apply.

1. Charging

1.1. No work may be performed on the car while connecting or disconnecting charging equipment.

1.2. The Battery Monitoring System and the Insulation Monitoring Device must be active during charging. The BMS must interrupt all charging current when the charge limit has been reached and/or if a fault occurs (over-voltage, under-voltage, over-temperature, etc.). Additionally, the IMD must interrupt all charging current when the insulation resistance between the tractive system and the grounded low-voltage system is less than 100 Ohm/Volt.

1.3. Charging Systems (On-vehicle)

A. All electrified vehicles with on-board charging systems must use an EVSE to charge from a nominal 120VAC or 240VAC electrical supply. EVSE must be unmodified, in good condition, and free of any exposed conductors. It is recommended that EVSEs be listed to UL 2594, CSA 22.2 #28.13, or equivalent safety standard.

B. A standard National Electrical Manufacturers Association (NEMA) interconnect, such as NEMA 15-50, must be used to interface a competitor's portable EVSE with a track/facility electrical service. Hardwiring of a competitor's EVSE to the facility's electrical service is prohibited. It is the responsibility of the competitor to ensure a compatible electrical interface is available from the track/facility prior to the event.

C. EVSE outlet plug must physically connect to the charging system inlet without modification and be compatible with the vehicle's signaling/communication protocol (e.g., SAE J1772, IEC 62196, etc.).

D. On-Board charging systems may be left unattended once the charging session with the EVSE has been successfully initiated.

1.4. Chargers/EVCEs (Off-vehicle)

A. All electrified vehicles utilizing an off-board charger or EVCE with a maximum output power of less than (or equal to) 20kW must:

1. be galvanically isolated between the AC input and DC output,

2. be unmodified, in good condition, and free of any exposed conductors or contacts,

3. be housed in a conductive enclosure that is connected to the Protective Earth (Ground) of the AC input.

4. have DC output cables that are orange in color.

B. Charging with an off-board charger must be continually monitored by a competitor (or their crew) at all times.

1.5. DC Fast Charging

A. DC Fast Charging (maximum output power of greater than 20kW) is allowed when using one of the following DC Fast Charge standards

1. SAE Combined Charging Standard (CCS)

2. CHAdeMO

3. North American Charging Standard (NACS)

B. The DC Fast Charging EVCE must be unmodified, in good condition, and free of any exposed conductors. The EVCE must either be a permanently installed charging station or be listed to a nationally recognized safety standard (UL2202, IEC 61851-23, etc.).

C. Vehicles with bespoke drivetrains must be continually monitored by a competitor (or their crew) while actively charging with a DC Fast Charging EVCE.

2. Modified Drivetrain Vehicle Construction – The following applies to vehicles with modified OEM drivetrains

2.1. Service Disconnect

A. Each RESS/Battery Pack must have at least one service disconnect.

2.2. Tractive System Wiring

A. All tractive system wiring must be in good condition. Chaffed, nicked, or damaged wire insulation must be replaced. Electrical connectors or stress relief glands with physical damage must also be replaced. Repair of wiring, connectors, or stress-relief glands is prohibited.

B. The determination if a wire is part of the tractive system is solely based on whether it is galvanically isolated from the vehicle chassis.

C. Wire

1. All tractive system wires must be thermally rated for a minimum of 105°C and be electrically rated for the maximum tractive system voltage. Tractive system conductors must be of a wire gauge rated for the time-averaged current it may carry (see Table 1 for recommended wire ratings).

2. Orange shielded and dual-insulated wire complaint to ISO 6722, ISO 14572, or ISO 19642 must be used in tractive-system conductors of 14AWG or larger (RESS/Battery Pack output, motor controller input, motor drive, DC-DC converter input, etc.). Wire shielding must be electrically connected to the vehicle chassis. Paralleling conductors that require shielded and dual-insulated wire is prohibited.

3. Tractive System wiring used for low-current signaling or communication between the RESS/Battery Pack, Motor Controller, Motor, or other tractive system enclosure must be orange in color and/or placed in orange conduit.

4. With the exception of wiring to the motor, all tractive system wiring must be contained within the vehicle's crash structure to protect it from impact from another vehicle.

5. Wire, harnesses, or conduit that are not part of the tractive system shall not be orange in color.

D. Interconnection

1. All tractive system wiring interconnection must use an electrical connector or a bolted connection. Soldering in any high-current path is prohibited.

