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

Solo

SOLO EVENTS BOARD | December 4

The Solo Events Board met online December 4th. Attending were SEB members Nick Dunlap, Mark Scroggs, Mark Labbancz, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Brad Smith; incoming SEB members Doug Rowse and Chris DeLay; KJ Christopher of the BOD; 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.**

Member Advisories

General

#36279 SEB Openings

The SEB has recommended and the BOD has approved the addition of Doug Rowse to the Solo Events Board.

#37069 Application to Join Solo Events Board

The SEB has recommended and the BOD has approved the addition of Chris DeLay to the Solo Events Board.

Street Touring Category

#36188 2017-2021 BMW M240i

Thank you for your input. The 2017-2023 M240i is classed in SST per Appendix A. The STAC believes it is appropriately classed based on its performance potential.

#36217 Ford Probe ST Classing

Thank you for your input. Per Appendix A, the Probe V6 and non-turbo inline 4 meet the Not Otherwise Classed (NOC) criteria for regional competition in EST (STS) (non-sports car based, naturally aspirated, less than 3.1L, 4 seat minimum). The Probe turbo meets NOC criteria for GST (STH) (non-sports car based, 4 seat minimum, less than 2.5L (2500cc) forced induction.)

#36537 Match TT rules for 86 strut bars, remove solo

Thank you for your input. As delivered, the BRZ/FRS does not have a direct connection from strut tower to strut tower, and as stated in Appendix F, the existing OE strut tower to firewall braces are NOT considered a strut bar (per the definition in 12.18), and cannot be modified, removed, or substituted per 14.2.G.2. Rule 14.2.G.1 allows the addition of a 2-point strut tower to strut tower brace, as long as it did not modify, remove or substitute the OEM strut tower to firewall braces on the BRZ/FRS.

#37229 SST and 4.8.A.3—please don't make me choose CAM

Thank you for your input. The SEB has recommended making SST a National class per the revised Class Types as in the recommended changes to 4.8. Please see item #37209 in the December Fastrack.

CAM / XS Category

#36532 Converted to EV, Class?

Thank you for your letter. At this time the only place where EVs with custom drivetrains are eligible is in AM assuming they meet both the safety requirements of AM and the safety requirements outlined in the new

appendix K for EVs with modified drivetrains. The CAM/XS committee is exploring how to integrate vehicles with bespoke electric drivetrains into the category.

#36939 Wing allowences

Thank you for your letter. The current CAM/XS rules do not place restrictions on commercially available aero devices. If an off the shelf aero device were to surface that the CAM/XS committee felt was outside the spirit of the category it would be placed on the exclusion list. An item could be placed on the exclusion list for reasons such as availability, dimensions, price, etc. If you feel there are commercially available aero devices which should be placed on the exclusion list please submit a letter with details so that the CAM/XS committee can evaluate it.

#36962 EVX thoughts

Thank you for your letter. While the EVX rules were initially based on simplified Street Touring allowances it does not necessarily follow the Street Touring rules exactly and likely will not as the class matures and grows. The referenced bushing questions raised at 2024 Solo Nationals will be addressed as part of a separate letter.

Prepared Category

#37424 Thank you for your input

The PAC would like to thank Nick Gruendler, Bryan Hayes, Chris Delay, and Jeff Minor for their many years of service.

#37425 Join the PAC! See the Zoom Meeting!

The Prepared Advisory Committee is looking for an advisor to join. Please submit all resumes through https://www.soloeventsboard.com

Change Proposals

Event Operations

#25242 Revision to 7.4 - Reruns

The SEB is seeking feedback on the following proposed change to 7.4, intended to streamline event operations and permit officials to deal with unusual circumstances when they arise.

"7.4 Reruns

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun. *In the case of significant event delays, the Chief Steward shall have the authority to suspend Rule 6.8.C. The Chief Steward shall communicate the suspended rule via the announcer and Grid Workers prior to the start of the next sequence of runs. Any reruns after the announcement shall be commenced as soon as possible after the five minutes has elapsed.*"

Street Category

#36992 981 Cayman S to BS

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

AS

Porsche

~~- Boxster GTS (981 chassis) (2015-16)~~

~~- Boxster S (981 chassis) (2013-16)~~

Boxster S (987 chassis) (2009-12)

~~- Cayman GTS (981 chassis) (2015-16)~~

~~- Cayman S (981 chassis) (2013-16)~~

Cayman S (987 chassis) (2009-12)

BS

Porsche

Boxster GTS (981 chassis) (2015-16)

Boxster S (981 chassis) (2013-16)

Boxster S (987 chassis) (2009-12)

Cayman GTS (981 chassis) (2015-16)

Cayman S (981 chassis) (2013-16)

Cayman S (987 chassis) (2009-12)

Street Touring Category

#35795 Steering Wheel Weight

Thank you for your input. The STAC is requesting member feedback on the following proposed revision to 14.2.D:

"14.2.D. Any steering wheel may be used. ~~An alternate steering wheel assembly, including all mounting hardware which replaces an airbag-equipped wheel, is not required to have an airbag but must weigh at least as much as the standard assembly.~~ An alternate steering wheel is not required to have a horn button."

#36193 Classing clarification needed for the Mazda6

The STAC is requesting feedback on the following proposed changes to Appendix A:

EST (STS)

Mazda

Mazda6 *(non-turbo)*

GST (STH)

Mazda

Mazda 6 (turbo, non-Mazdaspeed)

#36250 Addition of 2nd Generation Chevrolet Cruze to STH

The STAC is requesting feedback on the following proposed changes to Appendix A:

EST (STS)

Chevrolet

Cruze *(non-turbo)* (2011-2019)

GST (STH)

Chevrolet

Cruze (turbo) (2011-2019)

#36252 R32 MK4/MK5 into STH

The STAC is requesting feedback on the following proposed changes to Appendix A:

DST (STX)

Volkswagen

~~R32~~

GST (STH)

Volkswagen

R32

#36400 ST Allowance for Coolant Overflow Tanks

The STAC requests member feedback on the following modification to the Street Touring allowances:

Add:

14.10.L.6 Coolant expansion and overflow tanks may be substituted as long as they meet all of the following restrictions:

The alternate tank must:

- fit in the stock location
- have volume equal to or greater than the stock part
- weigh no less than the stock part
- may serve no other purpose

CAM / XS Category

#36547 Please consider rear wings in CAMT

The CAM/XS Committee and SEB are seeking member feedback on allowing rear wings in CAM-T. This would include both commercially available and home-built wings like are permitted in the other CAM and XS classes.

Update the Aerodynamic Aids section of the CAM/XS rules as follows:

~~For all classes EXCEPT CAM-T, a~~ A rear wing may be added, removed, or modified. Endplates are allowed. No portion of the wing or its components may be more than 6.0” forward of the rear axle or more than 6.0” beyond the rear most portion of the bodywork. For sedans, coupes, and trucks no part of the wing or its components may extend more than 10.0” above the roofline. For hatchbacks, wagons, and SUVs no part of the wing or its components may extend more than 14.0” above the roofline. No part of the wing may extend beyond the OE vehicle width as defined by the outermost portion of the OE bodywork including mirrors, door handles, rub strips and trim. The maximum number of non-OE wing elements is two (2). The total surface area of rear wings shall not exceed 8.0 sq. ft. as calculated per the Wing Area Computation in Section 12 of the Solo Rulebook. Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.

All commercially available wings, splitters, air dams, and diffusers that are vehicle model specific and installed per the manufacturer’s directions are permitted with the following exclusions:

- ~~Rear wings are not permitted on CAM-T cars~~
- There are no currently excluded products

Modified Category

#36947 Front Diffusers for DM/EM

The MAC is seeking feedback to determine interest in the allowance of front diffusers in DM/EM based on a request from the membership. This inquiry aims to encourage participation growth through allowing Time Trials crossover into DM/EM.

Not Recommended

Street Category

#37177 Hoosier track attack pro

Thank you for your letter. The SAC believes the tire specifications listed in 13.3.A are adequate as written.

#37222, 37223 2024 Mustang GT vs Mustang Dark Horse

Thank you for your letter. The SAC believes the 2024 Mustang Dark Horse is appropriately classed at this time.

Street Touring Category

#35927 GLA45 classification clarification

Thank you for your input. The STAC believes that the GLA45 is appropriately classed based on its performance potential.

#36027 Reclassify GTI VR6 to STS

Thank you for your input. The STAC believes that the GTI VR6 is appropriately classed.

#36136 After market ECU's for cars older than 2010

Thank you for your input. Based on the potential of aftermarket ECUs to upset the performance balance across the category, the STAC does not feel it is appropriate to change allowances for engine management.

#36218 Allowance of Wastegate Modification in STH

Thank you for your input. The STAC feels that current allowances are appropriate for turbocharged cars.

#36270 Reclass 7th Gen Civic Si (2002-2005) from STX to STS

Thank you for your input. The STAC does not believe it is in the best interests of the category to move the EP3 Civic Si to EST (STS).

CAM / XS Category

#37301 Small tires for small cars

Thank you for your letter. The CAM/XS Advisory Committee does not feel that limiting the max tire width of a vehicle is appropriate for the class.

Prepared Category

#37143 Aero and Weight Penalties

The PAC does not feel that aero allowances deserve a weight penalty. The PAC acknowledges the competitor's input on engine allowances.

Other Items Reviewed

Safety

#35533 Clear up the meaning of 3.3.3

Thank you for your input.

General

#24075 6.11 Tire Temp Management

Please see the response to #29725 et.al. in the January 2024 Fastrack.

Event Operations

#34061, 34065, 34073 Sound committee volunteers (various)

Thank you for volunteering.

#36444, 36530, 36546 Solo Cup Nominations (various)

Thank you for your nominations.

#36594, 36693, 36842 Driver of Eminence Nominations (various)

Thank you for your nominations.

2024 Fastrack.

Street Category

#36416 Oil Coolers

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.

#36439 Oil coolers for 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.

#36901 Trophy Impound weights

Thank you for your input.

#37010 The SAC is seeking member feedback: #36080

Thank you for your feedback.

#37082 Support for letter #36240

Thank you for your feedback.

#37160 New classification

Thank you for your letter. Please see the Appendix A listing:

BS

Audi

S5 (2008-24)

#37251 Feedback on #36272 GS participation dilemmas

Thank you for your feedback.

Street Touring Category

#37090 Support for change to move S2000 to STR/CT

Thank you for your letter.

#37245 S2000s in ST: love the new proposed classing changes

Thank you for your letter. The final recommended changes for 2025 are as published in Item 18, Letter #36979 in the December Fastrack.

#37184 SCCA ST lettering change

Thank you for your letter. The final recommended changes for 2025 are as published in Item 18, Letter #36979 in the December Fastrack.

#37161 Clarification on request 36154 and 36497

Thank you for your letter. The final recommended changes for 2025 are as published in Item 18, Letter #36979 in the December Fastrack.

#37181 Leave ST class names alone

Thank you for your letter. The final recommended changes for 2025 are as published in Item 18, Letter #36979 in the December Fastrack. The STAC would like to note that a significant majority of the feedback on this topic was in favor of re-naming the classes.

#37189 Feedback on 36979

Thank you for your letter. The final recommended changes for 2025 are as published in Item 18, Letter #36979 in the December Fastrack. The STAC feels the cars classed in AST are appropriate at this time and will monitor class performance and participation.

#37207 ST class renaming

Thank you for your input. The class name changes are as recommended in Letter #36979 in the November Fastrack.

Modified Category

#36242 Sunset 2-cycle engines

Thank you for your input. The MAC and SEB continue to monitor participation and external factors impacting classing.

#37201 Communication is a two sided event

Thank you for your input. Please see the Recommended Item in response to letter #35178 in the December

Handled Elsewhere

Street Category

#36460 Non Performance Pack EcoBoost Mustang to GS

Thank you for your letter. Please see the response to #36272 published in the October Fastrack.

#36463 G street needs help

Thank you for your letter. Please see the response to #36272 published in the October Fastrack.

#36559 Porsche 981s/gts

Thank you for your letter. Please see the response to #36992 published in the current Fastrack.

#36941 Reclass Porsche 718 GTS 4.0 to AS

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

#37015 Proposed moves: #36080 and #36240

Thank you for your feedback.

#37018 Please reconsider the Turbo 4cyl Mustang and Camaro class change

Thank you for your feedback.

#37023 #36240 feedback

Thank you for your feedback.

#37036 Feedback On 36080 and 36240 - AS/BS 718s

Thank you for your feedback.

#37060 Suspension Controllers in Street Classes

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

#37084 Please consider moving the 987.2 Cayman/Boxter S to BS

Thank you for your letter. Please see response to #36992 published in the current Fastrack.

#37125 4 banger T pony cars to GS

Thank you for your feedback. Please see response to #37251 published in the current Fastrack.

#37135 Why does SAC hate the 987.2S so much?

Thank you for your letter. Please see the response to #36992 published in the current Fastrack.

#37179 response to #36240 (718 GTS 4.0 to AS)

Thank you for your feedback.

#37200 987.2 cayman S

Thank you for your letter. Please see response to #36992 published in the current Fastrack.

#37288 Support moving Stu to GS

Thank you for your feedback. Please see response to #37251 published in the current Fastrack.

Solo Spec Coupe

#35778, 35779, 35782, 35882 Feedback on 35297, Stainless lines in SSC (various)

Thank you for your comments. Please see the updated response to item #35297 in the December Fastrack.

Street Touring Category

#35798 Steering wheel

Thank you for your input. Please see the response to letter #35795 in the current Fastrack.

#35818 Steering Wheel Weight Rules Are Silly

Thank you for your input. Please see the response to letter #35795 in the current Fastrack.

#36253 If the Audi TT isn't wrong then the VW R32 Golf is right

Thank you for your input. Please see the change proposal in letter #36252 in the current Fastrack.

#36275 Move EP3 Si from STX to STS

Thank you for your input. Please see the response to letter #36270 in the current Fastrack.

#36775 Coolant Expansion Tank allowance

Thank you for your input. Please see the change proposal in Letter #36400 in the current Fastrack.

#37021 Yeah Touring

Thank you for your input. Please see the final recommended changes as posted in Item 18, Letter #36979 in the December Fastrack.

#37022 981 Cayman/Boxster S AT classing

Thank you for your input. Please see the final recommended changes as posted in Item 18, Letter #36979 in the December Fastrack.

#37087 Don't bury the 981 under the ND in AT

Thank you for your input. Please see the final recommended changes as posted in Item 18, Letter #36979 in the December Fastrack.

Tech Bulletins

Street Category

#36622 Request classing for WRX TR (2024)

Per the SAC, please include the following in Appendix A:

DS

Subaru

WRX TR (2024)

WRX tS (2025)

CAM / XS Category

#36675 Wheelbase Clarification

The CAM/XS Committee does not feel that putting a hard number on the allowed extent of wheelbase change is appropriate in the spirit of maintaining a simplified rule set. Wheelbase changes resulting from caster changes or suspension arm replacements are unlikely to result in a significant change. In addition, the CAM/XS committee feels that significant wheelbase relocations (keeping the same wheelbase but moving it in relation to the body of the vehicle) are not appropriate for the category. As such, the committee recommends an update to the following rule in the Body and Bodywork section of the CAM/XS rules as shown:

Body and Bodywork

- Frame and Unibody may be modified or replaced to support allowed modifications. Subframes may be modified or replaced. Vehicle wheelbase may not be changed *or relocated* except for small changes resulting from the allowed replacement of suspension components or modification of suspension designs.

#36956 Request for Avanti to be allowed in CAM-T

Per the CAM/XS Committee add Studebaker to the list of manufacturers eligible to compete in CAM-T.

Update the Eligible Vehicles under CAM-T in the CAM/XS Rules as follows:

"Eligible vehicles: All vehicles manufactured in North America by GM, Ford, Chrysler, ~~or~~ AMC, *or Studebaker,* with a front engine rear-wheel-drive configuration and body style originating between 1948 and 2000 (no electric or hybrid-electric vehicles)."

Kart

#36063 19.1.B.2 changes

Per the KAC, 19.1.B.2 is updated as follows, for compatibility with external rulesets which are referenced in the KM rules:

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.* "

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Solo

SOLO EVENTS BOARD | December 31

The Solo Events Board reviewed topics online December 26-31th. Participating were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Keith Brown, Laurie McCelvey, Rick Myers, and Brad Smith; 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.

Kart

#35309 Standardize Kart Bodywork.

The KAC recommends the previously-published change to 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."

Member Advisories

Development

#37230 SEDiv SDAC application

The SEB has approved the addition of Ray Brake to the SDAC for the SEDiv.

Street Category

#36495 2008 Saab 9-3 Sedan Class

Thank you for your letter. The SAC believes the Saab 9-3 (all turbo drivetrains, all model years) are classed under the G Street listing "Saab Turbo models (NOC)" and that all naturally aspirated drivetrains are classed under the HS listing "Saab NOC."

#37033 In favor of and clarification of proposal #35686

Thank you for your letter. The SAC believes the engine and oiling allowances in 13.10.D and 13.10.E are adequate as written.

#37068 Clarification on 13.8 B.

Thank you for your letter. The SAC believes that 13.8.B is adequate as written, and does not permit the substitution of any part, unless that part is specifically allowed by the factory shop manual.

#37232 13.5 Shock Clarification - GR Corolla

Thank you for your letter. The SAC believes the shock component swap as described is allowed, provided the result is fully compliant with all other sections of 13.5 (including but not limited to extended shaft length, mounting type, adjustments, perch type).

Street Touring Category

#36895 Front chassis brace legal?

Thank you for your input. Per 14.2.G, 2 point braces can be added as long as they meet certain criteria including: being mounted between upper or lower suspension, only being bolted-in (welded-in is NOT allowed), and lower suspension braces must be mounted within 2" of the suspension pickup point. In the example provided, the Cobalt front chassis brace appears to bolt from one side to the other within 2" of the lower control arm bolts on both sides. As long as the 2" caveat is met, the STAC interprets that this is a LEGAL brace for Street Touring.