2. Connectors

a. Electrical connectors must be rated for the physical wire gauge installed and electrical current passing through it. Connectors cannot not be physically modified. If a connector is used for shielded and dual-insulated wire, one side of the interconnect must be bulkhead-style and be securely mounted to a high-voltage enclosure. Connectors should be IP-Rated to protect against dust and moisture.

b. Each RESS or Battery Pack must have a High Voltage Interlock (HVIL) on any output connector wired to the contactor output of the isolation relays (4.13.B.5).

c. With the exception for high-voltage safety interlocks, tractive system and grounded low voltage wiring cannot be in the same electrical connector

3. Bolted Connections

a. All bolted connections must be enclosed in a high-voltage enclosure. Wire terminals must be rated for the physical wire gauge and electrical current passing through the bolted connection. The terminal cannot be modified from its original shape except for crimping to the wire it is terminating

b. The current conduction path through the bolted connection stack-up must be made of copper or aluminum. Steel bolts, washers, and nuts may be used to create a bolted connection, but the steel components cannot be in the current conduction path. Plastic or phenolic in the bolted connections is prohibited. If a nut is used in the bolted connection, the nut must have a positive locking feature such as deformed threads. Ny-locks, lock washers, and thread locking compounds (i.e., Loctite®) cannot be used for this positive locking feature.

c. All wire entering an enclosure to a bolted connection shall have mechanical strain-relief, such as a strain-relief gland, specifically designed for the wire it is relieving

2.3. Energy Storage/Battery Management System

A. Custom Rechargeable Energy Storage Systems (RESS), Custom Battery Pack(s), or OEM RESS that have been modified in any way must be mounted inside the vehicle and must store all tractive system energy.

B. The RESS/Battery Pack(s) must be securely fastened to the vehicle chassis/roll structure. Mounting brackets and fasteners used to mount the RESS/Battery Pack(s) to the chassis/roll structure must support the entire weight of the RESS/Battery Pack(s) in the event of a vehicle crash (including rollover).

C. The protective enclosure of each RESS/Battery Pack must provide penetration damage by foreign objects on all sides. Total enclosure wall thickness must be a minimum of 0.125". The use of composite materials with Aramid fiber is encouraged but must be used in conjunction with an aluminum or steel layer. If a composite material with Aramid fiber is used, the metallic layer may be reduced to 0.035" or thicker steel, or 0.059" or thicker aluminum. If no composite material is used, the entire thickness must be made of aluminum or steel. The metallic layer of the enclosure must be connected to chassis ground (4.13.B.6).

D. Vehicles with roll cages installed should add additional bracing to protect the RESS/Battery Pack from side or rear impact. Brace(s) should be equal diameter and thickness as the main hoop.

E. The tractive batteries inside each RESS/Battery Pack(s) must consist of commercially available and unmodified battery modules. ELDCs may be used in conjunction with the battery packs or modules if physically located within a RESS. Assembly of individual pouch or cylindrical cells into packs or modules by the competitor is prohibited. Use of prismatic cells with bolted connections are allowed.

F. The combined cell configuration of the energy stores must be a "nP1S" configuration (i.e., one or more cells in parallel groups that are wired into a single series string). Paralleling multiple battery strings between the tractive system positive and negative voltage bus is prohibited.

G. All components of the tractive battery (battery modules, prismatic cells, etc.) must be securely fastened to the protective enclosure. Mounting brackets and fasteners must retain the tractive battery components to prevent them from physically moving within or electrically shorting to the protective enclosure during a vehicle crash (including rollover).

H. All poles of the battery packs/modules must be isolated from the inner walls of the protective enclosure with an insulating material rated for the maximum tractive system voltage. Additionally, a layer of electrically insulating material (such as Kapton or Nomex) is required for all internal walls of the container. The thickness of this insulating layer does not count towards the minimum required 0.125" protective enclosure wall thickness.

I. A single Battery Management System (BMS) must monitor the tractive battery. At a minimum, the BMS must monitor for over-voltage, under-voltage, and over-temperature conditions. The BMS must alert the driver/crew if any cell drops below the minimum cell voltage limit, exceeds the maximum voltage limit, or the pack temperature rises above the safe operating temperature specified by the manufacturer of the battery cell

2.4. Fusing

A. Each RESS/Battery Pack must have a primary fuse or resettable circuit breaker located on the energy storage side of the isolation relays. Fuse or resettable breaker must be physically located inside the RESS/Battery Pack enclosure or integrated into the Service Disconnect (4.9). All RESS/Battery Pack current shall pass through this primary fuse or circuit breaker. The primary fuse or resettable breaker must be DC voltage rated for the maximum tractive system voltage and current/time rated for the conductors and motor controller it is protecting.

B. Except for the TSMPs (4.12) and isolator relay pre-charge circuitry (4.13.B.5), all tractive-system branch circuits must have additional fusing within 6" from the branch point to protect the branch circuit. Continuous direct-current (DC) rating of Tractive System branch fuses must be lower than the rating for conductors and components it is protecting (see Table 1 for recommended fuse ratings) and must be DC voltage rated for the maximum Tractive System voltage

C. All fuses or breakers, including the primary fuse or circuit breaker, must be located in a fuse holder or otherwise mechanically mounted per the manufacturer's recommendation

2.5. Isolation Relays

A. Vehicle must have at least two normally open isolation relays that can isolate the stored energy on the vehicle from the rest of the tractive system. One relay must be in line with the 'positive' conductor, and one must be in line with the 'negative' conductor such that all stored energy is contained within the RESS or Battery Pack enclosure when the relays are open. Each RESS or Battery Pack installed on the vehicle must contain one set of isolation relays.