Change Proposals

Street Category

#36906 Sunrise on E Street

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

CS

BMW

~~Z4 28i & 30i (2009-16)~~

~~Z4 Couple & Roadster (non-M) (2003-08)~~

Mazda

~~MX-5 Miata (NC chassis ; non-MS-R 2007) (2006-15)~~

~~RX-8~~

Nissan

~~350Z NISMO (2004-2008)~~

~~Pontiac~~

~~Solstice (non-turbo; non-ZOK) (2007-10)~~

Porsche

Boxster *S* (986 chassis~~, all~~) (1997-2004)

~~Saturn~~

~~Sky (non-turbo) (2007-10)~~

DS

~~Scion~~

~~FR-S (without TRD suspension components) (2013-16)~~

Subaru

~~BRZ (2013-20)~~

Toyota

~~86 (without TRD suspension and wheels) (2017-20)~~

FS

Nissan

~~350Z (non-NISMO) (2003-09)~~

~~370Z (non-NISMO) (2009-20)~~

ES

BMW

Z4 28i & 30i (2009-16)

Z4 Coupe & Roadster (non-M) (2003-08)

Mazda

MX-5 Miata (NC chassis; non-MS-R 2007) (2006-15)

RX-8 (2004-12)

Nissan

350Z (all) (2004-08)

370Z (non-NISMO) (2009-20)

Porsche

Boxster (986 chassis, non-S) (1997-2004)

Pontiac

Solstice (non-turbo; non-Z0K) (2007-10)

Scion

FR-S (without TRD suspension components) (2013-16)

Subaru

BRZ (2013-20)

Toyota

86 (without TRD suspension and wheels) (2017-20)

#36957 911 Carrera Base and Carrera T (2017 to Present) to A Street

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

AS

Porsche

911 (992.1 Carrera, T) (2020-25)

911 (991.2 Carrera, T) (2015-19)

#37430 Please move C8 non-Z06 out of SS

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

SS

Chevrolet

~~Corvette Stingray (C8) (2020-25)~~

AS

Chevrolet

Corvette Stingray (C8) (2020-25)

Street Touring Category

#35513 Niro EV to STH

The STAC is requesting member feedback on the following potential addition to Appendix A:

GST

Kia

Niro (incl. EV)

#36670 2.5L Cayman/Boxster 718 GTS in SST

The STAC is requesting member feedback on the following potential addition to Appendix A:

SST

Porsche

718 Boxster (S & GTS)(excl 4.0L) (2017-2024)

718 Cayman (S & GTS)(excl 4.0L) (2017-2024)

#36741 Proposal to change 14.2.F

Given the recent classing changes for 2025, the STAC is requesting member feedback for the following modification to the Street Touring allowances:

14.2.F. Addition or substitution of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

1. It is a standard or optional production part which could be ordered on the US model vehicle as part of the base package or part of a higher trim package. The trim package must be classed in the same ~~any of the current~~ Street Touring classe~~s~~.

Not Recommended

Street Category

#37167 Please clarify, Stainless steel brake lines allowed in Street?

Thank you for your letter. The SAC believes the brake line allowances in 13.6.B are adequate as written. It is not permitted to replace these items for cars newer than 1992.

#37182 Move GR supra to AS.

Thank you for your letter. The SAC believes the Toyota Supra (6 cyl) (2020+) is appropriately classed at this time.

#37417 CT5-V Blackwing needs to be moved from AS

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

#37471 2024+ Tesla Model 3 Performance Re-class SS-->AS

Thank you for your letter. The SAC believes the 2024+ Tesla Model 3 Performance is appropriately classed at this time.

Street Touring Category

#36806 Soft top removal for roll bar with fair ballasting in ST

Thank you for your letter. It is the STAC's opinion that removal of convertible soft tops and hardware is beyond the scope of Street Touring.

#36815 Get Rid of Finicky Component Weight Rules.. except for STS?

Thank you for your input. The STAC is not in favor of removing the component weight rules as they are defined. The potential for abuse would not be in the best interest of the category.

#36819 Porsche 981 Boxster/Cayman in Street Touring

Thank you for your input. The STAC removed the 981 S from the AST proposal, and kept the car in SST. The STAC is not in favor of reclassification of the 981 S at this time.

#36888 Re: #36154 ST class updates

Thank you for your input. The STAC believes the Honda Fit is appropriately classed in EST. The STAC has no influence or control over the PAX index.

Prepared Category

#37052 XP weights revisited -- rotary calc and general comments

The PAC will continue to monitor the weights and performance of XP but do not support change at this time.

#37454 Clarification on allowable firewall modifications

Cutting the firewall for valve cover clearance is beyond the scope of allowances in Section 17.2.F.

Other Items Reviewed

Club Spec Category

#36679 Dumb minimum weight is dumb.

Thank you for your letter. The Club Spec committee has reviewed this request; please check the Solo Announcements here https://www.scca.com/announcements?categories=__announcement-types-autocross for any additional updates.

Street Category

#36607 Lexus IS classification adjustment

Thank you for your input.

#36946 GT4 RS Classing-more data

Thank you for your letter. The SAC and SEB will continue to monitor the performance of the Porsche Cayman GT4 RS through the 2025 season.

#37006 718 GTS 4.0

Thank you for your feedback. Please see the response to #37082 published in the current Fastrack.

#37416 Take Vitour P1 off the exclusion list

Thank you for your letter. The SEB continues to monitor the performance potential and availability of the tire and will update the membership with any new developments.

Street Touring Category

#36824 enough of the solo rules push to time trials

Thank you for your input.

#37016 Letter 36129 Feedback

Thank you for your input.

#37024 Regarding Supercharged ST cars allowed to be run smaller pulleys

Thank you for your input.

Handled Elsewhere

Club Spec Category

#36680 Reduce the minimum weight

Thank you for your letter. The Club Spec committee has reviewed this request; please check the Solo Announcements here https://www.scca.com/announcements?categories=__announcement-types-autocross for any additional updates.

#36691 Allow aluminum radiators for CSM

Thank you for your letter. The Club Spec committee has reviewed this request; please check the Solo Announcements here https://www.scca.com/announcements?categories=__announcement-types-autocross for any additional updates.

#36922 Smokey Yunick setup legality

Thank you for your letter. The Club Spec committee has reviewed this request; please check the Solo Announcements here https://www.scca.com/announcements?categories=__announcement-types-autocross for any additional updates.

#37330 Miata Strut tower bar

Thank you for your letter. The Club Spec committee has reviewed this request; please check the Solo Announcements here https://www.scca.com/announcements?categories=__announcement-types-autocross for any additional updates.

#37467 Csx diff bushings

Thank you for your letter. The Club Spec committee has reviewed this request; please check the Solo Announcements here https://www.scca.com/announcements?categories= announcement-types-autocross for any additional updates.

Street Category

#36995 Keep the 718 GT4RS out of SS

Thank you for your letter. Please see the response to letter #36946 published in the current Fastrack.

Street Touring Category

#36641 Feedback on #35870

Thank you for your input. Please see the response to letter #35870 in the November 2024 Fastrack.

#36845 Get Rid of Finicky Component Weight Rules Volume 2

Thank you for your input. Please see response to letter #36815 in the current Fastrack.

#37216 Move Porsche 981 S to STU / BST

Thank you for your input. Please see response to Letter #36819 in the current Fastrack.

#37241 Reclass 2018-2021 Mazda6 Turbo and 2009-2013 Mazda6 V6

Please see the Change Proposal in Letter #36193 in the January Fastrack.

Modified Category

#35802 Request for comment regarding changes in AM

Please see the response to item #35178 in the December 2024 Fastrack.

Tech Bulletins

Street Category

#37165 2025 Civic Hybrids

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

GS

Honda

Civic Hybrid (2025)

Street Touring Category

#36869 BMW M4 GTS in SST

Thank you for your input. The STAC did not include the F80/F82 M3/M4 GTS in SST.

The STAC recommends updating Appendix A as follows as a clarification (errors and omissions):

Super Street Touring

BMW

M3 & M4 (F80/F82 chassis; non-CS, *non-GTS*)(2015-2020)

Note: When the F80/F82 was originally classed in SST the language was copied from the line in AS in the Street category. Since the GTS is classed separately in SS it was not excluded on the AS line, which

unintentionally makes it appear included in the SST wording. The STAC believes the GTS is currently beyond the ST envelope and did not intend for it to be included in SST.

#36793 Clarification on Suspension Mounting for Strut Bars

The STAC recommends making the following updates to section 14 to use definitions provided in section 12:

14.2.G. 3 Lower suspension braces must be attached to the lower suspension *mount* ~~pickup point~~ locations on the chassis within 2" (50.8mm) in any direction of the actual suspension attachment to the chassis. (pg 87)

14.8.G.4 The upper arm(s) may be removed, replaced, or modified and the upper *suspension mounts* ~~pickup points~~ on the rear axle housing may be relocated. (pg 91) 14.8.G.5 The lower arms may be replaced or modified and the lower suspension mounts pickup points on the rear axle housing may be relocated. (pg 91)

Additionally, the STAC recommends making the following modification to the definition of suspension mount in section 12:

suspension mount Components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/ bearings, they suspension mounts do not move as the suspension travels in its range of motion. Subframes *and*~~/~~ cross members are not *considered to be* suspension mounts *in and of themselves*.

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

Solo

SOLO EVENTS BOARD | January 22

The Solo Events Board met online January 22nd. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener and Andy Howe of the BOD. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

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

Member Advisories

Tire Rack Solo Nationals

#35475 Call for Nationals Course Designer Applications

The SEB is seeking applicants for the Course Designer position for the 2025 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 Advisory Panel, the SEB representatives, and the Event Chair. The goal of the collaboration effort is to produce an excellent course that delivers quality of competition and a safe, enjoyable driving experience.

Safety

#37667 Solo Safety Committee personnel

The SEB has approved the appointments of Tim Brueske and Carla Russo to the Solo Safety Committee.

Street Touring Category

#36661 Application for STAC

The SEB has approved the addition of Carl Tanner to the STAC. The STAC and SEB thank Todd Kunze for his service to the Club as a committee member.

#37463 Where is F Street Touring

Thank you for your letter. As noted in Item #36979 in the November 2024 Fastrack, it is not the STAC's intention to directly align Street Touring Classes with the corresponding Street classes. Cars are classed in ST based on their assessed performance potential.

#36467 Interest In Joining STAC

The SEB has approved the addition of Chelsea Tattershall to the Street Touring Advisory Committee.

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

Change Proposals

Street Category

#37039 Jaguar F-Type bookeeping

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

AS

Jaguar

F-~~t~~Type ~~R & SVR (2018-24)~~ *(V8, all, excl. Project 7) (2014-24)*

BS

Jaguar

F-Type (~~NOC non-Project 7~~ *I4 & V6, all*) (2014-24)

#37496 Time window spec for tire exclusion list additions/removals

The SEB is seeking member feedback on revising 13.3.B.7 as follows:

7. Tires will not be added to *or removed from* the National Exclusion List after June 30th

Prepared Category

#35719 Weight Formula

The PAC is soliciting member feedback on this proposal to reduce the weight of DP cars over 1667cc, add a weight cap to the class, and add a weight adjustment for camshaft variable valve timing and/or variable lift systems.

Examples of the effect of this proposal would increase the 1.6L Miata weight by 5lbs. This proposal would reduce the weight of the 1.8 liter Miatas (NB) by 45 lbs., the 2.0 liter Miatas (NC, ND) by 19 lbs., and the 2.4L GM Ecotec cars by 319 lbs.

The following Appendix A changes are proposed:

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 1667cc~~ ~~:.....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.~~

0.75 x displacement (cc) + 500 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)

Variable engine camshaft timing and/or lift.....+50

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)

Regardless of the weight formulas above no car may be required to weigh more than 2100 lbs. unless taking the alternate engine weight adjustment defined herein and in Section 17.

#36346 Alternate motor clarification

The PAC is soliciting member feedback reducing the alternate engine weight adjustment of 10% to 5% for D, E, and F Prepared:

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~~ *0.05* 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~~ *0.05* × 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~~ 0.05 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 Category

#36996 move the 991.2's from SS to AS

Thank you for your letter. The SAC believes that the Porsche 991.2 Carrera S and GTS are appropriately classed at this time in Super Street.

#37457 Move BMW M2CS to BS

Thank you for your letter. The SAC believes that the BMW M2 CS is appropriately classed at this time in A Street.

Street Touring Category

#36143 Please class the 2020+ Subaru Legacy XT and Outback XT

Thank you for your input. The subject car is covered by a catch-all/NOC listing within the ST classes in Appendix A. The STAC and SEB believe the current listing is sufficient.

#36836 Subaru Crosstrek in STS

Thank you for your input. The subject car is covered by a catch-all/NOC listing within the ST classes in Appendix A. The STAC and SEB believe the current listing is sufficient, and that classing additional cars that do not meet 3.1 is not in the best interests of the category.

#36914 STR Reclass

Thank you for your input. The STAC will monitor the competitive balance of CST and may consider adjustments if needed.

#36923 SST Lotus Elige Control Arm vs Steering Arm Amendment Request

Thank you for your input. The specific part referenced gives improvements that are not allowed under Street Touring Category rules. The STAC recommends utilizing traditional methods of adjusting camber that employ existing allowances.

#36937 BMW M Coupe and M Roadster classification

Thank you for your input. The STAC believes the Z4M is appropriately classed in SST.

#37042 MINI F56 JCW classification question

Thank you for your letter. The MINI JCW is classed in BST based on its previously demonstrated performance potential. The STAC feels that the MINI JCW is currently classed appropriately.

#37582 Addition of 2021+ Mazda3 Turbo and CX-30 Turbo to GST (STH)

Thank you for your input. The STAC does not feel it is appropriate to class the Mazda CX-30 in Street Touring.

Other Items Reviewed

Street Touring Category

#35056 Application to be on the STAC

The STAC thanks you for your interest in joining the committee, however the openings have been filled.

#37403 Reliability mods rife for exploitation

Thank you for your input. The STAC will continue to review member feedback on this proposal.

#37405 Feedback for Proposal #35783

Thank you for your input. The STAC will continue to review member feedback on this proposal.

Prepared Category

#37610 Concern for Future of Prepared class for number of particpants

Thank you for your input, the PAC will take it into consideration on future proposals.

Handled Elsewhere

Street Touring Category

#36927 Lotus Elise/Exige Rear Toe Links - Request for Safety/Reliability

Thank you for your input. Please see the response to Letter #35783 in the December 2024 Fastrack regarding proposed reliability modifications allowances in Street Touring.

Tech Bulletins

Street Category

#36648 Vitour Tempesta P1 Tire Eligibility for the Street Category

The Solo Events Board has removed the Vitour P1 from the exclusion list for Street and Street Touring Categories, making both the P1 and the P1+ eligible for Solo competition in all categories. Thus 13.3.C.4 in the Solo Rules is updated as follows:

4. National Event Exclusion List – Tires appearing on the following list are not eligible for SCCA National Solo® events however may be used in Regional Solo® competition.

~~• Vitour Tempesta P1~~

• XComp H/P

#37121 Jaguar XE Class

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

FS

Jaguar

XE (all) (2017-20)

#37215 Where are non-sport ford fusions classed from 2013+ model year

Per the SAC, update the following listing in Appendix A:

HS

Ford

Fusion *(all excl. Sport)* (2006-*19*)

#37533 Lexus IS500 classification request

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

FS

Lexus

IS 500 F Sport Performance (2022-25)

Street Touring Category

#37078 Lotus Emira to SST

Thank you for your input. The STAC recommends making the following addition to Appendix A:

SST

Lotus

Emira (V6) (2022-2025)

#37178 Error in model years for Toyota 86.

This is an Errors and Omissions correction.

The listing in Appendix A for the Toyota 86 in DST is being corrected as follows:

Toyota

86 (*2017-*20 ~~20-21~~)

#37561 Mis-print - Naming of Cars Appendix A

Errors and Omissions - This is a clarification and correction of the Porsche listings in BST:

Porsche

Box~~s~~ter (986 ~~& and~~ 987.1; base model) (1997-08)

Boxster (987.2 & 981~~.1~~) (2009-1*6* ~~5~~)

Boxster S (986) (2000-04)

Boxster S (987) (2005-12)

Cayman (987.1; base model) (2007-08)

Cayman (987.2 & 981~~.1~~) (2009-1*6* ~~5~~)

Cayman S (987) (2006-12)

#37582 Addition of 2021+ Mazda3 Turbo and CX-30 Turbo to GST (STH)

Thank you for your input. The STAC recommends making the following addition to Appendix A:

GST

Mazda

Mazda3 Turbo (2021-2025).

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

Solo

SOLO EVENTS BOARD | February 26

The Solo Events Board met online February 26th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Laurie McCelvey, Rick Myers, Chris DeLay, Doug Rowse, and Brad Smith; Andy Howe and Peter Bollenbecker of the BOD; 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 **1/1/2026.**

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

#36400 ST Allowance for Coolant Overflow Tanks

The STAC recommends the following addition to section 14:

14.10.L.6 Coolant expansion and overflow tanks may be substituted as long as they meet all of the following restrictions:

The alternate tank must:

- *fit in the stock location*
- *have volume equal to or greater than the stock part*
- *weigh no less than the stock part*
- *may serve no other purpose*

Modified Category

#36982 Wording correction for DM/EM

The MAC is recommending the following previously-published proposal:

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.

Member Advisories

Safety

#29292 Bite Mount

Bite mounts for cameras are not considered sufficient to meet the requirements of 3.3.3 B.4. Cameras must be securely mounted.

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

Development

#37480 SDAC representative needed for NorPac Division

The Solo Development Advisory Committee (SDAC) representative for the NorPac Division has relocated out of the division creating an open spot on the SDAC. Members interested in this position are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street Category

#37891 Comfort and Convivence Lowering Seat brackets

Thank you for your letter. Please see the response to #35136 published in the January 2024 Fastrack. The comfort and convenience allowances, outlined in section 13.2.A, do not permit seat bracket modifications.

Street Touring Category

#37079 Electronic Throttle Controllers

Thank you for your letter. Per 14.10.F.1.d, Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may only alter the signal from the sensor in order to affect the PCM/ECU operation. As such, an electronic throttle controller that connects between the throttle pedal and ECU is considered legal as long as it does not have additional functions that violate other allowances.

#37931 Cusco rear upper control arm kit legal?

The STAC determined that the Cusco rear upper control arm kit in question is not allowed in Street Touring, per 14.8.B:

> "Suspension bushings may be replaced with bushings of any materials as long as they fit in the original location. Offset bushings may be used. This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position."

Street Prepared Category

#36928 Steering arms for Lotus Elise/Exige

Per the SPAC's understanding of the request, it would be legal to make the change under rule 15.8.H provided the change follows all the sub rules within.

#36929 Rear Toe Links for Lotus in CSP LP

The SPAC has two responses regarding this question. First, the subject arms may be changed under the 15.8.H camber rule. Second, provided it follows all the restrictions, additional reinforcement may be added under 15.8.L.

#38008 SPAC Committee Personnel

The SPAC is anticipating openings, and interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

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

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

#37014 Feedback on 36272 - GS changes

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

Move from DS to GS:

Alfa Romeo

Giulia (incl. Ti) (2017-25)

Audi

S3 (2.0T) (2015-21)

Cadillac

ATS (2.0L Turbo) (2013-19)

Chevrolet

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

Cobalt SS (2.0L Turbo) (2008-10)

Ford

Mustang EcoBoost (2015-25)

Hyundai

Elantra N (2022-25)

Kona N (2022-23)

Veloster N (including Performance Package) (2019-22)

Lexus

IS (all excl. IS-F, IS 500 F) (2006-25)

Mazda

Mazda3 Turbo (2021-25)

MINI

Cooper Clubman S (2016-23) (S, JCW, All4) (2008-24)

Cooper Coupe & Roadster (S, JCW) (2013-15)

Cooper Hardtop S (2014-23) & Convertible (S, JCW) (2002-24)

Countryman JCW All4 (2018-23)

Mitsubishi

Lancer Evolution (2003-15)

Lancer Ralliart (2009-15)

Subaru

Legacy 2.5GT (2005-12)

WRX (excl. TR, tS) (2009-25)

WRX STI (all, excl. S209) (2004-21)

Volkswagen

Golf R (2012-24)

R32 (2004, 2008)

Move from GS to HS:

Acura

TLX

BMW

3 Series (all, non-M) (E30, E36, E46) (1984-2006)

Chevrolet

Cobalt SS (2.0L SC) (2005-07)

Chrysler

200 (all) (2010-17)

PT Cruiser (all) (20031-0910)

300 (V6) (2004-10)

Dodge

Caliber SRT4

Ford

Focus ST (2013-18)

Hyundai

Veloster Turbo Rally Edition (2012-17)

Genesis Coupe (4-cyl Turbo) (2010-12)

Genesis G70 (4-cyl Turbo) (2019-22)

Jaguar

X-Type (2.5L all) (2002-058)

S-Type (6-cyl) (2002-08)

Lexus

IS 300 (2001-05)

Lincoln

MKZ (FWD) (2013-20)

Mazda

323 (all)

Mazdaspeed Protégé

Mazdaspeed3

Mercedes

190E (6-cyl 2.6L & 4-cyl 16v)

C230 (1999-2007)

Mitsubishi

Galant (4-cyl non-turbo all)

Saab

9-2X Linear (2.5L)

9-2X Aero (2.0L Turbo) (2005-06)

Turbo models (NOC)

Subaru

Legacy 2.5GT (2005-12)

Volkswagen

Golf GTI (2015-21)

Jetta & GLI (2.0L Turbo) (2013-19)

Street Touring Category

#35712 IRP shifter in ST classes

The STAC is requesting feedback regarding a revised potential change in Section 14, as follows:

14.2.I Interior trim ~~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 re-publishing the following proposal without changes to ensure the membership has time to comment on the proposal. So far feedback on this proposal has been minimal and the STAC and SEB encourage the membership to write in with their opinions.

The STAC is seeking member feedback on the addition of the following new sections to section 14.

14.2.I 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.

Street Prepared Category

#36219 Add BMW 1M to ESP *Limited Prep*

The SPAC is requesting member feedback to the following classing:

ESP

BMW

*1M *Limited Prep**

Modified Category

#37166 Classing for a Pro Challenge Car

The MAC is seeking member input on the following proposal to class PASCAR Pro Challenge cars:

"**18.6 LEGENDS CARS AND DWARF CARS** Vehicles conforming to the US Legend Cars International (www.uslegendcars.com) racing series specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM). (Bandolero and Thunder Roadster vehicles are not eligible for FM.) Vehicles conforming to the Western States Dwarf Cars Association Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM). *Vehicles conforming to the Professional Association of Scale Car Auto Racing and Pro Challenge (www.prochallenge.net) Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM).* "

Appendix A Modified Class F (FM)

"B. Dwarf Cars®, 600 Racing Inc Legends Cars®, ~~and~~ Baby Grand Cars®, *and PASCAR® Pro Challenge* Vehicles built and prepared to Western States Dwarf Car Association® (WSDCA®), US Legend Cars International®, ~~or~~ MMRA® Baby Grand®, *or PASCAR® Pro Challenge* specifications are assigned to Modified Class F (FM). Note: If any conflict exists between the WSDCA®, US Legend Cars®, ~~or~~ Baby Grand®, *or PASCAR®* Rules and the Solo® Rules, the Solo® Rules shall take precedence."

"j. *Dwarf, Legends, and Baby Grand Cars* minimum weight with driver (lbs.): 1150

Pro Challenge Cars minimum weight with driver (lbs.):.....1600"

#37271 AM Traction Control

The MAC is looking for feedback on allowing expanding the allowance for limited Traction Control Systems (TCS) in AM, to permit full TCS.

#37538 Get AM classification correct

To better clarify the intent of A Modified, the MAC is soliciting feedback on the following change to 18. Modified Category:

~~Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM).~~

Not Recommended

Safety

#28459 Drivers listening to the radio on course

The Safety Committee and SEB do not believe a rule covering this situation would be appropriate.

Street Category

#37455 13.6 Better alignment between Solo and Time Trials (Brakes)

Thank you for your letter. The SAC believes the allowances provided in 13.6 are adequate as written.

#37620 Update GS Corvette language to be consistent with other classes

Thank you for your letter. The SAC believes that the package referenced is included under the present listing "Corvette Grand Sport (2017-19)."

#37694 Cadilliac Ct4-V Blackwing to F Street

Thank you for your letter. The SAC believes that the CT4-V Blackwing is appropriately classed at this time.

Club Spec Category

#37469 Battery and Washer Bottle Size/Location

The CSAC believes that the current radiator allowances permit for appropriate radiator options to circumvent these issues, and relocating the battery is outside the intent of the class.

Street Touring Category

#36953 Street Touring Seat Min Weight in Cases where OEM is <25lbs

Thank you for your letter. The STAC feels the current seat allowances are sufficient for the category.

#37081 Petition to allow engine leashes to Street Touring.

Thank you for your input. The STAC feels the current motor mounts allowances are sufficient.

#37264 remove the RWD option from STS

Thank you for your input.

#37292 Update 14.10 Limited Slip Differentials for GST

Thank you for your letter. The STAC believes that the current differential rules for the ST category are appropriate.

Street Prepared Category

#36580 Combine lotus Evora to a single line

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

#37194 Change CSP to ASP

Thank you for your input. The SPAC had originally proposed renaming the classes during the SP re-org but this was removed after member feedback to maintain the class names.

Other Items Reviewed

Safety

#25270 Please Codify when events must stop running cars

This situation has been addressed in the supplemental regulations for Solo Nationals.

#26975 Sound Restrictions

Thank you for your comments. The sound measurement and enforcement process has been updated and is under continuing study by the Sound Committee.

#27434 Service animals in grid

This issue was addressed in the 4th quarter 2019 edition of the Safety Belt, which is available to members via their File Cabinet under my.scca.com.

#29042 Suggestions for Update of SSS Application Form

The SSS application and renewal process has been updated as the training and certification functions were implemented online.

#36404 What happened to 35533

3.3.3 is clear on path for vehicles to compete in Modified category with lower performance preparation and the exceptions allowed for them to identify as Modified category competitors. Organizers may suggest this to enhance the welcoming atmosphere of their events.

#37262 Standard safety run

3.3.3 is clear on path for vehicles to compete in Modified category with lower performance preparation and the exceptions allowed for them to identify as Modified category competitors. Organizers may suggest this to enhance the welcoming atmosphere of their events.

#37270 Additional information about request 35533

3.3.3 is clear on path for vehicles to compete in Modified category with lower performance preparation and the exceptions allowed for them to identify as Modified category competitors. Organizers may suggest this to enhance the welcoming atmosphere of their events.

#37650 Explain 3.3.3

3.3.3 is clear on path for vehicles to compete in Modified category with lower performance preparation and the exceptions allowed for them to identify as Modified category competitors. Organizers may suggest this to enhance the welcoming atmosphere of their events.

#37665 3,3,3 explain

3.3.3 is clear on path for vehicles to compete in Modified category with lower performance preparation and the exceptions allowed for them to identify as Modified category competitors. Organizers may suggest this to enhance the welcoming atmosphere of their events.

Event Operations

#33166 Pro Finale and Nationals Course Feedback

Thank you for your input. For National Events the Course Advisory Panel is in place to ensure courses that are competitively balanced.

#34701 Revise the Protest Process - New Process for Operations

The SEB has an ad hoc committee looking at updates and improvements to the protest process and rules.

#35997 Appendix H sound measurement feedback from Red HIlls Tour

Thank you for your input. The Sound Committee is keeping the temporary limit of 108 dBC for 2025. During the season the committee, National staff, and event officials will work together to train members and implement the new procedures.

#36549 Event operations. Two driver cars

Thank you for your comments. This input has been forwarded to event management, who continue to monitor and improve event procedures.

Street Category

#37086 718 GTS 4.0 to AS

Thank you for your feedback.

#37118 Price targets in Street (AS)

Thank you for your feedback.

#37482 The crown should bless street with oil coolers

Thank you for your visual feedback.

#37660 support: 36240 - 718 GTS 4.0 to A Street

Thank you for your feedback.

#37745 Please move Cadillac Ats-v to F street

Thank you for your letter. Per Appendix A, the Cadillac ATS-V (2016-19) is presently classed in F Street.

#37747 Elantra N TCR

Thank you for your letter. The SAC will evaluate the Hyundai Elantra N TCR for classing after it becomes available in the United States.

#37750 Response to letter 37430, C8 Non Z06 to AS

Thank you for your input.

#37751 #36906 Sunrise on E Street

Thank you for your feedback. The SAC will continue to solicit member feedback regarding a proposed E Street reclassing.

#37752 Multiple Feb fastrack notes

Thank you for your input.

#37756 feedback on letter 36957

Thank you for your feedback.

#37757 letter #37430 feedback

Thank you for your input.

#37795 37430 Feedback - Let AS settle before screwing it up

Thank you for your input.

#37869 #36957 #37430

Thank you for your input.

#37824 A Street and E street moves

Thank you for your input.

#37879 C8 to AS Proposal Feedback

Thank you for your feedback.

Street Prepared Category

#36405 In favor of letter #35726 proposal

Thank you for your input. This topic was closed in the December 2024 Fastrack.

#36406 In favor of letter #35726 proposal

Thank you for your input. This topic was closed in the December 2024 Fastrack.

#36797 re: proposal 36084

Thank you for your input. The SPAC will continue collecting member feedback and make a decision later this year.

#36798 Rotary engine OMP adapter & RX-8 intake

Thank you for your input. The SPAC will continue collecting member feedback and make a decision later this year.

#36804 Support Proposal #36084

NAR: Thank you for your input. The SPAC will continue collecting member feedback and make a decision later this year.

#36955 Please don't make me re-engineer my cooling system

Thank you for your input. The SPAC will continue collecting member feedback and make a decision later this year.

#37011 Street Prepared Category #35874 less massive brake rotor

Thank you for your input. The SPAC will continue collecting member feedback and make a decision later this year.

#37134 Save the brakes!

Thank you for your input. The SPAC will continue collecting member feedback and make a decision later this year.

Modified Category

#35627 600cc Motorcycle Engines

Because F600s in FM are regulated by the CRB, this request should be routed to that group first.

#37407 Allow 21st century technologies in the Premier class!

Thank you for your input. The MAC is reviewing technological development in our classes.

#37619 Tire qualifications for 2025

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

Kart

#37128 36063 : member comment

Thanks for your feedback.

Handled Elsewhere

Event Operations

#36917 End

Thank you for your input. Section 4.8 was recently revised to upgrade and clarify the types of classes. Please see item #37209 in the December 2024 Fastrack.

Street Category

#36207, 36441, 36489, 37008, 37026, 37053, 37391 Feedback on proposed GS and HS Changes (various)

Thank you for your letters. Please see the response to #37014 published in the current Fastrack.

#36660 Proposal to move 09-21 WRX from DS to GS

Thank you for your letter. Please see the response to #37014 published in the April Fastrack.

#37003 Hot hatch BS/DS/GS/HS stuff

Thank you for your letter. Please see the response to #37014 published in the current Fastrack.

#37037 Feedback On 36272 - DS Ponies

Thank you for your letter. Please see the response to #37014 published in the current Fastrack.

#37306 Move Mazda3 Turbo 21+ to GS

Thank you for your letter. Please see the response to #37014 published in the current Fastrack.

#37583, 37605, 37615, 37639, 37678, 37781, 37867 Feedback on Porsche moves to BS (various)

Thank you for your feedback. Please see the response to #37580 published in the current Fastrack.

#37677 Subaru WRX TR and ts

Thank you for your letter. Please see the response to #36622 published in the January 2025 Fastrack.

#37736 Please class the Porsche Spyder RS

Thank you for your letter. Please see the response to #37721 published in the current Fastrack.

#37759, 37760, 37761, 37765, 37768, 37769, 37770, 37772, 37773, 37775, 37776, 37777, 37778, 37779, 37783, 37786, 37787, 37788, 37789, 37791, 37792, 37793, 37794, 37797, 37814, 37818, 37835, 37840, 37845, 37846, 37851, 37856, 37858, 37862, 37868, 37881, 37884, 37889, 37897, 37899, 37900, 37913, 37914 Feedback on “Sunrise on E Street” (various)

Thank you for your feedback. Please see the response to #37751 published in the current Fastrack.

#37837 2024 Subaru WRX TR

Thank you for your letter. Please see the response to #36622 published in the January 2025 Fastrack.

Street Touring Category

#37175 Toyota MR2 to STX/DT

Thank you for your input. Please see response to letter #36914 in the March Fastrack.

#37568, 37569, 37572, 37573, 37578, 37584, 37600, 37631, 37669, 37671, 37746, 37800 Feedback on Steering Wheel Proposal (various)

Thank you for your input. The STAC is looking at revising the proposal and an update will be published in a future Fastrack.

#37585, 37586, 37608, 37670 Feedback on ST Allowance for Coolant Overflow Tanks (various)

Thank you for your letters. Please see the response to Letter #36400 in this Fastrack.

Tech Bulletins

Event Operations

#35164 Out-of-date procedural rules in SR

The following updates to administrative rules have been approved by the SEB:

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 Category

#37539 Clean up Porsche classing

The SAC is revising Porsche classifications in Appendix A in an effort to reduce confusion and eliminate duplications of models and years. It is to be noted that no classing has been altered by this revision, with the exception of an initial classing of the Porsche 911 (991.1) AWD models, which were previously erroneously left out of classification. These have been included along with the RWD 991.1 models in AS.

SS

Porsche

~~718 Boxster GTS 4.0 & Spyder (2017-25)~~

~~718 Cayman GTS 4.0 (2017-25)~~

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

~~718 Cayman GT4 RS (2022-2025)~~

~~911 (GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2012-19)~~

~~911 (991.2 chassis, incl. GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2017-19)~~

~~911 Carrera (992 Chassis excl. Turbo, Turbo S, GT3, GT3RS, Dakar, & Sport Classic) (2020-24)~~

~~911 GT3 (991.2 chassis)~~

~~911 GT3/GT3 RS (996 & 997 chassis, excl. 4.0L)~~

~~911 Turbo (997 chassis; non-GT2) (2006-12)~~

~~911 Turbo (993 chassis) (1995-99)~~

~~911 Turbo (964 chassis, non-S, non-3.6S) (1989-94)~~

~~911 Turbo (930 chassis) (1974-89)~~

~~Boxster Spyder (2016)~~

~~Cayman GT4 (non-Clubsport) (2016)~~

718 Boxster (GTS 4.0, Spyder) (2017-25)

718 Cayman (GTS 4.0, GT4) (2017-25)

718 Cayman GT4 RS (2022-25)

911 (992.1 Carrera, T, 4, S, 4S, GTS, 4 GTS, excl. Turbo, Turbo S, GT3, GT3RS, Dakar, & Sport Classic) (2020-24)

911 (991.2 Carrera, T, 4, S, 4S, GTS, 4 GTS, GT3, Turbo, excl. GT2, GT3 RS, Turbo S) (2015-19)

911 (991.1 GT3, Turbo, excl. GT2, GT3 RS, Turbo S) (2012-16)

911 (997 GT3, GT3 RS, Turbo, Turbo S, excl. GT2, GT3 RS 4.0) (2005-11)

911 (996 GT3) (2004-05)

911 (930 Turbo, 964 Turbo, 993 Turbo) (1974-99)

Boxster (981 Spyder) (2016)

Cayman (GT4, excl. Clubsport) (2016)

AS

Porsche

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

~~718 Boxster S & GTS (2017-24)~~

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

~~718 Cayman S & GTS (2017-24)~~

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

~~911 Carrera, Carrera S, and GTS (991.1 chassis, excl. GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2012-2016)~~

~~911 Turbo & 911 Turbo S (996 chassis) (2001-05)~~

~~Boxster Spyder (2011-13)~~

~~Boxster GTS (981 chassis) (2015-16)~~

~~Boxster S (981 chassis) (2013-16)~~

~~Boxster S (987 chassis) (2009-12)~~

~~Cayman GTS (981 chassis) (2015-16)~~

~~Cayman R (2012)~~

~~Cayman S (981 chassis) (2013-16)~~

~~Cayman S (987 chassis) (2009-12)~~

718 Boxster (base, T, S, GTS) (2017-24)

718 Cayman (base, T, S, GTS) (2017-24)

911 (991.1 Carrera, 4, S, 4S, GTS, 4 GTS) (2012-16)