B. The coil side of the isolation relays must be powered by the grounded low voltage system through a dedicated safety loop. At a minimum, isolation relays must open if any of the following occur:

1. Any Tractive System Kill Switch is opened

2. RESS/Battery Pack Output Connector(s) HVIL is opened

3. Insulation Monitoring Device detects an insulation fault

4. Battery Monitoring Device detects a fault of the energy store

5. Auxiliary (GLV) Battery is disconnected.

C. Isolation relays must be rated for a maximum electrical current greater than the primary fuse of circuit breaker (4.13.B.4). A pre-charge control circuit must be implemented to control the initial charging of the motor control input capacitors prior to closure of the isolator relays.

D. [TABLE OF WIRE GAUGE AND MAX FUSE RATING FROM SCREV (TABLE 1)]

Table 1 – Single Conductor Free-Air Wire Current Capacity (DC)

Wire Gauge Coper (AWG)	Conductor Area(mm^2)	Maximum Recommended Continuous Conductor/Fuse Rating (A)
24	0.20	5
22	0.33	7
20	0.52	10
18	0.82	14
16	1.31	20
`14	2.08	28
12	3.31	40
10	5.26	55
8	8.37	80
6	13.3	105
4	21.2	140
3	26.7	165
2	33.6	190
1	42.4	220
0	53.5	260
2/0	67.4	300
3/0	85.0	350
4/0	107	405
250 MCM	127	455
300 MCM	152	505
350 MCM	177	570
400 MCM	203	615
450 MCM	253	700

2.6. Grounding (Equipotential Bonding)

A. Any conductive component of the vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 300 milli-Ohm to the vehicle chassis. This includes but is not limited to roll cages, body panels, firewalls, metallic, stress-relief glands, high voltage enclosures, and motor housings.

2.7. Any component of the vehicle which may become conductive (i.e., carbon fiber body panels or survival cells) vehicle within 4" (101 mm) from any Tractive System component, enclosure, or wire must have a resistance of less than 5 Ohms to the vehicle chassis. The addition of copper mesh to potentially conductive materials may be necessary to ensure bonding is maintained.

2.8. Tractive System Measuring Points (TSMPs)/Insulation Monitoring

A. Two Tractive System Measuring Points, a Ground Reference Point, and Insulating Measurement Device (IMD) indicator lights are required.

B. One TSMP must be electrically connected to the positive terminal of the motor controller power bus and one TSMP must be electrically connected to the negative terminal of the motor controller power bus. The TSMPs must be red 4mm shrouded banana jacks, be rated for the nominal Tractive System voltage and be labeled "HV+" and "HV-," respectively. A 10kOhm current limiting resistor, located within 6" of the motor controller bus connection point, must be placed in series between the motor controller bus and each TSMP. Wiring from the motor controller bus to the TSMPs shall be a minimum of 18 AWG, be orange in color, be thermally rated for a minimum of 90°C and be electrically rated for the maximum bus voltage.

C. The Ground Reference Point must be electrically connected to the vehicle chassis and at a location near the RESS/Battery Pack(s). It must be a black 4mm shrouded banana jack, rated for the nominal Tractive System Voltage, and be labeled "GND." Wiring for the Ground Reference Point shall not be orange in color.

D. The TSMPs and the Ground Reference Point must be protected within a single waterproof and non-conductive housing that is accessible from the exterior of the vehicle and without the removal of body panels. Location of the TSMP enclosure and wire routing between the motor controller bus and the TSMP enclosure must be fully contained within the roll-over protection structure of the vehicle.

E. The IMD insulator lights must display the state of the insulating monitoring device whenever the grounded low voltage system is energized. If an insulating monitoring fault is present, a warning light must be illuminated.

F. Insulation monitoring faults cannot be reset by a competitor seated within the vehicle.

3. Bespoke Vehicle Drivetrain Construction – In addition to the requirements above for vehicles with Modified OEM Drivetrains, vehicles with Bespoke drivetrains must also comply with the following requirements.

3.1. Tractive System Kill Switches

A. Vehicles must have at least one tractive system kill switch. If one switch is used the switch must be capable of being operated by the driver when seated in the driving position with the safety harnesses fastened and the steering wheel in place and from outside the vehicle.