911 (997 Carrera, 4, 4S, GTS) (2005-11)

911 (996 Turbo, Turbo S) (2001-05)

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

Boxster (987.2 S, Spyder) (2009-13)

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

Cayman (987.2 S, R) (2009-12)

BS

Porsche

~~911 (996, non-turbo) (1998-2005)~~

~~911 (993, non-turbo) (1995-98)~~

~~968~~

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

~~Boxster (non-S) (2009-12)~~

~~Boxster S (2005-08)~~

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

~~Cayman (non-S) (2009-12)~~

~~Cayman S (2006-08)~~

911 (996 Carrera, 4, 4S) (1998-2005)

911 (993 Carrera, S, 4, 4S) (1995-98)

968 (1991-95)

Boxster (981 base) (2013-16)

Boxster (987.2 base) (2009-12)

Boxster (987.1 S) (2005-08)

Cayman (981 base) (2013-16)

Cayman (987.2 base) (2009-12)

Cayman (987.1 S) (2006-08)

CS

Porsche

~~356 Carrera (4-cam)~~

~~911 (non-turbo, NOC)~~

~~911 Club Sport~~

~~914 (all)~~
~~928 (all)~~
~~944 (16v)~~
~~944 Turbo (all)~~
~~Boxster (986 chassis, all) (1997-2004)~~
~~Boxster (987.1 chassis, non-S) (2005-08)~~
~~Carrera 2 & Carrera 4 (964) (1989-94)~~
~~Cayman (987.1 chassis, non-S) (2007-08)~~
356 Carrera (4-cam)
911 (NOC)
914 (all)
928 (all)
944 (all)
Boxster (987.1 base) (2005-08)
Boxster (986, all) (1997-2004)
Cayman (987.1 base) (2007-08)

#37718 2025 BMW M5 Touring

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

SS
BMW
M5 (G90) (2025)

#37721 Please class 2025 718 Boxster Spyder RS

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

SS
Porsche
718 Spyder RS (2024-25)

Street Touring Category

#37123 2017+ Subaru Impreza

Per the STAC, add the following to Appendix A:

GST
Subaru
Impreza 2017-2025

Street Prepared Category

#36239 VW GTI MK8 Limited Prep FSP

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

FSP

Volkswagen

GTI (MK8) *Limited Prep*

#36482 E&O in Mini Listings

Per the SPAC, fix the mistake in Appendix A as shown below:

ESP

Mini

Cooper S (including JC~~E~~*W,* JC~~E~~*W* GP except Countryman)

#37420 Classing for unlisted car

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

ESP

Jaguar

*F-Type R (2014-2024) *Limited Prep**

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

Solo

SOLO EVENTS BOARD | March 26

The Solo Events Board met online March 26th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, and Brad Smith; Kim Whitener, Andy Howe, and Peter Bollenbecker of the BOD; 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 **1/1/2026.**

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

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

The SAC is recommending the following changes to Appendix A, effective 1/1/2026:

SS

~~Aston Martin~~

~~V8 Vantage (2018-23)~~

AS

Aston Martin

V8 Vantage (2018-23)

Kart

#35309 Standardize Kart Bodywork.

The KAC recommends the previously-published changes to 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. *These 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."

Member Advisories

Safety

#31295 Wastegate Dump

Wastegate dumps are considered exhaust and thus must comply with 3.3.3.B.16.

#32814 Grid Safety

Supplemental rules are driven by event organizers, not mandated by the Solo Rule Book. We continue to look at what is appropriate in grid, however mandating warning messages in social media does not seem to create a welcoming atmosphere. A better approach is to include it in the Drivers' meeting. It is a good reminder to Solo Safety Stewards that the bigger the event, the more the opportunity for wanderers in the grid rises.

#33266 3.1.A clarification

Section 4.1.D is an appropriate measure to refuse an entry, but it may be taken as a refusal against the driver. This part of 3.1 does allow exclusion of cars which are taller than they are wide:

"Unstable vehicles with a high center of gravity and a narrow track, that do not meet the rollover guidelines below such as SUVs, minivans, and pick- ups, must be excluded. Examples of such vehicles are listed in Appendix A. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks)."

#38278 SWDiv DSSS

The SSC recommends, and the SEB has approved, the appointment of Phil Adams to be Divisional Solo Safety Steward for Southwest Division, effective immediately. The SSC also thanks John Lieberman for his years of service to the program.

Development

#38161 Kelly Cup Nominations

The Solo Development Advisory Committee (SDAC) and Solo Events Board (SEB) are seeking nominations for the Kelly Cup award.

The Kelly Cup, named in honor of John and Pat Kelly, is awarded to the SCCA member who has shown extraordinary dedication and contribution to a **Regional Solo Events Program**. John and Pat Kelly were the original recipients and namesakes for the award in recognition of their tireless leadership efforts in developing a strong and sustainable Solo program for the San Francisco Region.

Kelly Cup finalists are chosen by the SDAC from nominations submitted by the membership at large, with the recipient selected by the SEB.

Do you know of someone deserving of the Kelly Cup? Submit your nominations via the letters process **here**, being sure to select the *Solo Events Board* as the Program Board and *Development* as the Category.

#38162 Heart of Solo Nominations requested

Nominations are requested for the Heart of Solo award, which will recognize those from the Solo community who have had a profound impact on their class, Region, and Solo community. They will have created a

welcoming environment for all and lived SCCA's core values of excellence, service, passion, team, experience, and stewardship. Submit your nominations via the letters process **here**, being sure to select the *Solo Events Board* as the Program Board and *Development* as the Category.

Event Operations

#35475 Call for Nationals Course Designer Applications

The SEB is seeking applicants for the Course Designer position for the 2025 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 Advisory Panel, SEB, 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

#36560 Camber Bolts on a 2022 Veloster N DCT

Thank you for your letter. The parts specified would fall outside the allowances provided in 13.8.E.

#37724 2025 Toyota GR86 Hakone edition (manual trans)

Thank you for your letter. The 2025 Toyota GR86 Hakone is classified under the listing:

DS

Toyota

GR86 (without TRD equipment, excl. 10th Anniv. Edition) (2022-25)

#37767 Classification of a 2021 Toyota GR Yaris

Thank you for your letter. Per the preamble to Section 13 Street Category, "Cars running in Street Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States and normally sold and delivered through the manufacturer's retail sales outlets in the United States." Thus, the Toyota GR Yaris is not eligible for SCCA National competition in Street category.

#37921 Please class the 2025 GR Corolla

Thank you for your letter. The 2025 Toyota GR Corolla is classified under the listing:

BS

Toyota

GR Corolla (excl. MORIZO Edition excl. Performance Shocks and Springs Package) (2023-25)

#37970 Wheels Sizes

Thank you for your letter. Per 13.4, a car must run a wheel that was a standard or optional part on the specific car option package. A wheel from an option package not installed on the car is not allowed. Per the Section 13 Preamble, an option package conversion is permitted, however "Such conversions must be totally complete."

#37994 Car classification inquiry

Thank you for your letter. The Toyota Celica GT-Four (ST205) was not sold in the United States and thus is not eligible for Street classification. The Mitsubishi Lancer Evolution 9 MR is classified under the listing:

DS

Mitsubishi

Lancer Evolution (2003-15)

Street Touring Category

#36155 Please clarify the allowance of removing roof rails

Thank you for your input. Rule 14.2.C has specific allowances for components such as trim and accessories that may be removed or modified. There is no allowance to remove a load bearing component such as roof rails.

#37712 Clarification on knuckle insert replacement.

Thank you for your letter. Per section 14.8.B, the offset knuckle bushing cited from supermiata would be legal, as long as no change to the structure of the knuckle was required to allow fitment.

#37796 Sway Bar Rule Clarification

Thank you for your input. Per the writer's request, the STAC reminds the membership that the allowances of 13.7.A, 13.7.C and 14.7 allow replacement of stock swaybar brackets including those that modify position of the swaybar, but do NOT allow modification of any part of the frame or subframe to allow installation.

Street Modified Category

#36634 wastegTe dump tube

Per the SCCA Solo rulebook section 3.3.3.B.16, "Exhaust must exit behind the driver or exit to the side of the car." Hood exits would not be allowed but fender exits are permitted. Please ensure that when your wastegate opens that it meets the Solo sound rule limits per Appendix H.

#37662 Electric Conversions

Internal combustion engine (non-hybrid) to electric motor swaps/conversions are currently not permitted within Street Modified classes. The SMAC will monitor electrification of ICE vehicles for potential changes in the future. As a reminder, both hybrid and electric vehicles must meet the weight requirements found within Appendix A and if modified, the guidelines within Appendix K.

#37715 quarter window replacement rule clarification

Per section 16.1.a of the Solo rule book, Street Modified nor sub-categories allow replacement of front, side, or rear OEM style glass with alternate materials.

CAM/XS Category

#38153 New Advisory Committee Member

The SEB has approved the addition of Raleigh Boreen to the CAM/XS Committee.

#38177 CAM/XS Committee Personnel

The CAM/XS Committee is in need of additional personnel. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Change Proposals

Street Category

#37959 Please eliminate steering wheel allowance

The SAC is seeking member feedback on the following changes to Section 13.2 effective 1/1/2026:

~~D. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

Street Touring Category

#37109 Motion ratio concerns (14.H.5)

Thank you for your letter. After reviewing the existing allowances for camber adjustment per Section 14.8, it is the STAC's opinion that other suspension allowances in Street Touring such as spring and shock replacement make restricting intermediate mounting points on a control arm meaningless. For example, with current allowances, it is legal to have a control arm that has adjustments on both inner and outer mounting locations, and any spring rate desired by the competitor is allowed. With that in mind, the STAC requests member comment on the following rule change proposal:

14.8.H.5 "The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 14.8.B. ~~Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment.~~ The knuckle/bearing housing/spindle assembly cannot be modified or replaced."

EVX

#36920 EVX clarification

The SEB is seeking membership feedback on a change to the bushing allowances in EVX to allow easily acquired aftermarket suspension components to be utilized in the class. This change would allow control arms that come with spherical bearings, in place of rubber rotational or compliance bushings, which are increasingly common in the aftermarket.

Replace Suspension.C in the EVX rules with the following:

"*C. Suspension bushings may be replaced with bushings of any material as long as they fit in the original location. Offset bushings may be used. Bushing type may be changed to alternate types (e.g. spherical bearing). Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.*"

Street Modified Category

#36879 Removal of sound deadening

The SMAC is requesting feedback to the following proposed rule change to Street Modified section 16.1:

J. Rear passenger seat(s), including restraints and associated hardware may be removed. When rear seats are removed, the back of the front seats defines the end of the passenger compartment. *Sound deadening may be removed from any part of the vehicle. Carpet behind the passenger compartment can be removed. All interior finishing panels must remain.*

#37811 Street Modified Letter #36689 Headlight Rule Modification

The SMAC is requesting member feedback for the following rule change:

16.1.R. OE ~~"pop-up"~~ headlights, *including "pop-up" headlights*, may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may *serve* no other purpose. All associated hardware may be removed, replaced or modified. *Modifying or replacing headlights or turn signals to include non-OE ducts is not permitted. Replacement of OE tail / stop lights is permitted provided the replacement units are intended for automobile use on public roads and retain their basic functionality as originally provided by the manufacturer.*

CAM/XS Category

#34620 Consider making XA a full (non-supplemental) class

The CAM/XS Committee is seeking member input on the transition of XA and XB from Developmental Classes to National Classes. XU would remain a Developmental class. This proposed rule change would go into effect on 1/1/2026.

Update 4.8.B as follows:

For 202*6* the following are Developmental Classes: CAMC, CAMS, CAMT, ~~XA, XB,~~ XU, CSX, CSM, and any corresponding Ladies' classes as applicable

#36366 Migrate cam from Supplemental classes

The CAM/XS Committee is seeking member input on the transition of the CAM classes from Developmental Classes to National Classes. This proposed rule change would go into effect on 1/1/2026.

Update 4.8.B as follows:

For 202*6* the following are Developmental Classes: ~~CAMC, CAMS, CAMT,~~ XA, XB, XU, CSX, CSM, and any corresponding Ladies' classes as applicable

#37001 Side Window Requirement in XU

The CAM/XS Advisory Committee is seeking member feedback on a change to permit door glass removal in XU.

Modify XU allowances as follows:

Windshield wipers *and door glass* are not required

#37152 Kit cars in XU

Thank you for your letter. The CAM/XS advisory committee believes that under the current CAM/XS rules there is nothing preventing kit cars from competing in the XS classes. However, the CAM/XS advisory committee does not feel that kit cars are within the spirit of XA or XB and as such is seeking feedback from the membership on the following proposal to limit kit cars to XU.

Add the following bullet point to the "EXCLUDED FROM XA/XB" section:

"*Kit or component cars from low-volume manufacturers who intend or allow completion of assembly by the end user in order to obtain registration and titling paperwork.* "

Not Recommended

Safety

#30745 Eliminate helmets for normal cars

Insurance coverage requires helmets for all participants in competition vehicles. The exceptions are for paced track tours and non-timed training events.

Street Touring Category

#37220 BMW E36 M3 to STX/DST

Thank you for your input. The STAC feels it is too early to consider moving the the BMW E36 M3 out of CST. The committee will monitor participation levels and competitive balance in the re-organized CST class.

#37263 Request to change 14.10.C.1

Thank you for your letter. The STAC continues to consider it inappropriate to change allowances for shutter removal.

#37265 H Street to STS issues

Thank you for your letter. The STAC does not feel it is appropriate to consider adding another class at this time. The committee will monitor the competitive balance and participation levels in the re-organized ST classes.

#37369 Strut camber adjustment methods

Thank you for your letter. Per 14.8.H.2, strut cars are permitted to use either lower control arm replacement or other means of camber adjustment. The STAC feels that the existing allowances for legally adjusting camber on strut suspension vehicles are sufficient.

#37376 Mk7/8 Golf R

Thank you for your input. The STAC feels it is too early to consider moving the MK7/8 Golf R to a different class. The committee will monitor participation levels and competitive balance in the re-organized classes.

#37655 Move NB1 and NB2 Miatas from CST to EST

Thank you for your input. The STAC feels it is too early to consider moving the NB Miatas out of CST. The committee will monitor participation levels and competitive balance in the re-organized CST class.

Street Modified Category

#36186 Does a dog box belong in a street class?

The SMAC does not feel taking back the dog box allowance is in the best interest of the category at this time. The Street Modified Advisory Committee will continue to monitor.

CAM/XS Category

#36357 Cobra Daytona Coupe in CAM - S

Thank you for your letter. As the Daytona Coupe was never built as a street car and was strictly a race car, the CAM/XS committee considers any replicas to be "kit cars" and as such would not be permitted to run in CAM-S but could be run in the XS classes.

Other Items Reviewed

Safety

#30758 Solo Safety Steward Application Confusion

The SSS/SSI application process is being updated as it is converted to the online training platform, and continues to be evaluated.

#34466 Tirerack Banners are Illegal by law but required by the rules

Banners are only required during competition. If you feel that you must remove them during the weekend, please make arrangements for replacements or a placement that can be removed.

#35119 Race Seats in Street Class.

Thank you for your comments about this.

Street Category

#34009 C7 Grandsport to A street

Thank you for your feedback.

#36964 SS class allowing Eray and GT4RS

Thank you for your feedback.

#37111 Feedback on 36240 and 36272

Thank you for your feedback.

#37580 Response to letter #36992

Thank you for your feedback.

#37916 #36906 Sunrise on E Street

Thank you for your feedback. The SAC will continue to solicit member feedback regarding a proposed E Street reclassing.

#37920 RE: Item #37430 C8 non-Z06 to AS

Thank you for your feedback. The SAC will continue to solicit member feedback regarding reclassing the Chevrolet Corvette C8.

#37936 Proposal #36992

Thank you for your feedback. The SAC will continue to solicit member feedback regarding reclassing the Porsche models referenced.

#37941 Hold off on 2026 AS decisions until at least Solo Nats

Thank you for your letter. The SAC will continue to monitor the performance of the cars listed in the change proposals through the 2025 season prior to announcing any revisions.

#37958 Oil cooler allowance in street - re: 35686

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.

#37983 Tire Exclusion List Date

Thank you for your input.

Street Touring Category

#37998 Re: Letters #36143, #36836, and #37582

Thank you for your input.

CAM/XS Category

#35450 Supplemental class rights

Thank you for your feedback. Please see the updated 2025 rulebook which includes the new Developmental and Exhibition class types.

Modified Category

#38087 Appendix A

Thank you for your input.

Handled Elsewhere

Safety

#30399 ECE R22.05 phase out with ECE R22.06 around the corner?

2025 ECE certified helmets do not meet the requirements of SR 4.3.1 and not been accepted for other SCCA programs.

#30662 Guidance on Windshield Cracks

A single line crack which does not obscure the vision of the driver is permitted. No severely cracked windshields should be allowed.

#34983 New ECE certification 22.06

ECE certifications do not have start and expire dates and have not been added to the acceptable list of certifications for SCCA. Please see the response to item 30399.

Street Category

#36577 Please class 2025 Toyota GR86 Hakone Special Edition

Thank you for your feedback. Please see the response to #37724 published in the current Fastrack.

#37753, 37923, 37924, 37928, 37930, 37944, 37947, 37953, 37963 E Street Feedback (various)

Thank you for your feedback. Please see the response to #37916 published in the current Fastrack.

#37940 2022-2025 BMW 230I

Thank you for your letter. Please see the response to #37987 published in the current Fastrack.

#37978 Feedback #36992 981 Cayman S to BS

Thank you for your feedback. Please see the response to #37936 published in the current Fastrack.

#37979 #36957 911 Carrera Base and Carrera T (2017 to Present) to AS

Thank you for your feedback. Please see the response to #37936 published in the current Fastrack.

Street Touring Category

#37418 HST for the rest of us

Thank you for your letter. Please see response to Letter #37265 in this Fastrack

#37942 NB Miata to DST

Thank you for your letter. Please see response to letter # 37655 in this FastTrack.

CAM/XS Category

#36925 Make CAM-S a Real Class

Please see the response to letter #36366 in the current Fastrack.