B. The tractive system kill switches must either be rotary mechanical type with a red removable key OR red push-pull/push-rotate emergency switches (Big Red Buttons or BRBs). If rotary mechanical type switches are used, the switch must be installed such that the key is horizontal when in the ON (electrically closed) position and that the key can only be removed when in the OFF (electrically open) position. If BRBs are used, they must have a minimum diameter of 1.5" (40mm) and be electrically open when in the "pushed" position. Both types of switches must be direct acting (i.e., not using logic or relays) to interrupt the control current to the coils of the Insulator Relays (4.13.A.5).

C. When a shutdown button is pushed or the rotary key switch is opened (off-position), it must:

1. Disable the vehicle's tractive system.

2. De-energize the motor-controller bus voltage and be less than 60V within 5 seconds (Voltage will be measured at the Tractive System Monitoring Points (see 4.12).

3. Interrupt all current from the auxiliary battery and/or DC to DC converter to the grounded low voltage system. A secondary contactor on the switches and/or relay may be used to interrupt this current. Active fire suppression systems powered by the grounded low voltage system are exempted.

D. All kill switches must be clearly marked by the international marking of a spark in a blue triangle (Figure 1). For rotary mechanical type kill switches, the marking must be above or below the switch such that the "flag" key in the OFF-position points to the word "OFF" in the decal.

***Figure 1:** Required marking for kill switches*



4. GLOSSARY

***Auxiliary Battery:** Battery used to supply energy to the grounded low-voltage system.*

***Auxiliary DC/DC Converter:** Power electronics used to power the grounded low-voltage system and/or charge the auxiliary battery from the tractive battery. The input of the auxiliary DC/DC converter is considered part of the tractive system and the galvanically-isolated output is considered part of the grounded low-voltage system.*

***Battery Cell:** Electrochemical energy storage device consisting of a positive electrode, negative electrode, and an electrolyte. Cells may be cylindrical, pouch, or prismatic.*

***Battery Management System:** Safety system that monitors and optionally charge balances battery cells.*

***Battery Module:** A single unit containing one or more electrically interconnected and mechanically assembled battery cells.*

***Battery Pack:** A single mechanical assembly comprising battery modules, retaining frames, fuses, contactors, and a battery management system. A RESS may have one or more battery packs.*

***Capacitor:** Device used to store electric energy in an electric field.*

***Charging System (On-Vehicle):** All components and electronics installed on the vehicle used to recharge the RESS/Battery Pack(s)using an EVSE.*

***Charger (Off-Vehicle):** Stand-alone electrical device used to recharge the RESS/Battery Pack(s) and directly connected to the electrical supply.*

***Conductor:** Aluminum or copper used for the flow of electricity. Conductors may be insulated (i.e., wire) or non-insulated (i.e., terminal lug).*

Electric Double Layer Capacitor (EDLC): *System in which an electric charge is stored. Commonly referred to as a "Super Capacitor" or "Ultra Capacitor".*

Electric Motor: *A rotating machine which transforms electrical energy to mechanical energy. An electric motor may also transform mechanical energy to electrical energy through regenerative braking.*

Electric Shock: *Physiological effect resulting from an electric current passing through the human body.*

Electric Vehicle: *Vehicle where the powertrain is driven solely by one or more electric motors.*

Electric Vehicle Charge Equipment (EVCE): *Device used to convert AC to DC power for the recharging of electrified vehicles.*

Electric Vehicle Service Equipment (EVSE): *Device used to interface the on-vehicle charging system to an AC electrical supply (auxiliary energy storage system, facility power, generator, etc.).*

Electrified Vehicle: *Any vehicle that has at least one RESS or Battery Pack and at least one electric motor.*

First Responder Cut Loop: *One or more loops of wire in the grounded low-voltage system that a first responder physically cuts to disable the vehicle. Typically, cutting this loop will completely disable the tractive system.*

Galvanic Isolation: *Separation of electrical systems such that no direct current conduction path exists.*

Grounded Low Voltage System: *All electric equipment or electronics in the vehicle that is electrically referenced to the vehicle frame.*

Hybrid Vehicle: *Vehicle where the powertrain is driven by a combination of an internal combustion engine and an electric motor.*

Insulation Monitoring Device (IMD): *An electronic circuit that continuously monitors the insulation resistance between the Tractive System and the Grounded Low Voltage System. The IMD may be standalone component in the vehicle or may be part of a RESS.*

Insulation Resistance: *Measurement of isolation between two electrical systems. Units are typically Ohms/Volt.*

Personal Protective Equipment (PPE): *Equipment worn to minimize exposed hazards, such as electrical shock.*

Powertrain: *See Tractive System*

Protective Earth: *Dedicated conductor or mounting point that connects electrical equipment to the Earth ground for the purpose of electrical safety.*

Rechargeable Energy Storage System (RESS): *The complete energy storage device comprising an energy storage medium (typically tractive batteries and capacitors in an electrified vehicle), the components to mount, monitor, manage and protect the storage medium, and everything needed for normal operation of the RESS (except for cooling equipment and liquid).*

Secondary Energy Storage System: *Standalone system consisting of an energy storage mechanism and power conversion electronics used to store energy and is capable of being an electrical supply at a later time.*

Service Disconnect (High Voltage Disconnect or Manual Disconnect): *Electrical disconnect in-line with the primary current path of the tractive system that can be removed as a precautionary measure during the service of an electrified vehicle. The service disconnect(s) may have the primary tractive system fuse built into the disconnect, is generally located on the RESS or Battery Pack(s) and may have secondary contacts to open the isolation relays when disconnected.*

Tractive Battery: *Intermediate storage device of electrical energy and consists of electrically connected battery cells group together in battery modules. The tractive battery supplies energy to the tractive system and may supply energy to the grounded low voltage system.*

Tractive System: *All electric equipment or electronics on the vehicle used for the prolusion of the vehicle and is galvanically isolated from the vehicle frame.*

Wire: *A fully insulated flexible conductor. Multiple wires may be bundled into cables (cable assemblies).*"

(SCCA Fastrack News, Apr 2024, #35769)

Event Operations

ITEM 2: #37209 Amendments to Class Types Definitions

Per input from the BOD, the SEB is recommending the following updates to 4.8:

"4.8 ~~DEFINITION OF~~ CLASS TYPES

A. National Class – Any class defined in the Solo® Rules that is recognized as eligible for a National Championship. This explicitly does not include ~~Supplemental~~ *Developmental or Exhibition* classes. These classes are automatically offered at National Tour and National Championship events.

B. Developmental Class - When a new class is created, it will be classified as a Developmental Class for up to 3 years. No later than the end of the developmental period, the class will require review and approval by the SEB and BOD. Rule changes during the developmental period may be implemented upon member notification per I.1.2 of the Solo® Rules. A Developmental Class will be included in National Tour and National Championship events but will not be eligible for a Solo® National Championship.

In determining whether or not a *Developmental* Class will achieve National *or Exhibition* Class status, *or be discontinued*, that class will be evaluated whether it:

- has at least 25 participants (Open and Ladies Classes) for ~~3 of 4~~ *2 of 3* consecutive National Championships or
- has at least 40 participants (Open and Ladies) for ~~2 of 3 consecutive~~ *a* National Championship or
- fits with the long-term vision for the continued growth of Solo® according to Introductory Section I.2.3 of the Solo® Rules.

For 2025 the following are Developmental Classes: CAMC, CAMS, CAMT, XA, XB, XU, CSX, CSM, and any corresponding Ladies' classes as applicable.

C. ~~Supplemental~~ *Exhibition* Class – Any non-National class running under a ~~proposed~~ ruleset ~~for purposes of evaluation~~ *which is not included in the Solo Rules, or an SEB-administered ruleset that will be subject to the Solo rules process per I.1.2. An Exhibition Class may or may not be included in National Tour and National Championship events but will not be eligible for a Solo® National Championship. The status of an Exhibition Class will require annual review and approval by the SEB and BOD, and an Exhibition Class may become National upon SEB and BOD approval..* It may be run alone or within a parent class. ~~Its drivers may or may not be eligible for awards.~~

For 2025 the following are Exhibition Classes: FSAE, EVX and any corresponding Ladies' classes as applicable.

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

Note: The SEB will determine the 2026 class types for CAM and XS classes after further observation and discussion.

Due to the above changes, the following references elsewhere in the Solo Rules will be updated as shown:

Change "Supplemental class FSAE" to "*Exhibition* class FSAE" in 18.5

Change title of Appendix B from "SUPPLEMENTARY CATEGORIES" to "*NON-NATIONAL* CATEGORIES"

Place Appendix B subsections for Developmental classes under new sub-heading "*B.1 Developmental Classes*"

Place Appendix B subsections for Exhibition classes under new sub-heading "*B.2 Exhibition Classes*"

In Appendix B under "CAM/XS" change "Supplemental Classes as used at SCCA National Solo Events" to "*Developmental* Classes as used at SCCA National Solo Events"

(SCCA Fastrack News, Dec 2024, #37209)

Street Category

ITEM 3: #33265 Please publish a request for feedback on requiring OEM shocks

The SAC and SEB recommend the following update to 13.5.A.8:

"Vehicles ~~in Super Street class (SS)~~ originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) may alter the calibration using an OEM-provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM shock/strut bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness are allowed."