#37250, 37253, 37254, 37297, 37359, 37363, 37550, XU Kit Car Feedback (various)

Please see the response to letter #37152 in this Fastrack.

Tech Bulletins

Safety

#34827 Drone / UAS insurance

After consultation with the SCCA Risk Management department, the SEB has approved the following as replacement wording for 1.3.2.V:

Subject to Federal (FAA), State, Local laws, the rules imposed by the venue and with the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as event organizer), Unmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners must provide proof of FAA certification and provide a certificate of insurance (COI) evidencing $5M of primary liability insurance naming SCCA and the venue as additional insureds. Recreational use of UAVs is prohibited. Drone operators must comply with FAA

regulations in accordance with Title 14 Code of Federal Regulations Part 107, including those for proximity to people, restricted property, and public roads. The sanctioning SCCA Region or SCCA, Inc. Program Manager must indicate approval in the online sanction system and upload the FAA Certification and COI to the event documents.

Street Category

#37801 2019 Hyundai Veloster Turbo R-Spec Classification Clarification

Per letter 34375 published in the September 2024 Fastrack, revise Appendix A to correct an omission to the 2025 Solo Rulebook and include the following:

H Street

Hyundai

Veloster Turbo (non-~~Rally Edition~~ N) (2017-~~19~~ *21*)

#37987 Car Classing Request - 2022+ BMW 230i

Per the SAC, add the following initial car classing to Appendix A:

DS

BMW

2 Series (230i incl. xDrive) (G42) (2022-25)

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

Solo

SOLO EVENTS BOARD | April 23

The Solo Events Board met online April 23rd. Attending were SEB members Nick Dunlap, Mark Labbancz, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener and Andy Howe 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

#35712 IRP shifter in ST classes

The STAC is recommending the following change in section 14:

14.2.I

Interior trim may be modified the minimum amount necessary to allow the installation of authorized modifications such as shifters and steering wheels.

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

The STAC is recommending the following changes in section 14:

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.~~

#36193 Classing clarification needed for the Mazda6

The STAC is recommending the following addition to Appendix A:

EST (STS)

Mazda

Mazda6 *(non-turbo)*

GST (STH)

Mazda

Mazda 6 (turbo, non-Mazdaspeed)

Fastrack news official SCCA member notification
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Member Advisories

Event Operations

#37977 2025 Nationals Course Designers

The SEB has approved the selection of Charles Krampert and Ken Houseal as Course Designers for the 2025 Tire Rack Solo Nationals.

Safety

#31276 Crossovers are Dangerous and Should be Prohibited

The SSC agrees that crossovers are not the ideal course elements, but sometimes may be necessary. SSS are reminded to work closely with event leadership to ensure the best release times for cars at the start.

#32399 Height Vs Width legalities

If cars have been classed in the Solo Rules, they may participate in the configuration classed. Both of the cars in question are classed in H Street.

#35578 Some thoughts on Solo Safety

The Solo Safety Committee and SEB encourage Safety Stewards to work with course designers to provide additional safety margins where appropriate, based on site parameters and anticipated course speeds.

#38279 SoPac Div DSSS

The SSC has recommended and the SEB has approved Gene Sanders to be DSSS for the Southern Pacific Division effective immediately.

Street Category

#38176 Eligibility of Falken RT660+ for Street

Per the SEB, the Falken RT660+ does meet the eligibility requirements of 13.3.

#38199 Ford F150 Lightning

Thank you for your letter. Per the vehicle rollover guidelines in Section 3.1, the Ford F150 Lightning Static Stability Factor falls outside of the acceptable range without modification. Lower profile tires does not constitute an allowable modification to bring a vehicle within acceptable SSF limits.

Street Touring Category

#37973 No Classification for this car

Thank you for your letter. The omission of the 2016 model year for the Porsche Boxster and Cayman 987.2 & 981 was an error and was corrected in the rulebook update published on 3/12/2025.

#37894 Driveshaft carrier bearing support legal in ST?

Thank you for your letter. JXB carrier bearings are not currently allowed under Street Touring rules, but a "reliability modifications" change proposal is out for member comment. Please see the response to letter #35857 in the December 2024 Fastrack and the change proposal with letter #35783 in the December 2024 and April 2025 Fastrack.

#37954 Toyota 86 Model Year Typo

Thank you for your letter. The model year typo was for the Toyota 86 was corrected in the rulebook update published back on 3/12/2025.

#38116 #37931 Cusco rear upper control arm kit legal? Clarification?

Thank you for your question. Suspension bushings, including those in aftermarket control arms, must meet the criteria of 14.8.B; a change of bushing type (from that of the OE part) in an aftermarket arm is not permitted.

CAM/XS

#37515 Body and Bodywork page 258

The CAM/XS Committee does not feel that spray on sound barrier or thermal coatings qualifies as a "finished panel of any material" when replacing interior panels forward of the B pillar.

Carpet must be adhered in a manner such that it will not come loose during competition and cause a safety hazard for the driver. That could be through adhesive or other mechanical means.

#37691 Is 2024 Tesla model 3 performance qualifying for XB class

Thank you for your letter. A Tesla Model 3 Performance would be legal to run in XB provided it meets the weight requirements of the class.

Prepared Category

#38133 Cylinder bore rule clarification

Appendix A, C Prepared supersedes the language in section 17.10.H.1; any bore and stroke combination for engine displacement changes is allowed.

Change Proposals

Safety

#37141 Non-Metallic Wheels in Solo

The following proposal is intended to update wheel requirements in 3.3.3 to reflect current standards in various categories.

Change the third sentence of 3.3.3.B.12 as follows: "Other than standard parts as defined by these rules, non-metallic wheel construction is prohibited *except as explicitly allowed within category rules* (FSAE cars are exempt from this requirement since the FSAE rules allow non-metallic wheels)."

Street Touring Category

#36741 Proposal to change 14.2.F

The STAC is re-publishing the following proposal without changes to ensure the membership has time to comment on the proposal. So far feedback on this proposal has been minimal and the STAC and SEB encourage the membership to write in with their opinions.

Given the recent classing changes for 2025, the STAC is requesting member feedback for the following modification to the Street Touring allowances:

14.2.F. Addition or substitution of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

1. It is a standard or optional production part which could be ordered on the US model vehicle as part of the base package or part of a higher trim package. The trim package must be classed in *the same ~~any of the current~~* Street Touring classe~~s~~.

This is intended to close the current loophole that would allow such modifications as CR wings on a non-CR S2000 or tS wings on any first gen twin. This probably doesn't have particularly large impact with current ST classing, but could prevent future cases if a particularly effective aero solution appears in a future car.

CAM/XS

#37982 B Billar Interior Panel Clarification

The CAM/XS Committee is seeking membership feedback on the following rule change to clarify whether the B pillar can have panels removed or not:

Change the following rule in the Body and Bodywork section as follows:

The area behind *and including* the B pillar may have panels and carpet removed. Exposed metal interior surfaces must be painted.

Kart

#36961 questioning kart weights

The KAC would like to request member feedback on minimum weight adjustments for the KZ and ROK engine packages.

This is to more closely align the KM minimum weights to that of other wheel-to-wheel series.

"19.2.D.3. KZ & ICC: All current and prior CIK®/FIA®-approved ICC and KZ engines are allowed. All components must be unmodified CIK®/FIA® homologated except where otherwise specified. Components may be interchanged within the same engine series by the same manufacturer only.

• Weight adjustment: ..... ~~+25~~ *+20* lbs."

"19.2.D.4. ROK Shifter:

a. Vortex ROK Shifter engine package only. Must meet all specifications of the most current Shifter ROK Identification Sheet document, as provided by Vortex. All engine parts and accessories must be as originally supplied by Vortex and must not be modified.

• Weight adjustment: .....~~+5~~ *+10* lbs."

Not Recommended

Safety

#34029 Water Meth Injection

The SEB does not believe it is appropriate to change 3.6.B to permit methanol.

#35284 Support for Tow Hook Requirement

Thank you for your comments. 13.2.L is considered appropriate as currently published.

#35731 Ban on 3 wheel vehicles

It is not recommended to change the requirement of 4 wheels for vehicles. Many of the existing 3-wheeled vehicles are classified as motorcycles, which are not appropriate for autocross in the SCCA.

Street Category

#38009 Revert SS to HS back to using the word

Thank you for your input.

#38033 Move C7 Z06 out of SS

Thank you for your input. The SAC will continue to monitor the performance of the Chevrolet Corvette C7 Z06 through the 2025 season.

#38200 2024+ Tesla Model 3 Performance classing

Thank you for your letter. The SAC will continue to monitor the performance of the 2024 Tesla Model 3 through the 2025 competition year.

Street Touring Category

#35513 Niro EV to STH

Due to the lack of response from the wider membership regarding this proposal, the STAC is not recommending the following changes to Appendix A:

GST

Kia

Niro (incl. EV)

#36250 Addition of 2nd Generation Chevrolet Cruze to STH

Due to the lack of response from the wider membership regarding this proposal, the STAC is not recommending the following changes to Appendix A:

EST (STS)

Chevrolet

Cruze *(non-turbo)* (2011-2019)

GST (STH)

Chevrolet

Cruze (turbo) (2011-2019)

#36252 R32 MK4/MK5 into STH

The STAC has determined that Volkswagen R32 is appropriately classed at this time and is withdrawing the following proposal:

DST (STX)

Volkswagen

~~R32~~

GST (STH)

Volkswagen

R32

#37398 EV classing

Thank you for your letter. The STAC does not intend to expand classing for EVs at this time. The STAC discussed this and feels the lack of interest/comment expressed for the Kia Niro proposal indicates that adding more EVs to ST is not of great interest to the broader membership at this time.

#37604 Classify the 944 Turbo in one of the Street Touring classes

Thank you for your letter. The STAC does not believe it is appropriate to class the 944 turbo in Street Touring because of its age and rarity.

#37687 Mazdspeed Miata Placement

Thank you for your letter. The STAC will continue to closely monitor competition in all Street Touring classes and may consider adjustments in the future if they become appropriate.

#37707 Ford Focus SVT solo classification

Thank you for your letter. The STAC believes the Focus SVT is appropriately classed in EST.

#37762 Ford Focus RS

Thank you for your input. The STAC does not believe it is in the best interest of the category, or any single ST class, to create single-car-specific allowances. The STAC feels the 2016-17 Focus RS is appropriately classed given the current allowances in BST that permit changing a differential and re-programming the electronic differentials - to the best of the STAC's knowledge the front differential is the only one that can be replaced on the Focus RS.

#37766 Please publish your grip/thrust numbers. Show your work

Thank you for your letter. The STAC uses a number of metrics and methods when analyzing where cars should be classed.

#37896 Modernize bushings for off the shelf offerings

Thank you for your letter. The STAC feels that an allowance for additional bushing types (specifically sphericals) is beyond the scope of Street Touring at this time.

CAM/XS

#37506 ADD HOOSIER TRACK ATTACK PRO TO CAM/XS TIRE LIST

Thank you for your letter. The CAM/XS Committee feels that following the other SCCA street tire categories with regards to tire legality is in the best interest of the category and as such is not interested in allowing the Hoosier Track Attack Pro in the CAM/XS Category.

Prepared Category

#38198 Exhaust out of roof

Thank you for your input, the PAC believes the exhaust is compliant by 17.10.L. and the taillights are compliant by 17.2.U.

Other Items Reviewed

Safety

#33196 Dangerous Car

Solo Safety Stewards are reminded that every drivers' meeting should include "if you see something, say something" language.

#35265 Do not allow

Thank you for your input

#35463 SSS rulebook and form changes needed

The Solo Safety Committee is currently reviewing these areas and will be proposing updates as needed.

#35590 2024 National Events - Annual Tech

Thank you for sharing your concerns.

#36000 No to rules for modifying EV power trains.

Thank you for your input.

Street Category

#38002 #37430 Please move C8 non-Z06 out of SS

Thank you for your feedback.

#38021 Opposition to 36906 E Street Changes

Thank you for your feedback.

#38037 #36906 Sunrise on E Street

Thank you for your feedback.

#38043 718 Cayman 4.0 to AS

Thank you for your feedback.

#38099 981 classing is total BS

Thank you for your feedback.

#38170 Please do not ruin ES before they sunset!

Thank you for your feedback.

Street Touring Category

#38118 In favor of all proposals

Thank you for your letter.

#38238 #36400 ST Allowance for Coolant Overflow Tanks

Thank you for your letter.

Modified Category

#38139 Feedback for #37538 and #37271

Thank you for your input.

#38149 The meaning of Modified class

Thank you for your input.

Handled Elsewhere

Event Operations

#37984 SCCA Solo Nationals Course Designer Application

Please see the response to item #37977 in this Fastrack.

Safety

#32576 External wastegate

Please see the response to item #36634 in the May Fastrack.

Street Category

#38036 Questions about classification of Special edition gr86

Thank you for your feedback. Please see the response to #37724 published in the May Fastrack.

#38045, 38046, 38047 Responses to 36240 (various)

Thank you for your feedback.

#38053 Cayman GTS classing

Thank you for your feedback.

#38183 718 Cayman/Boxster GTS 4.0 to AS

Thank you for your feedback.

#38185 2019 Vantage to AS?

Thank you for your feedback. Please see the response to #36103 published in the current Fastrack.

Street Touring Category

#37571 Kia Niro EV to GST

Thank you for your letter. See the response to Letter #35513 in this Fastrack.

#37754 Feb fastrack feedback

Thank you for your letter. See the response to Letter #35513 in this Fastrack.

#37938 #35712 - Interior Modification For Shifters.

Thank you for your letter. See the response to Letter #35712 in this Fastrack.

#38011 Mini Cooper SE

Thank you for your letter. Please see the response to Letter #37398 in this Fastrack.

#38105, 38107 Support for #36400 ST Allowance for Coolant Overflow Tanks

Thank you for your input. The proposal was recommended via the response to letter #36400 in the April '25 Fastrack.

#38237 in favor of #35712

Thank you for your letter. See the response to Letter #35712 in this Fastrack.

Tech Bulletins

Event Operations

#38080 Adjustment to Solo Passenger rules

After review of the Passenger guidelines in Section 1.2.2,D the following change is recommended.

Change section 1.2.2, D as shown:

~~A passenger is allowed provided they:~~

~~1. is no younger than twelve (12) years old or is at least 57" tall;~~

~~2. is in a vehicle which has passed safety (tech) inspection (Section 3.3.3);~~

~~3. is wearing a properly fitted seat belt and a properly fitted helmet;~~

~~4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate (Section 4.13).~~

A passenger is allowed provided:

1. Passenger must be twelve (12) years or older;

2. Passenger must fit properly in the vehicle's safety restraints and must wear a properly fitted helmet;

3. It is highly recommended that onboard passenger airbag(s) be disabled for passengers under 57 inches tall;

4. The vehicle has passed safety (tech) inspection (Section 3.3.3);

5. Passenger has completed and signed the required participant waiver(s), including parents/guardians as appropriate (Section 4.13).

Street Category

#38027 2024 and up BMW M340

Per the SAC, correct the following error in Appendix A:

FS

BMW

3 series (*G20/21 chassis;* 330i incl. xDrive, 330e incl. xDrive, M340i) (2020-2~~3~~*5*)

#38079 HS Celica Classing Clerical Error

Per the SAC, update Appendix A with the following technical correction:

HS

Toyota

~~Celica (FWD; NOC)~~

~~Celica GT (2000-05)~~

~~Celica GTS (2000-03)~~

Celica (GT, GTS) (2000-05)

#38160 Classing for 2025 Porsche 911 Carrera 992.2

Per the SAC, add the following initial car classing to Appendix A:

SS

Porsche

911 (992.2 Carrera) (2025)

Kart

#35724 Rule change recommendation for 19.1.6 for clairty

The KAC would like to clarify and correct rule 19.1.6, to be revised as follows:

"19.1.6. Overflow: Overflow lines for ~~carburetor/~~radiator~~/~~ *and* fuel tank, if present, must terminate in an overflow bottle(s) of at least 2 oz. (59.1 mL) capacity."

Fastrack news official SCCA member notification
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Solo

SOLO EVENTS BOARD | May 28

The Solo Events Board met online May 28th. Attending were SEB members Mark Labbancz, Nick Dunlap, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, Andy Howe, 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.**

Member Advisories

Safety

#33218 SSS authority regarding vehicle eligibility

SSS authority is defined in the Solo Rules, however sometimes matters can be stated as "a safety issue." In cases like those mentioned, such as a car which should not have passed tech and a car which has corded its tires, the SSS should coordinate a response with the Event Chair.

Street Category

#38031 OEM Different-Year Equivalent LSD Clarification

Thank you for your letter. Updated parts must be referenced in the Factory Shop Manual as superseding an original part number for the specific model year in question. If a part is not specifically referenced as replacing/superseding an original part, it may not be used.

#38073 Tesla Y Perf Class Clarification

The 2020-24 Tesla Model Y Performance is presently classed in A Street, provided it meets all requirements of section 13, which would include wheel dimensions that would have been available to be ordered and delivered with the 2023 MYP.

Street Touring Category

#38423 Re: Letter #36155 Roof Rail Delete Clarification

Thank you for your letter. The referenced allowance in the Street Category rules (Section 13 paragraph 2 on page 75 of the current Solo Rules) does not allow piecemeal application on an item-by-item basis. In the case you are citing, to be able to remove the roof rails per this allowance, you would need to COMPLETELY convert the car so that it is in effect now a base trim car. There would be significantly more changes necessary to do this, and would in most cases be more economical and reasonable to accomplish by acquiring a different car at the desired trim level.

Street Prepared Category

#37624 Bodywork For Tire Clearance

For the purposes of 15.2.A, the SPAC clarifies that a factory side skirt which is outside of the fender and is in the area allowed to be cut by 15.2.A may be regarded as part of the fender and may be cut for tire clearance. This aligns with the rule that a portion of the hood which serves as a fender/wheel well may be modified as well.

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

Change Proposals

Street Category

#36911 Please move the FL5 CTR and GR Corolla to DS

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

BS

Acura

~~Integra Type S (2024-25)~~

Honda

~~Civic Type R (2023-25)~~

Toyota

~~GR Corolla (excl. MORIZO Edition excl. Performance Shocks and Springs Package) (2023-25)~~

DS

Acura

Integra Type S (2024-25)

Honda

Civic Type R (2023-25)

Toyota

GR Corolla (excl. MORIZO Edition excl. Performance Shocks and Springs Package) (2023-25)

#37014 Feedback on 36272 - GS changes

The SAC is seeking member feedback on the following revision to the changes proposed in #37014 to Appendix A effective 1/1/2026. See below for specific changes:

Revisions:

Removed Acura TLX from GS to HS list

Added move of Acura Integra (Base, ASpec) (2023-25) from GS to HS

Added move of Honda Civic Si (2017-25) and Civic Hybrid (2025) from GS to HS

Added move of MINI Cooper Hardtop JCW (Non-GP) 2014-23 from DS to HS

Added move of MINI (All) from GS to HS

Added move of VW Golf GTI (incl. 380 Edition) (2022-25) from GS to HS

Added move of VW Jetta & GLI (2020-25) from GS to HS

Details:

Move from DS to GS:

Alfa Romeo

Giulia (incl. Ti) (2017-25)

Audi

S3 (2.0T) (2015-21)

Cadillac

ATS (2.0L Turbo) (2013-19)

Chevrolet

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

Cobalt SS (2.0L Turbo) (2008-10)

Ford

Mustang EcoBoost (2015-25)

Hyundai

Elantra N (2022-25)

Kona N (2022-23)

Veloster N (including Performance Package) (2019-22)

Lexus

IS (all excl. IS-F, IS 500 F) (2006-25)

Mazda

Mazda3 Turbo (2021-25)

MINI

Cooper Clubman (S, JCW) (2008-14)

Cooper Clubman All4 (incl. JCW) (2014-24)

Cooper Coupe & Roadster (S, JCW) (2012-15)

Cooper Hardtop & Convertible (S, JCW) (2002-13)

Countryman JCW All4 (2018-23)

Mitsubishi

Lancer Evolution (2003-15)

Lancer Ralliart (2009-15)

Subaru

Legacy 2.5GT (2005-12)

WRX (excl. TR, tS) (2009-25)

WRX STI (all, excl. S209) (2004-21)

Volkswagen

Golf R (2012-24)

R32 (2004, 2008)

<u>Move from DS to HS:</u>

MINI

Cooper Hardtop & Convertible JCW (2014-23)

Move from GS to HS:

Acura

Integra (Base, ASpec) (2023-25)

BMW

3 Series (all, non-M) (E30, E36, E46) (1984-2006)

Chevrolet

Cobalt SS (2.0L SC) (2005-07)

Chrysler

200 (all) (2010-17)

PT Cruiser (all) (2003-10)

300 (V6) (2004-10)

Dodge

Caliber SRT4

Ford

Focus ST (2013-18)

Honda

Civic Si (2017-25)

Civic Hybrid (2025)

Hyundai

Veloster Turbo Rally Edition (2012-17)

Genesis Coupe (4-cyl Turbo) (2010-12)

Genesis G70 (4-cyl Turbo) (2019-22)

Jaguar

X-Type (2.5L all) (2002-08)

S-Type (6-cyl) (2002-08)

Lexus

IS 300 (2001-05)

Lincoln

MKZ (FWD) (2013-20)

Mazda

323 (all)

Mazdaspeed Protégé

Mazdaspeed3

Mercedes

190E (6-cyl 2.6L & 4-cyl 16v)

C230 (1999-2007)

MINI

Cooper Clubman S (2016-23)

Cooper Hardtop S (2014-23)

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

Cooper SE (2020-24)

Mitsubishi

Galant (4-cyl non-turbo all)

Saab

9-2X Linear (2.5L)

9-2X Aero (2.0L Turbo) (2005-06)

Turbo models (NOC)

Subaru

Legacy 2.5GT (2005-12)

Volkswagen

Golf GTI (incl. 380 Edition) (2015-2~~1~~4)

Jetta & GLI (2.0L Turbo) (2013-~~19~~ 25)

Street Prepared Category

#31946 Clarify update/backdate allowance for electric/hybrid powertrains

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

15.10 first paragraph:

"~~Except for those with electric and hybrid powertrains, v~~Vehicles may only exceed the allowances of Section 13.10 as specified herein. *Powertrains may not be modified in fully-electric vehicles. Vehicles with hybrid powertrains may only modify the internal combustion portion of the powertrain as described below; the high voltage side of the powertrain may not be modified*."

Street Modified Category

#37811 Street Modified Letter #36689 Headlight Rule Modification

The SMAC is requesting member feedback for the following updated rule change proposal:

16.1.R. "OE ~~"pop-up"~~ headlights, *including "pop-up" headlights*, may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may *serve* no other purpose. All associated hardware may be removed, replaced or modified. *Modifying or replacing one headlight to include non-OE ducts is permitted. Replacement of OE tail / stop lights is permitted provided the replacement units are intended for automobile use on public roads and retain their basic functionality as originally provided by the manufacturer.*"

#38028 Would like to open crash beams to modify or replace crash beams

The Street Modified Advisory Committee is requesting member feedback on the following rule change to section 16.1.G:

"*Seam welding of existing chassis spot welded seams is unrestricted. Original material and/or seams may not be removed but can be repaired. Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability per the Street Prepared Section 15.2.S.* Subframe connectors are allowed as per Street Prepared Section 15.2.E. *OEM front bumper cross beams may be modified or replaced or removed. Bolted structures forward of, or directly attached to the radiator, including front radiator supports and frontal cross brackets, may be modified, replaced, or removed.*"

#38029 Would like to open up modifying steering columns for adding elect

The Street Modified Advisory Committee is requesting member feedback on the following rule change to section 16.1.F.1

"1. Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components maybe replaced, added, moved, or removed. ~~The steering column within the passenger compartment is specifically excluded from this allowance.~~

Modifications to the steering column and shaft are permitted, including the installation of inline electric power steering. The steering column within the driver's compartment must retain its original coverings to ensure a stock like appearance.

This does not permit removal or modification of column mounted accessories. Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated."

#38449 Min weights and weight distribution

The SMAC is requesting member feedback on a change to Appendix A page 224 and 225 of the rule book to remove the rear wheel weight greater than 51% rule requiring an additional 25 pounds per liter added to vehicles for SM and SSM.

Appendix A

Super Street Modified class (SSM)

~~Rear wheel weight greater than 51% ..... +25 per liter~~

Street Modified class (SM)

~~Rear wheel weight greater than 51% ..... +25 per liter~~

Not Recommended

Safety

#33400 Exhaust clarification

3.3.3.B.16 states the exhaust needs to **exit** behind the driver or out the side of the car. No change is suggested for this language. The current statement achieves the purpose intended.

Street Touring Category

#37627 BST 3 Series (2007-25) & GST Subaru WRX(2002-25) Reclassing

Thank you for your letter. The STAC uses a number of metrics and methods when analyzing where cars should be classed. The STAC believes these cars are appropriately classed at this time.

#37826 Supra 2.0 in SST

Thank you for your letter. The STAC does not base ST classing on Street classifications. The STAC believes the Supra 2.0 is appropriately classed at this time.

#38145 Rollcages in Street Touring to Align with TT & Hillclimb

Thank you for your letter. The STAC believes the current allowances for cages and rollbars in Street Touring, which follow from the Street Category rules (Section 13.2.G), are adequate and appropriate.

#38171 255's for AWD cars

Thank you for your letter. The STAC believes the current tire allowances in GST are sufficient at this time.

#38172 GST AWD WRX rear diff allowance.

Thank you for your letter. The STAC believes that the current differential allowance in GST is appropriate as it maintains the competitive balance in the class.

#38190 FD RX7 in SST?

Thank you for your input. The STAC believes the performance potential of the FD RX-7 exceeds Street Touring parameters.

#38336 PT Cruiser Street Touring Clarification

Thank you for your letter. For the purposes of ST classification the PT Cruiser is considered a sedan under the definition in Section 12, and would be classed in ST for Regional events via the applicable "catch-all" listings, provided it meets the stability requirements of 3.1.

#38353 NB Miata ST reclass

Thank you for your letter. The STAC will continue to monitor the competitive balance in CST and consider adjustments if needed.

#38383 Older Porsche classing in ST

Thank you for your letter. The STAC believes the 997.1 is appropriately classed.

#38429 Molded tread depth

The SEB believes the current tire eligibility requirements are appropriate.

#38438 Manifold in ST

Thank you for your letter. The STAC does not believe it is in the best interest of Street Touring to allow intake manifold replacement.

Other Items Reviewed

Safety

#38127 Incident Report Form

The DSSS has access to the incident reporting system and can review it at any time.

#38130 Follow Up to Letter ID Number: #38127

Access to the incident reporting system has been granted to DSSS for them to track within their own division. This should eliminate the possibility that the DSSS is not notified of an incident. The incident report forms have a wider use than just this program.

Street Category

#38258 718 Porsche Boxster/Cayman GTS 4.0 to AS

Thank you for your feedback.

#38277 C8 stingray to AS 1/1/2026

Thank you for your feedback.

#38361 Street Class Active Proposals SS/AS

Thank you for your feedback.

#38368 Corvette C8 Z51

Thank you for your feedback.

#38373 2026 Supra

Thank for your input.

#38399 Re: proposal #36992

Thank you for your feedback.

#38211 AS <<<>>> BS class moves/swaps

Thank you for your feedback.

#38227 Response tom #36080 and #36240

Thank you for your feedback.

#38357 Response to BS Cayman Proposal #36992

Thank you for your feedback.

#38358 BS Support 36992

Thank you for your feedback.

#37916 #36906 Sunrise on E Street

Thank you for your input. At this time, we are not recommending any change for ES for 1/1/2026.

Street Touring Category

#38350 Re: Letter #37998

Thank you for your input.

Handled Elsewhere

Safety

#32623 Closed-Toe Sport Sandals

Please see the response to item #27150 in this Fastrack.

Street Category

#36918, 36967, 37199, 38109, 38225 GR Corolla Classing Feedback (various)

Thank you for your letters. Please see the response to #36911 published in the current Fastrack.

#36959, 37009, 37607, 37622, 37643, 37975, 37993, 38226, 38228, 38230, 38274, 38363 Civic Type R and Integra Type S Classing Feedback (various)

Thank you for your letters. Please see the response to #36911 published in the current Fastrack.

#37850 Remove hot hatches from BS re:#36992

Thank you for your letter. Please see the response to #36911 published in the current Fastrack.

#38108, 38111, 38113, 38115, 38119, 38120, 38121, 38126, 38129, 38132, 38134, 38135, 38138, 38142, 38146, 38148, 38152, 38155, 38156, 38157, 38167, 38180, 38181, 38189, 38192, 38193, 38214, 38232, 38240, 38243, 38374, 38389 Feedback on Proposed Changes to DS/GS/HS (various)

Thank you for your feedback. Please see the revised proposal #37014 published in the current Fastrack.

#38219, 38271, 38304 E-Street Proposal Feedback (various)

Thank you for your feedback. Please see response to #37916 published in the current Fastrack.

#38260 Allow IRP short shifter

Thank you for your feedback. See the response to Letter #35712 in the June Fastrack.

#38313 86 Desserts Sound Tasty

Thank you for your letter. This omission was corrected in the March 2025 Fastrack. Please see the response to letter #37178 in that issue.

#38338 Shifter modification

Thank you for your feedback. See the response to Letter #35712 in the June Fastrack.

#38407 Classing the BMW 230i, but in GST instead of BST

Thank you for your letter. Please see response to letter #37627 in this Fastrack.

Street Touring Category

#38351 Camber bushing in knuckle is legal

Thank you for your input. Please see the response to letter #37712 in the May 2025 Fastrack.

Tech Bulletins

Safety

#27150 Rule Clarification - footwear

The SEB has approved the Solo Safety Committee's recommendation to update language in 4.3.3 Footwear as follows, effective immediately:

~~Shoes covering the entire foot shall be worn.~~

Footwear must attach securely to the foot and not interfere with or obstruct the operation of the pedal(s).

Street Category

#38409 Please Class the 2026 Toyota Supra for National competition

Per the SAC, revise the following Appendix A classification as shown:

BS

Toyota

Supra (6 cyl*, non MkV Final Edition*) (2020-2~~5~~*6*)

Street Touring Category

#38400 Classing request for 2002-2011 Subaru Impreza 2.5L non-turbo

The STAC is recommending the following addition to Appendix A:

EST

Subaru

Impreza (non-turbo) (2002-11)

Street Prepared Category

#36952 Please class Mclaren 570 S/GT

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

SSP

McLaren

*570 *Limited Prep**

Fastrack news official SCCA member notification
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Solo

SOLO EVENTS BOARD | June 25

The Solo Events Board met online June 25th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, and Andy Howe of the BOD; 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 **1/1/2026.**

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.

CAM / Xtreme Street

#37001 Side Window Requirement in XU

The CAM/XS Advisory Committee is recommending the following change to permit door glass removal in XU.

Modify allowances under Xtreme Street Unlimited (XU) in Appendix B as follows:

"Windshield wipers *and door glass* are not required."

Modified Category

#37166 Classing for a Pro Challenge Car

The MAC is recommending the following proposal to class PASCAR Pro Challenge cars:

In 18.6: "**LEGENDS CARS AND DWARF CARS** Vehicles conforming to the US Legend Cars International (www.uslegendcars.com) racing series specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM). (Bandolero and Thunder Roadster vehicles are not eligible for FM.) Vehicles conforming to the Western States Dwarf Cars Association Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM). *Vehicles conforming to the Professional Association of Scale Car Auto Racing and Pro Challenge (www.prochallenge.net) Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM).*"

In Appendix A Modified Class F (FM):

"B. Dwarf Cars®, 600 Racing Inc Legends Cars®, ~~and~~ Baby Grand Cars®, *and PASCAR® Pro Challenge* Vehicles built and prepared to Western States Dwarf Car Association® (WSDCA®), US Legend Cars International®, ~~or~~ MMRA® Baby Grand®, *or PASCAR® Pro Challenge* specifications are assigned to Modified Class F (FM). Note: If any conflict exists between the WSDCA®, US Legend Cars®, ~~or~~ Baby Grand®, *or PASCAR®* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

j. *Dwarf, Legends, and Baby Grand Cars* minimum weight with driver (lbs.): 1150

Pro Challenge Cars minimum weight with driver (lbs.):.....1600"

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

Member Advisories

Safety

#30753 Lightning Policy

At any Solo event, the Safety Steward together with the Event Chairman are responsible to assure appropriate lightning risk mitigation measures are in place. The current event lightning policy can be found via www.scca.com on the Solo Rules page.

Street Category

#38483 Hyundai Elantra N in two classes

Thank you for your letter. The Hyundai Elantra N-Line is not synonymous with the Hyundai Elantra N.

#38493 Permit Nissan Z Subwoofer and surrounding filler to be removed

Thank you for your letter. The SAC believes that as the subwoofer in the 2023+ Nissan Z is secured with a factory installed fastener, and is not analogous with a spare tire, tools, or jacks which, if so equipped, could be removed per 13.2.F. The subwoofer is to be considered held permanently in place and thus is ineligible for removal, per 13.2.K.

Street Touring Category

#38326 ST Seat clarification per 14.2.B

The STAC feels the wording of 14.2.B regarding the seating surface is sufficient - per the common understanding, it is the part of the seat where your body (back/torso and legs) touches the seat.

#38452 Feedback on 36670

See letter #36670 in the February 2025 Fastrack: the current proposal includes both the 718 Boxster and Cayman (S & GTS)(excl. 4.0) (2017-2024) - it was a typo that the Cayman is not also listed in red ink.

#38476 Stock Alignment Bolt interpretation

Thank you for your letter. Per 14.8.H.2, OEM camber bolts do not impact the camber kit allowances.

CAM / Xtreme Street

#36831 Tire Feedback

Thank you for your letter. The Vitour P1 is now eligible for use in the CAM and XS classes.

Modified Category

#31901 Cross Kart

Cross Karts are legal in AMod assuming they meet the requirements of 3.1 and the requirements of A Modified as listed in Section 18 and Appendix A.

#38385 FA/BM Rear wing gurney lip clarification

The lip width would be measured from the outside surface of the endplate.

Change Proposals

Modified Category

#36947 Front Diffusers for DM/EM

The MAC is requesting feedback regarding the following changes to 18 18.1.F.5, effective 1/1/2027:

"Diffusers are allowed~~ at the rear of the car only; no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle. The diffuser may protrude rearward beyond the top view outline~~

~~of the car. The diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; this 25.0" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser.~~ *, the number and location are unrestricted with the exception of the following requirements. Front diffusers may not start in front of the front splitter leading edge. Rear diffusers may not protrude more than 12" rearward beyond the top view outline of the car.* A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed~~, inside the diffuser~~; side plates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. ~~The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted.~~ Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules."

#38428 Question about classing Lotus 7 replica

This car is not legal at this time. The MAC is requesting feedback on the allowance of electric powertrains in EM, including a proposed weight penalty.

Not Recommended

Safety

#38100 Appendix K

The Solo Safety Committee feels that adding the sections recommended in this letter create additional barriers to entry. Regions have the option to decline entry of such vehicles if deemed necessary.

Street Category

#38200 2024+ Tesla Model 3 Performance classing

Thank you for your letter. The SAC will continue to monitor the performance of the 2024 Tesla Model 3.

#38236 Cayman S 2017-2024 should be moved to BS

Thank you for your input. The SAC believes the 2017+ Porsche Cayman S is appropriately classed at this time.

#38265 Request for Camber Bolts in Street Class

Thank you for your input. The SAC does not believe this change would be in the best interests of the category.

#38283 Move 2024+ Tesla model 3 performance to A Street

Thank you for your letter. The SAC will continue to monitor the performance of the 2024+ Tesla Model 3 Performance through the 2025 season.

#38522 Classification help for solo auto cross

Thank you for your letter. Per the vehicle rollover guidelines in Section 3.1, the Kia Rondo Static Stability Factor falls outside of the acceptable range without modification.

#38525 New classification

Thank you for your letter. Per the vehicle rollover guidelines in Section 3.1, the Ford Maverick Lobo Static Stability Factor falls outside of the acceptable range without modification.