(SCCA Fastrack News, Feb 2024, Sep 2024, #33265)

ITEM 4: #34375 Classing 3-cylinder MINIs in H Street

The SAC and SEB recommend the following changes to Appendix A:

G Street

Hyundai

~~Veloster Turbo (all) (2019-21)~~

MINI

~~Cooper Clubman (non-S, nonJCW) (2016-19)~~

~~Cooper Hardtop (non-S, nonJCW) (2014-23)~~

H Street

Hyundai

Veloster Turbo (non-N) (2019-21)

MINI

Cooper Clubman (Base 3-cyl, non-JCW) (2016-19)

Cooper Hardtop (Base 3-cyl, non-JCW) (2014-23)

(SCCA Fastrack News, Aug 2023, Sep 2024, #34375)

ITEM 5: #34397 Mini Cooper

The SAC and SEB are recommending the following changes to Appendix A:

D Street

BMW

2 series Gran Coupe (228i *X-Drive* and M235i) (2020-*24*)

MINI

Cooper Clubman S (2008-14, ~~2016-23~~)

Cooper Hardtop S (2002-~~23~~ 2013)

G Street

BMW

2 series Gran Coupe (228i FWD) (2020-24)

MINI

Cooper Clubman S (2016-23)

Cooper Hardtop S (2014-23)

(SCCA Fastrack News, Aug 2023, Sep 2024, #34397)

ITEM 6: #34826 Substitute bolt in tow hooks

The SAC and SEB are recommending the following addition to Section 13:

13.2.L - "*Addition of aftermarket tow hooks and tie downs are permitted, and location is unrestricted. Non-standard tow hooks shall serve no other function.*"

(SCCA Fastrack News, Dec 2023, Sep 2024, #34826)

ITEM 7: #34933 Bolt pattern adapter plates.

The SAC and SEB are recommending the following change to section 13.4:

"Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. ~~On vehicles supplied with an OE wheel spacer, the~~ *A* wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed. Tire pressure monitoring sensors may be removed."

(SCCA Fastrack News, Dec 2023, Sep 2024, #34933)

ITEM 8: #35410 Unbury the 4cylinder 19-24 Z4

The SAC and SEB are recommending the following changes to Appendix A:

B Street

BMW

~~Z4 4 cyl (2020-21)~~

C Street

BMW

Z4 4 cyl (2020-24)

(SCCA Fastrack News, Mar 2024, Sep 2024, #35410)

ITEM 9: #35660 Subaru Impreza 2.5 Classing

The SAC and SEB are recommending the following changes to Appendix A:

G Street

Subaru

~~Impreza 2.5 (non-turbo)~~

H Street

Subaru

Impreza 2.5 (non-turbo)

(SCCA Fastrack News, Mar 2024, Sep 2024, #35660)

ITEM 10: #35814 Evora 400 / Evora GT to A-Street

The SAC and SEB are recommending the following changes to Appendix A:

SS

Lotus

~~Evora 400 (2016-2018)~~

~~Evora GT (2020-22)~~

AS

Lotus

Evora 400 (2016-2018)

Evora GT (2020-22)

(SCCA Fastrack News, May 2024, Sep 2024, #35814)

ITEM 11: #36007 Tesla motors

The SAC and SEB are recommending the following changes to Appendix A::

AS

Tesla

~~Model 3 (all) (2018-24)~~

~~Model Y (all) (2020-24)~~

Model 3 (AWD/Performance 2018-23)

Model Y (AWD/Performance 2020-24)

DS

Tesla

Model 3 (RWD) (2018-24)

(SCCA Fastrack News, Jul 2024, Sep 2024, #36007)

ITEM 12: #36551 2025 Mini / Mini S initial classing

The SAC and SEB are recommending the following addition to Appendix A:

GS

MINI

Cooper Hardtop S (2-door and 4-door F65/F66 chassis) (2025)

HS

MINI

Cooper Hardtop (non-S, 2-door and 4-door F65/F66 chassis) (2025)

(SCCA Fastrack News, Oct 2024, #36551)

Street Touring Category

ITEM 13: #32530 Update 14.2.E to include different materials

14.2.E:

E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic*, fabric* and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, etc). No other changes to the standard fenders or wheel wells are permitted.

(SCCA Fastrack News, Dec 2022, Feb 2024, #32530)

ITEM 14: #34739 Subaru Impreza 2.5RS to STH

The STAC and SEB have recommended the following change in Appendix A:

STS

Subaru

~~Impreza 2.5RS (1998-2001)~~

STX

Subaru

Impreza 2.5RS (1998-2001)

(SCCA Fastrack News, Nov 2023, Nov 2024, #34739)

ITEM 15: #35005 Reclass 2008-2013 Accord to STX from STS

STS

Honda

~~Accord (6-cyl) (1998-2013)~~

STX

Honda

Accord (6-cyl) (1998-2013)

(SCCA Fastrack News, Dec 2023, Aug 2024, #35005)

ITEM 16: #35297 Solo Spec Coupe Changes

The SEB is recommending a change to the Solo Spec Coupe rules to allow for braided stainless brake lines.

Comment: This would help those members who are participating in Track Event or Time Trial events with their cars while not being an advantage at autocross.