Street Touring Category

#38141 991 Turbo to SST

Thank you for your thorough letter. The STAC does not feel the Porsche 991 Turbo is a good fit for SST at this time. The STAC will continue to monitor competitive performance and participation levels of the class.

#38507 Re-Evaluate the performance envelope in CST

Thank you for your letter. The STAC believes the NC is appropriately classed at this time and will continue to monitor the competitive balance and participation level of CST.

#38512 2013-2021 BRZ/FRS/86 Street Touring Classing Allowances

Thank you for your question. The STAC believes the current allowances for differentials and classing of the first gen BRZ/FRS/Toyota 86 in DST are appropriate.

CAM / Xtreme Street

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

The CAM/XS Committee is withdrawing the change proposal to allow utilizing the TT Level 3 Safety loophole to remove interior floor coverings, panels, and passenger seats when the vehicle is equipped with an appropriate roll cage. The CAM/XS committee feels that there are sufficient allowances within the current CAM/XS rules to safely cage a car while remaining compliant with the rules.

#36547 Please consider rear wings in CAMT

After considering member feedback and the vision of CAM-T the CAM/XS Committee is withdrawing the change proposal to allow wings in CAM-T. The CAM/XS Committee would like to remind the membership that CAM-T cars that wish to run wings are eligible to run in CAM-C and CAM-S provided they meet the other requirements (such as weight) of those classes.

Modified Category

#37271 AM Traction Control

Thank you for your input. This change is not recommended at this time.

#38395 Legends car adaptions

The MAC does not recommend changes to the Dwarf and Legends car allowances at this time. Please reference Appendix A, Modified Class F (FM), B for variations allowed from the original sanctioning body rules.

Other Items Reviewed

Event Operations

#38347 EV charging for Prosolo Challenge

Thank you for your letter. The SEB does not control the ProSolo rules, however, your feedback has been forwarded to the appropriate individuals at the National Office.

#38376 No Bristol reg while folks are in a cornfield driving to Lincoln

Thank you for your feedback. It has been forwarded onto the National Staff for consideration when setting registration opening times for future events.

#38411 Solo rulebook format issue

Thank you for your letter. The appropriate individuals at the National Office who compile the digital copy of the rulebook have been notified. Updated rule book language is expected to be available soon via the Rules page.

#38480 Pro Solo Protest

Thank you for your letter. The ProSolo protest process is managed by the National Office who create the ProSolo rules. Your concerns have been forwarded to the appropriate people at the National Office for consideration.

Street Category

#38454 Proposal no. 36992

Thank you for your feedback.

#38469 Oil Coolers

Thank you for your feedback.

#38508 Reclassing C8 is a good idea

Thank you for your letter.

Street Touring Category

#37540 Letter #37531

Thank you for your clarification regarding Letter #37571.

Modified Category

#38218 Define a Modified Category Car

Thank you for your input.

#38269 My member input to #37538 Get AM classification correct

Thank you for your input.

#38270 Response to SEB request for A Mod input

Thank you for your input.

#38302 Input for 837538

Thank you for your input.

#38397 referencing letters 37166 and 38395

Thank you for your input.

Handled Elsewhere

Safety

#30875 Lightening Guide Lines during events

Please see the response to item #30753 in this Fastrack.

#33049 Guidelines on lightning

Please see the response to item #30753 in this Fastrack.

Street Category

#38212 Not supportive of #37104 feedback of 36272 GS changes

Thank you for your feedback. Please see the revised proposal #37014 published in the July Fastrack.

#38447 Re: proposal 36992

Thank you for your letter. The Porsche 981 Cayman S is included in proposal #36992 which was published in the January Fastrack.

#38511 Move Classing

Thank you for your letter. Please see the proposal in letter #36911 published in the June 2025 Fastrack.

Street Touring Category

#37531 991 Turbo to AST

Please see response to Letter #38141 in the current Fastrack.

#38365 718 Cayman series needs ST Classes.

See the open proposal in the response to letter #36670 in the February 2025 Fastrack.

CAM / Xtreme Street

#37574, 37575, 37576, 37577, 37579, 37587, 37588, 37589, 37591, 37593, 37595, 37596, 37597, 37598, 37601, 37602, 37609, 37612, 37616, 37626, 37628, 37630, 37723, 38158, 38163, 38165, 38166, 38168, 38169, 38173, 38174, 38182, 38191, 38194, 38202, 38285 Feedback regarding wings in cam T (various)

Thank you for your letter. Please see the response to letter #36547 in this Fastrack.

#38343 37512 Kit Cars in XU.

Thank you for your letter. Please see the response to letter #37152 in this Fastrack.

#38360 Kit Cars in XU 31752 Response

Thank you for your letter. Please see the response to letter #37152 in this Fastrack.

Modified Category

#37618 #36947 response

Thank you for your input. Please see the proposed language in response to #36947 in this Fastrack.

#38175, 38217, 38224, 38267, 38300, 38301 Feedback regarding #37271: AM Traction Control (various)

Thank you for your input. Please see the response to #37271 in this Fastrack.

Tech Bulletins

Safety

#29435 Safety Steward Credentials

Per the Solo Safety Committee, Appendix E subsection V is updated per the following:

Appendix E.

V. Procedures for Becoming a SSS

"B. Interested members, 18 years of age or older *with 2 years of autocross experience or equivalent SCCA program experience*, should communicate with the DSSS of their division or their Regional Safety Steward/Instructor, expressing a desire to become a SSS. ~~An application will be forwarded to the member, or the member can obtain the application from an instructor at a classroom seminar or at the SCCA® web site (www.scca. com).~~ *Access to the course may be requested from regionservices@scca.com.* "

#32722 Non competition vehicles in grid

Per the Solo Safety Committee, the following language is added to section 1.3.2:

"*1.3.2.X. Skateboards, hoverboards, Segways, bicycles, scooters & similar personal conveyances may not be ridden in the hot Grid areas. All motorized conveyances are subject to site speed limits and must follow normal vehicle traffic flow routes throughout the event site.* "

Street Category

#38027 2024 and up BMW M340

Per the SAC, correct the following error in Appendix A:

FS

BMW

3 series (*G20/21 chassis;* 330i incl. xDrive, 330e incl. xDrive, M340i) (2020-2~~3~~*5*)

#38079 HS Celica Classing Clerical Error

Per the SAC, update Appendix A with the following technical correction:

HS

Toyota

~~Celica (FWD; NOC)~~

~~Celica GT (2000-05)~~

~~Celica GTS (2000-03)~~

Celica (GT, GTS) (2000-05)

#38396 Classification change from 2024 to 2025, clarification

Per the SAC, correct the following error in Appendix A:

AS

Porsche

718 Boxster S ~~& GTS~~ (2017-25)

718 Boxster GTS (2017-20)

718 Cayman S ~~& GTS~~ (2017-24)

718 Cayman GTS (2017-20)

#38488 Please help class my car

Thank you for your letter. Per the SAC, add the following initial car classing to Appendix A:

GS

Kia

K5 GT (2021-25)

HS

Kia

K5 (2021-25)

CAM / Xtreme Street

#36920 EVX clarification

The SEB is approving the following change to the bushing allowances in EVX, to allow easily acquired aftermarket suspension components to be utilized in the class. This change would allow control arms that come with spherical bearings, in place of rubber rotational or compliance bushings, which are increasingly common in the aftermarket. This change will take effect immediately upon publication of this Fastrack.

Replace Suspension.C in the EVX rules with the following:

"*C. Suspension bushings may be replaced with bushings of any material as long as they fit in the original location. Offset bushings may be used. Bushing type may be changed to alternate types (e.g. spherical bearing). Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.* "

#37152 Kit cars in XU

The CAM/XS Committee is recommending the following change that would prevent kit cars from running in XA and XB with more traditionally manufactured vehicles.

Add the following bullet point to the "Excluded From XA/XB" section:

- *Kit or component cars from low-volume manufacturers who intend or allow completion of assembly by the end user in order to obtain registration and titling paperwork.*

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

Solo

SOLO EVENTS BOARD | July 23

The Solo Events Board met online July 23rd. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Andy Howe, and Peter Bollenbecker of the BOD; 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 **1/1/2026.**

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

#37529 Update to I.2.2.C per BOD Request

The following is recommended as a replacement for I.2.2.C, which was removed from the Solo Rules by the BOD in 2024:

C. National Championship ("Nationals")

1. The SEB will appoint two members from the current SEB to serve as liaisons, and approve two SCCA members at large along with two Course Advisory Panel (CAP) members to serve as part of the Tire Rack Solo Nationals Advisory Committee (SNAC). The remaining members of the SNAC will be made up of key SCCA Staff personnel. The Committee is responsible for recommending event Chiefs, Course Designers, Protest Committee and other key positions required for event operations and will present appointments for SEB approval.

2. The SEB is responsible for verifying use of appropriate courses, the suitability of the program (including any event supplementary regulations), and for ensuring a safe event conducted under current rules and supplementary regulations.

3. Members of the SEB may not serve on the National Championship Protest Committee.

Safety

#38500 Administrative updates to Appendix E

Per the Solo Safety Committee, the following administrative updates to Appendix E are recommended:

"APPENDIX E - SOLO® SAFETY STEWARD GUIDEBOOK

I. Introduction

A. Purpose

The Solo® Safety Steward (SSS) program is an ongoing training and licensing program aimed at increasing the safety of SCCA® Solo® events by highlighting the potential hazards of uncontrolled spectator viewing areas, uncontrolled spectator movement adjacent to Solo® courses, and driver/worker safety relative to course design or layout. It is the intention of the SCCA® that all material contained herein be reviewed with all students during a Solo® Safety Steward Seminar.

B. Basics and Definitions

Since a major concern of this program is with spectator safety, the first important item to address is the definition of “spectator.”

There are two groups of people that attend our events, non-participants and participants. Non-participants are those individuals that have not signed the SCCA® waiver and participants are those individuals that have signed the waiver. The words “Non-Participant” and “Spectator” can be interchangeable, as can the words “Participant” and Driver, Worker, Crew, or Guest.

Therefore, for the purpose of the Solo® Events program, a spectator is a non-participant who may be interested in viewing a Solo® event. A non-participant may remain in a safe viewing area, as designated by the SSS, without signing a waiver. However, a driver, worker, crewmember, or anyone else who needs or wants to be in a “hot” area is considered a participant and must sign the waiver to be in that “hot” area.

The SSS has the responsibility and authority to require that all individuals be prohibited from congregating in areas surrounding the actual course that would place them in jeopardy from competing vehicles or entering any “hot” area if they have not signed the waiver.

Although it is imperative that event waivers be signed by anyone entering a “hot” area, it is not the responsibility of the SSS to execute this function. This responsibility lies with the event Chair~~man~~, who must reasonably assure that all participants entering a “hot” area sign the required SCCA® waiver. However, it is the responsibility of the SSS to confirm that the Chair~~man~~, the Waiver Chief, or their designee is actively pursuing the SCCA® waiver requirement.

Participant and non-participant safety is accomplished by establishing safe viewing areas and then controlling these areas through the use of physical barriers or the deployment of event workers as Crowd Control Marshals. It is a reality that participants and non-participants will typically congregate in areas adjacent to the course “where the action is.” Unfortunately, these action areas may also be the most dangerous because individuals rarely realize the danger they place themselves in when viewing a competition event. So they must, in effect, be protected from themselves as is reasonably possible. Further, it is important that it be understood that they can be very determined and will use every available means to accomplish their goal. A SSS must be constantly on the alert and prepared to act upon potential hazardous situations.

The benefit to be derived from non-participant and participant control at Solo® events is not limited to safety alone but reaches out to other areas of concern for SCCA®. It seems to be a fact of life that insurance premiums continue to rise on a yearly basis. Just as individual personal insurance policies are subject to rate increases, so are the insurance policies of SCCA®. The princip*al* manner in which these rate increases can be held to a minimum is by reducing the overall exposure to the policy. Reduced exposure of the SCCA® policy equates to stable premiums. This reduced exposure can be the result of safe event management. SCCA® Solo® events have an excellent safety record and it is important that it be kept that way. Therefore, the purpose of the SEB in initiating the SSS program was twofold:

- to improve overall event safety and
- thereby stabilize insurance costs.

II. Start of the SSS Program

In the spring of 1976, the SEB reviewed the procedures used to control spectator-viewing areas. Previously, the efforts of SCCA® toward safety had been primarily directed at the competitors (i.e., personal safety equipment, vehicle safety equipment, and course safety design). Because of the potential for non-participant injury resulting from an off-course excursion of a competition vehicle, it became clear that greater emphasis should be placed on the establishment of safe viewing areas and the control of these areas during our events.

A SSS Sub-Committee was formed and, with the assistance of insurance company representatives, a training program began that would result in the licensing of SCCA® members in the specialty of spectator control. Initially, the training program was aimed at Solo1® events and championship Solo® events. However, because the growth of the Solo® program had resulted in increased spectator numbers at regional events, the Safety Steward program was expanded to include every Solo® event sponsored by an SCCA® Region.

With the success of the Safety Steward program established, the SEB approved a recommendation to expand a Steward's area of responsibility and authority to include driver and worker safety relative to course design. A SSS must now assure that Section 2.2 (Course Safety and Layout Rules) is being properly followed for Solo® events and that driver and worker safety, per the SCCA® approved event site plan, is being followed for all Solo® events. As with all recommendations made by a Steward for spectator safety, recommendations made for driver or worker safety must be addressed to the satisfaction of the Steward. Failure of the host region to make adequate corrections may initiate procedures for cancellation of the event for safety reasons and event insurance withdrawal.

Every Solo® event must have a licensed SSS on duty at all times. Since this is necessary for insurance coverage, failure to meet this requirement will void the host region's insurance for the event.

III. Divisional Solo® Safety Steward

The Divisional Solo® Safety Steward (DSSS) is responsible for the training and license recommendations (new or upgrades) of members in their division. Further, since it is mandatory for all Solo® regions to have a Safety Steward in attendance at their events, it is the responsibility of the DSSS to make sure that this requirement is being fulfilled.

IV. Appointment of SSS for Solo® Events

The appointment of a SSS for regional Solo® events is the responsibility of the Regional Executive of the host region or their designee. In quite a few regions, this authority for regional Solo® events is transferred to the Region's Solo® Chair~~man~~ and this is an acceptable practice. *The Solo Safety Steward of Record will be listed in the sanction request.*

The SSC (Introductory Section I.5, Solo® Safety Committee) appoints the SSS, and deputies as required, for all National Solo® Championship events, subject to the approval of the Solo® Events Board (SEB).

The event manager will appoint the SSS for National Tour and ProSolo® Events. The hosting region normally suggests candidates.

V. Procedures for Becoming a SSS

A. SSS Licensing Requirements

There are three grades of Solo® Safety Steward licenses.

1. Solo® Safety Steward (SSS)
2. Solo® Safety Instructor (SSI)
3. Senior Solo® Safety Steward (Senior SSS)

B. Interested members, 18 years of age or older, *with two or more years autocross experience*, should

- *Request access to the online training by emailing **regionservices@scca.com**.*
- *Complete the Solo Safety Steward online training.*
- *Shadow a certified Safety Steward at **two (2) events** within a **12-month period**.*
- *Complete the Solo Safety Steward Application Form (including approval from a **Divisional Solo Safety Steward**).*
- *Submit the completed application to membership@scca.com.*

C. SCCA® Member Services shall issue a renewal license every three (3) years, pending

- *Completion of the appropriate Solo Safety Steward online training.*
- *Service as a Safety Steward at **five (5) events within a 3-year period**. Events should be logged in the Member Account Portal (MAP) or on application*

- *Completion of the Solo Safety Steward Application Form (renewal section) which is submitted to membership@scca.com.*

D. The requirements pertaining to licenses may be waived by the SSC, except for the *online training*.

E. Senior Solo® Safety Steward (Senior SSS) License

Intent: A Senior Solo® Safety Steward license should be a tool for keeping long-standing, experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A Senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal. The Solo® Safety Committee considers this license to be an emeritus status. As such, the Senior Solo® Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Solo® Safety Committee (SSC). Renewal requests shall be made to the SSC Chairperson.

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

1. A Senior grade license applicant shall be a currently licensed SSS holding a "regular" or Instructor license.
2. The Applicant must have had a "regular" SSS license for at least 20 continuous years in order to apply for this license grade (SCCA® can verify first license issuance date and continuous service).
3. After appointment, the license is valid for a 3-year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.
4. The Senior SSS licensee shall serve in SSS roles for emergency purposes only (i.e., in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available). A Senior SSS license holder cannot be named in the capacity as "Solo® Safety Steward *of Record*" on a sanction application. A Senior license holder cannot be used on a regular basis to address the inability of an SCCA® Region to assign a "regular" SSS license holder.
5. Relative to an event Solo® Safety Steward of Record, a Senior SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.
6. Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo® Safety Steward Summary" as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson.

VI. Procedures for Becoming a SSS Instructor

A. A member that is a licensed SSS may obtain an application from their Divisional Solo® Safety Steward (DSSS) or the SCCA® web site (www. scca.com).

B. The application must be completed and sent to the DSSS along with a letter of recommendation from an SEB member, a Director, an instructor who has worked with the applicant, or the applicant's Regional Executive.

C. The DSSS may, or may not, approve the application and he/she will forward it to the SCCA® National Office for distribution to the SSC. The SSC will approve/deny the application based on the following criteria:

1. The applicant must have at least two (2) years of experience as a licensed SSS.
2. The applicant must have officiated as a SSS in at least five (5) events in the past two (2) years.
3. The applicant must have received a positive letter of recommendation from their DSSS.

These requirements may be waived on an individual basis by the SSC.

Instructor licenses will be automatically renewed when the member's SSS License is renewed unless the SSC instructs the National Office otherwise.

VII. Solo® Events at Racing Facilities

With the dwindling availability of parking lot sites, some regions have utilized racetracks. Go-kart tracks have been used quite successfully by Solo® regions and, on occasion, so have some road racing or stock car racing tracks. Unfortunately, road racing and stock car racing tracks usually offer hazards that are sometimes overlooked by the local region or, for that matter, by Safety Stewards.

The word "hazard" is specifically mentioned in the Solo® Rules because it is the word we use to define what is acceptable to the Solo® program from a safety standpoint and what is not.