Update section 20.4 as below:

20.4 Brakes

A. The make and material of brake linings (pads) may be changed.

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

(SCCA Fastrack News, Mar 2024, #35297)

ITEM 17: #35870 Exclusion of the 2018 BRZ TS

The STAC and SEB are recommending the following change in Appendix A:

STX

Subaru

BRZ *excl. tS* (2013-21)

(SCCA Fastrack News, Jun 2024, Nov 2024, #35870)

ITEM 18: #36979 Recommended proposal in response to member input regarding letter #36154

The STAC and SEB are recommending the following set of changes:

1) Creating a new class, A Street Touring (AST), with wheel and tire allowances from STR and all other allowances per STU. Add in Appendix A as follows:

AST

Chrysler

Crossfire (all)

Fiat

Spider (2016-20)

Honda

S2000-CR

Mazda

MX-5 Miata (2016-24)

Mazdaspeed Miata (2004-05)

Pontiac

Solstice GXP

Saturn

Sky Redline

2) Change listings in Appendix A as follows:

In SST

~~Chrysler~~

~~Crossfire (all)~~

~~Pontiac~~

~~Solstice GXP~~

~~Saturn~~

~~– Sky Redline~~

In CST (formerly STR)

Honda

S2000 *(non-CR)*

Mazda

MX-5 Miata (2006-*15* ~~24~~)

In BST (formerly STU)

~~Fiat~~

~~– Spider (2016-20)~~

~~Mazda~~

~~– Mazdaspeed Miata (2004-05)~~

3) Re-naming the Street Touring classes to better align with the other categories, with the full list of class names as follows:

SST
AST
BST ~~STU~~
CST ~~STR~~
DST ~~STX~~
EST ~~STS~~
GST ~~STH~~

(Note: It is not the STAC's intention to directly align Street Touring Classes with the corresponding Street classes; the STAC has feels that GST is a more appropriate class name to replace STH because it corresponds far more with the cars that are classed in G Street, than those in F Street)

Associated updates to Section 14 are as follows (note that the list of classes has been re-ordered to align with the revised class names):

14.0 Street Touring Category

Classes *– see Appendix A for specific vehicle classifications*)

- Super Street Touring (SST) – primarily mid-and-large-size high performing ~~*Highest performance*~~ *sports cars and coupes.*
- *A Street Touring (AST) – primarily small-and-mid-size high performing sports cars and coupes.*
- *B* Street Touring *(BST)* ~~Ultra (STU)~~ – *primarily mid-to-high* ~~Higher~~ power and *performing* ~~performance~~ sports cars, ~~and~~ coupes, *and* ~~along with similarly high-performance~~ AWD sedans *and* hatchbacks.
- *C* Street Touring *(CST)* ~~Roadster (STR)~~ – *primarily* ~~Low~~ *low* to medium *powered* ~~HP Rear-Wheel Drive~~ roadsters and coupes. ~~Generally, sports car based chassis.~~
- *D* Street Touring *(DST)* ~~Xtreme (STX)~~ – *primarily medium powered* ~~Medium HP~~ coupes and sedans. ~~Primarily~~ *Mostly* RWD with some performance matching AWD mixed in.

- *E* Street Touring *(EST)* ~~Sport (STS)~~ – *primarily low-power* ~~Naturally Aspirated Front-Wheel Drive~~ sedans, ~~and~~ coupes, *hatchbacks* and ~~similar performance light/older~~ *older higher performing* RWD and *FWD* ~~AWD~~ cars. ~~Emphasis on momentum and handling over power.~~
- *G* Street Touring *(GST)* ~~Hatchback (STH)~~ – *primarily mid-to-large size turbo-charged cars* ~~Turbo hatchbacks and sedans~~.

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):

AST (AWD), ~~STR~~ *CST* (AWD), ~~STS~~ *EST*	225
~~STX~~ *DST* (AWD), ~~STH~~ *GST* (AWD)	245
AST (2WD), ~~STR~~ *CST* (2WD)	255
~~STX~~ *DST* (2WD), ~~STH~~ *GST* (2WD)	265
~~STU~~ *BST* (AWD, RWD mid-engine, & RWD forced induction)	295
~~STU~~ *BST* (RWD N/A & FWD)	315
SST	unlimited

14.4 WHEELS

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

AST (AWD), ~~STR~~ *CST* (AWD), ~~STS~~ *EST*	7.5
~~STX~~ *DST* (AWD)	8.0
AST (2WD), ~~STR~~ *CST* (2WD), ~~STX~~ *DST,* ~~STH~~ *GST*	9.0
~~STU~~ *BST*	11.0
SST	unlimited

14.10 ENGINE AND DRIVETRAIN

C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. PCV valves and or engine management components in the air intake system mass airflow sensors, may not be removed, modified, or replaced, and must retain their original function along the flow path.

SST, *AST*, ~~STU~~ *BST* and ~~STH~~ *GST* only: As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting.

SST, *AST*, ~~STU~~ *BST* and ~~STH~~ *GST* only: Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds (“noisemakers”). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.

Limited Slip Differentials

~~STS~~ *EST* class: No limited slip differentials are permitted except for factory standard viscous coupler-type units.

SST, *AST*, ~~STU~~ *BST*, ~~STR~~ *CST,* and ~~STX~~ *DST* classes: 2WD vehicles may use any mechanical LSD unit. AWD vehicles may substitute one differential (front, rear, or center) with an aftermarket mechanical LSD.

~~STH~~ GST: 2WD vehicles may use any mechanical LSD unit.

Except for AWD cars in ~~STH~~ *GST,* electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other

(SCCA Fastrack News, Jul 2024, Sep 2024, #36154, Nov 2024, #36979)

Street Prepared Category

ITEM 19: #30638 Clarification for rear toe control link

The SPAC and SEB are recommending adding the following new section 15.8.N:

"*15.8.N: Lateral suspension links which serve to control toe may be modified or replaced to facilitate toe adjustment, provided the factory mounting locations are used without modification. Factory adjustment mechanisms such as eccentric bolts may be locked out or otherwise disabled.*

Changes in suspension geometry are not allowed except as incidental to the effective arm length change. On double/unequal arm (e.g. wishbone) suspensions 15.8.H.1 or 15.8.N may be used to change one arm but not both."

(SCCA Fastrack News, Aug 2023, Mar 2024, Aug 2024, #30638)

ITEM 20: #33768 Honda Accord

The SPAC and SEB are recommending the following change in Appendix A:

FSP

Honda

~~Accord (1982-12)~~

Accord (1976-81)

Accord (1982-89)

Accord (1990-12)

(SCCA Fastrack News, Jan 2024, Nov 2024, #33768)

ITEM 21: #34702 Mercury Capri

The SPAC and SEB are recommending the following change in Appendix A:

ESP

Ford & Mercury

~~Capri (4-cyl & 6-cyl) (1971-77)~~

FSP

Ford & Mercury

Capri (4-cyl & 6-cyl) (1971-77)

(SCCA Fastrack News, Jan 2024, Nov 2024, #34702)

ITEM 22: #34934 Rules question and comments on Limited Prep Classing

The SPAC and SEB are recommending the following rule addition:

15.10.GG

Electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

(SCCA Fastrack News, Mar 2024, Nov 2024, #34934)

ITEM 23: #35726 Expand limited prep options

The SPAC and SEB are recommending the following change in Appendix A:

CSP

Lotus

*Elise, Exige (Naturally Aspirated) (2005-11) *Limited Prep**

(SCCA Fastrack News, Jun 2024, Nov 2024, #35726)

Prepared Category

ITEM 24: #34305 Clarification on Wording for 17.2.S

Clarify 17.2.S as follows:

"S. The hood, hatchback, deck lid, and fenders may be lightened or replaced by ones of alternate material provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove standard material above the horizontal line placed at the lowest point of the2023 SCCA® National Solo® Rules — 13317. Prepared driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than 1.0" (25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of underbody or belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle *front hood and/or engine cover* may not exceed 500 sq. in. (3225.8 cm^2), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above.

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than 1.0" (25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A."

(SCCA Fastrack News, Sep 2023, Apr 2024, #34305)

ITEM 25: #35402 Firewall Clearance for addition of Dry Sump

The PAC and SEB are recommending the following rule change proposal:

"17.2.F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, *oil lines, oil sumps not attached directly to the engine block*, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than ⅛ inch (0.125",3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (20.3 cm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein."

(SCCA Fastrack News, Apr 2024, Apr 2024, #35402)

CAM/XS Category

ITEM 26: #36833 Allow Vitour P1

Per the SEB, change Appendix B under Classic American Muscle / Xtreme Street Category as follows:

"Wheel and Tire Allowances

• Any wheels are allowed. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).

• Only tires which meet SCCA Solo Street Category eligibility rules, *or appear on the following list,* are permitted. See Section 13.3 of the SCCA Solo Rules.

- *Vitour Tempesta P1, P1+*

(SCCA Fastrack News, Dec 2024, #36833)

Modified Category

ITEM 27: #35178 Get AM classification correct

The MAC and SEB recommend the following changes to Appendix A:

"Modified class A (AM)

Any solo eligible (as defined in 3.1) ~~C~~*c*ars with a minimum weight of 900 lbs. with driver and a minimum 72"(182.9 cm) wheelbase, plus Formula SAE as specified in Section 18.5. Club racing GCR-compliant Formula S (FS) and A Sports Racer (ASR), *and Solo-compliant FM and KM* ~~vehicles~~ may compete in this class."

(SCCA Fastrack News,Feb 2024, #35178)