Solo® Rules Section 2.1 states in part that "... hazards must not exceed those encountered in legal highway travel." At many race facilities where the racing surface is used for a Solo® event, there usually are guardrails, concrete walls, fences and/or other structures in close proximity to the intended path of competing vehicles. If proper course design has not been followed, an incident may take place that can, at a minimum, result in vehicle body damage.

Our competitors are rarely, if ever, asked to perform maneuvers such as slalom during normal highway driving. When we do ask them to negotiate such a maneuver at a parking lot Solo® event, we do so in an environment where they won't injure themselves or damage their vehicles if they fail to complete that aspect of the course. Simply put, there is nothing around for them to hit if they lose control of their vehicle.

Section 2.2 states in part that, "The course boundary shall not pass closer than 25 feet from solid objects" (walls, guard rails, fences, buildings, poles). It should be noted that racing surfaces at most racetracks are not much wider than 30-35 feet and normally do have solid objects on their pavement edges. Therefore, in such situations where we ask competitors to perform Solo® maneuvers; we may provide the potential for having "hazards" that could exceed those that would be encountered under normal highway travel.

While race facilities are very well designed for the safety of workers and spectators, the track itself is usually not well designed for Solo® events. In order to maintain top speeds within the acceptable range for Solo®, it is necessary to slow cars down with maneuvers such as offset gates or slaloms. Two problems occur with this. One is that the usually narrow track affords very little runoff room between the course (i.e., edge of a gate or pylon) and the edge of the pavement. Worse, often the edge of the track at a road racing facility is an Armco barrier or cement wall. Secondly, the two typical situations arising in the effort to maintain Solo® type speeds are the placement of pyloned maneuvers just as vehicles reach dangerous speeds (resulting in the potential for cars to get out of control at high speed) or the overabundance of pylons in an effort to keep speeds low resulting in a "busy" and unpleasant course. One approach to solving this dilemma is to control the exit speed of turns rather than the entrance. Whatever solution is chosen, these problems must be dealt with carefully by experienced Solo® Officials, in order to successfully meet the challenge of designing a safe and fun Solo® course on a racetrack.

VIII. Responsibilities of a SSS

A SSS is responsible for non-participant and participant safety. In order that this attention is directed toward event safety at all times, a Safety Steward *of Record* may not serve in any other official capacity during an event. In fact, a Safety Steward *of Record* may not compete in a Solo® event at which he/ she officiates unless another licensed Safety Steward is present to perform their duties while he/she is competing. Spectator safety at an event means spectator control. If a Solo® event is run at an approved racing facility, the management of the facility has probably already addressed spectator control by the use of fencing, concrete barricades, and/or the use of bleachers in protected areas. It is important that the Divisional Solo® Safety Steward visit the event site prior to the event to see if any physical barriers or Crowd Control Marshals are needed and to designate safe spectator viewing areas. The Divisional Solo® Safety Steward (DSSS), prior to the scheduled event, should make this advance visit with a representative of the host Region or the event's chair~~man~~ so that ideas and recommendations for spectator control can be implemented. If an event site is to be used many times during the year, one visit to the site prior to the first event is usually all that is needed.

Note: Spectator Solo® events must also have prior approval pertaining to event safety and such approval and safety requirements are outlined in a letter and/or Insurance Certificate sent to the host region by the SSC Chair~~man~~ and SCCA® Risk Management. Information and/or detailed maps pertaining to spectator, driver, and worker safety requirements for Spectator Solo® events can be obtained by contacting the event chair~~man~~. The SSS must implement such requirements prior to and during the running of the event. However, this does not preclude further restrictions mandated by the SSS as the need arises.

In viewing an event site prior to or during an event, a Safety Steward must focus on taking proper precautions (those that would be taken by reasonable, prudent people) to eliminate danger to spectators from competing vehicles and to assure driver and worker safety through proper course design and layout. With the addition of karts to the Solo® program, special attention should be paid to potential low-lying hazards adjacent to the course. In viewing all potential spectator areas adjacent to the course, the Safety Steward should consider the probability of competing vehicles entering this area due to driver error or mechanical failure. Consideration should also be given to vehicle component explosions, (i.e., engine, flywheel, and/or clutch) and proper precautions taken in this regard. If there is a reasonable expectation of spectator danger, appropriate recommendations for the safety of spectators shall be made to the Event Chair~~man~~ or Chief Steward, whichever is applicable.

The Safety Steward *of Record*'s recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators further back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chair~~man~~ or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the event. Although it should be noted that the Event Chair~~man~~ or Chief Steward is as concerned about safety as the Safety Steward, certain aspects of event safety are the sole responsibility of the SSS. Therefore, a Safety Steward *of Record*'s final recommendation(s) for the control of spectators, and driver or worker safety (relative to course design) becomes mandatory for the host region. It is the responsibility of the host region to implement safety controls to the satisfaction of the SSS. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which include loss of insurance coverage as outlined in the Introductory Section I.4.

A. The Use Of Deputy Solo® Safety Stewards

In order to increase safety control of Solo® Events or for training purposes, Deputy Safety Stewards may be appointed by the SSS i~~n charge of the event~~ *of Record*. They may be trainees or licensed Safety Stewards. If trainees are used, proper instructions shall be given so that the students are familiar with their responsibilities and duties. Remember however, a trainee may not be utilized as a replacement for a licensed Safety Steward when that Safety Steward is competing, only a fully licensed Steward may be used in this situation. When Deputies are used at an event, their license application, should be signed-off by the Safety Steward to indicate the proper performance of the duties assigned.

B. Visiting Solo® Safety Steward

The ~~officiating~~ Solo® Safety Steward *of Record* is responsible for their own event. A visiting SSS has no authority to alter a decision of the ~~officiating~~ SSS *of Record* unless that visiting SSS is also the Divisional Solo® Safety Steward for the Division in which the event is being held, or is a member of the SCCA® National Solo® Safety Committee. Such intervention on the part of the Divisional Solo® Safety Steward (DSSS) or SSC member should be used infrequently and only after suggesting altered safety procedures to the ~~officiating~~ SSS *of Record*. It should be limited to a situation in which the DSSS or SSC member identifies a serious safety risk, which he/she feels is not being adequately addressed by the officiating SSS.

All visiting Safety Stewards should make their recommendations known. However, these recommendations shall not be binding unless issued by one of the parties listed above.

Note: It is the responsibility of every SSS to file a report concerning the conduct of an event with the DSSS and the SCCA® National Office if such conduct is sub-standard to the safety requirements of the Solo® Rules.

C. Minimum Viewing Distances

A minimum distance of 75 feet from the course edge shall be maintained for all unprotected viewing areas (areas without adequate barrier protection such as concrete walls or highway dividers).

For Spectator Solo® events, minimum viewing distances and viewing area locations have been predetermined by SCCA® after reviewing information submitted by the host region(s). It is the responsibility of the officiating SSS to obtain this viewing restriction information prior to the event and implement the stated requirements. However, the ~~officiating~~ SSS *of Record* may require additional restriction as the situation warrants. In all cases when reviewing potential viewing boundaries, special attention should be paid to the START and FINISH areas,

timing truck and scoreboard areas, and any areas where a competitor is directed towards people, as well as turns near potential viewing locations.

D. Administrative Details On The Day Of The Event

1. Verify that the SCCA® Insurance Certificate for the event has been issued and is posted in clear view of all competitors. This should be done either by visual inspection of the certificate or by telephone confirmation with SCCA® Risk Management.
2. Review course to ascertain that all reasonable precautions have been taken with regard to non-participant and participant safety, that driver safety relative to course design (Section 2.1) has been followed and that all worker stations have been located in safe areas. At Spectator Solo® events, assure compliance with the Course Inspection/ Approval Report.
3. Site boundaries should be designated by permanent barrier (fence, wall, railing, etc.) and/or a temporary barrier (barricade tape, streamers, barricades, rope, etc.). Such site designation would include course area and paddock. Event officials should control access only to participants.
4. Review event operations with other key event officials.
5. Conduct a meeting with Crowd Control Marshals and/or course workers prior to start of the event.
6. Make final course inspection just prior to the start of competition each day or at resumption of competition when the event has been stopped for any extended period.
7. Refer to Section 2.2.D and Appendix G.11.A.1 for rules on kart course design and the authority and responsibility of the Solo Safety Steward.
8. In case of non-compliance with safety requirements, the following steps shall be taken:
   a. Advise the Chief Steward (Solo® Championship events) or Event Chair~~man~~ (Solo® Regional events) of infraction and request immediate corrective measures is taken before next car runs.
   b. If step a. above has not resulted in corrective action, inform the Chief Steward or Event Chair~~man~~ that the event is shut down until such corrective action is taken.
   c. If step b. above is not sufficient, advise the Chief Steward or the Event Chair~~man~~ that the insurance and sanction for the event is SUSPENDED and continued operation of the event is at the individual's own risk. All participants shall be notified by whatever means possible. A copy of a memorandum of record (a hand-written note) shall be given to the Chief Steward or Event Chair~~man~~ suspending the event for safety reasons.
   d. If step c. above does not result in immediate corrective measures, phone the appropriate persons to cancel the event for safety reasons. ONCE THIS STEP IS TAKEN, IT IS IRREVERSIBLE.

E. Cancellation Of Event By A Solo® Safety Steward

As noted above, the SSS *of Record* has the authority to cancel the event for safety reasons if there is a lack of spectator control and spectator safety is in jeopardy, if course design does not adhere to Section 2.2, or if participant safety is in jeopardy. Both SCCA® and its insurance broker give this authority.

However, every attempt should be made to correct the safety problem before cancellation of the event is contemplated. Insurance/sanction cancellation is irrevocable and should only be utilized as a last resort. If it becomes necessary to cancel an event for safety reasons, call SCCA® Sanction:

1-800-770-2055 Option 6

F. Reporting an Incident

If one of the following incidents occur:

- Spectator or participant fatality

- Serious participant injury (requiring off-site medical treatment)
- Any spectator injury

Then:

1. Call the SCCA® Critical Incident Hotline immediately!

785-862-7112

2. Complete and email (or fax) the SCCA® Incident Report Form (fillable electronically) and original waiver to:
    - kk.claims@kandkinsurance.com (fax 312-381-9079)
    - SCCAOnlineClaims@HSRI.com (fax 972-512-5816)
    - Incident@scca.com (fax 785-232-7214)
    - Divisional Solo® Safety Steward (DSSS).
3. Within one business day of the event, call your Divisional Solo® Safety Steward (DSSS) and report incident.

If one of the following incidents occurs:

- Minor participant injury (no medical assistance required).
- Property damage (damage to a competition vehicle is considered property damage).

Then:

1. Complete and email the SCCA® Incident Report Form (fillable) to:
    - kk.claims@kandkinsurance.com
    - Incident@scca.com
    - Your Divisional Solo® Safety Steward (DSSS).
2. Within one business day of the event, call your Divisional Solo® Safety Steward (DSSS) and report incident.

IX. A FINAL WORD

Since the inception of the SSS program in 1976, a Solo® event has never been canceled for safety reasons. This is a direct result of the understanding by the membership of the importance of safety at our Solo® events. The cooperation of all event officials toward the goal of having a safe event has been most evident. However, the past safety record should never be taken for granted or the safety concerns of SCCA® relaxed — the potential for injury is always present.

Solo® Safety Stewards, Chief Stewards, Event Chair~~smen~~, and host regions have the ability to reduce the possibility of injury and, by so doing, protect the insurability of all future Solo® events. It is extremely important that this ability be utilized to its maximum extent.

X. GENERAL SUMMARY

Purpose:

To enhance the safety of Solo® events by defining the responsibilities, authority, and role of the SSS concerning spectators and participants at all Solo® events.

Authority:

Authority is per the SCCA® Solo® Rules Introductory Section I.4.

Solo® Safety Committee (SSC):

This committee administers the program.

Liability of Solo® Safety Steward (SSS):

Each official is protected by being an additional insured under the SCCA® liability insurance policy. SCCA® will stand by any action or decision made by a SSS in the course of their duties.

Reasonable Action:

A SSS is responsible for taking reasonable action to protect the safety of participants and non-participants. A SSS will not be held responsible for any incident or hazard that could not be reasonably foreseen and protected against.

Definition of a Spectator:

A spectator is defined as any non-participant or one not signing the waiver.

Definition of a Participant: Driver, Crew, Worker, OR Guest:

A driver, crewmember, worker or guest or any other individual who has signed the waiver is a “participant.” Participant safety, other than driver personal safety equipment or vehicle safety is the responsibility of the SSS.

Viewing Distance:

Except as noted below, the SSS for the event has the authority and responsibility to initiate and maintain safe viewing distances (75 feet minimum) from the course. The exceptions to this authority and responsibility regard Spectator Solo® events, which require prior approval by the SSC and SCCA® Risk Management.

Overlapping Responsibility:

A SSS *of Record* is responsible for their own event. A SSS visiting other regional events has no authority or responsibility to alter a decision of the officiating SSS of Record in attendance unless that visiting SSS is the Divisional Solo® Safety Steward for the Division in which the event is being held or a member of the SCCA® National Solo® Safety Committee.

However, a visiting Safety Steward does have a responsibility to notify SCCA® of any substandard safety related problems.

Plurality Of Duties:

A SSS may not hold any other positions while administrating the duties of a Safety Steward.

Deputy Solo® Safety Steward:

A SSS may appoint a deputy or deputies to help in the administration of their duties. SSS license applicants may be used in this capacity for the purposes of training.

Crowd Control Marshals:

The Safety Steward *of Record*'s recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators farther back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chair~~man~~ or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the event.

If Crowd Control Marshals are used, they do not need to be licensed Solo® Safety Stewards or even Solo® Safety Steward trainees. They do, however, need to be RESPONSIBLE adults not minors. Crowd Control Marshals shall be appointed by and responsible to the designated Event Solo® Safety Steward and shall be briefed about their responsibilities by that Safety Steward prior to the start of the event.

Crowd Control Marshals, if used, should be on duty during every heat and should, if possible, wear some type of distinctive clothing (like bright orange baseball caps, highly visible tee shirts, or reflective mesh vests) to distinguish them from other workers or event officials.

Participation Log:

Solo® events which have been worked as a Solo® Safety Steward, a Deputy Safety Steward, a Safety Steward trainee, etc. can be recorded online at www.scca.com from the profile page.

General Disclaimer of Liability:

The above Appendix E is not intended to be and shall not be a warranty or representation that its adoption shall mean that Solo® events are free from hazards or risks. Solo® events are motorsports events that involve activities that may be hazardous or dangerous to both spectators and participants. All such participants and spectators attend and/ or participate in such events at their own risk. Further, SCCA® cannot and does not guarantee that the adoption of this Appendix shall mean that any or all of its requirements will at all times be enforced or implemented and SCCA® assumes no liability with regard to such enforcement or implementation or lack thereof. "

Street Modified Category

#37811 Street Modified Letter #36689 Headlight Rule Modification

The SMAC recommends the previously-published rule change to section 16.1.R as shown below:

16.1.R. OE ~~"pop-up"~~ headlights, *including "pop-up" headlights*, may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may *serve* no other purpose. All associated hardware may be removed, replaced or modified. *Modifying or replacing one headlight to include non-OE ducts is permitted. Replacement of OE tail / stop lights is permitted provided the replacement units are intended for automobile use on public roads and retain their basic functionality as originally provided by the manufacturer.*

#38028 Would like to open crash beams to modify or replace crash beams

The SMAC is recommending the following rule change to section 16.1.G:

Suspension and drivetrain mounting locations, including subframes, may be reinforced in order to improve durability and reliability per the Street Prepared rules Section 15.2.S. Subframe connectors are allowed as per Street Prepared Section 15.2.E. *OEM front bumper cross beams may be modified, replaced, or removed. Bolted structures forward of, or directly attached to, the radiator--including front radiator supports and frontal cross brackets--may be modified, replaced, or removed.*

#38029 Would like to open up modifying steering columns for adding elect

The SMAC recommends the previously-published rule change to section 16.1.F.1 as shown below:

1. Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components maybe replaced, added, moved, or removed. ~~The steering column within the passenger compartment is specifically excluded from this allowance.~~

Modifications to the steering column and shaft are permitted, including the installation of inline electric power steering. The steering column within the driver's compartment must retain its original coverings to ensure a stock-like appearance.

This does not permit removal or modification of column mounted accessories. Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.

#38449 Min weights and weight distribution

The SMAC recommends the previously-published change to rule to Appendix A as shown below:

Appendix A

Super Street Modified class (SSM)

~~Rear wheel weight greater than 51% ..... +25 per liter~~

Street Modified class (SM)

~~Rear wheel weight greater than 51% ..... +25 per liter~~

Member Advisories

Safety

#38123 3.3.3. Clarification

Thank you for your letter. 3.3.3 is correctly written for cars which are also eligible and inspected for Street, Street Prepared, Street Touring and Street Modified classes

Street Touring Category

#38514 Shock absorber allowance clarification

Thank you for your letter. Per the progression of rules from Street to Street Touring, the STAC intends that the allowances for adaptive shocks in Street Touring are exactly the same as those in section 13.5 of the Street Rules.

#38517 Allowable Brake Modifications Question - EST

Thank you for your letter. Proportioning valves are not permitted to be changed under Street Touring allowances. Competitors are reminded of section 13.1, stating that **if a modification is not specifically authorized, it is not allowed**. Street Touring adds allowances, but the intent/practical application of 13.1 continues to apply in Street Touring.

#38563 Classing Request - 2011 BMW 335d

Thank you for your letter. The 2009-2011 335d is already classified in BST with other non-M 3 series 2007-2025.

Modified Category

#38609 Status of rulebook update

The MAC is reviewing the proposed BM rulebook revision to remove GCR references and will have a draft out for public member feedback by the end of 2025.

#38880 Formula vee

Formula Vees are classified in C Modified for Solo competition. Please reference Chapter 18 and Appendix A in the Solo Rule Book for Solo-specific allowances.

Change Proposals

Modified Category

#38870 Adding MC power to DM class to increase participation

Per the MAC, the following change proposal is submitted for member review and comment:

18.1.D. Drivetrain:

"1. Engines must be derived from production automobiles*, or 4 stroke street legal motorcycles* ~~available in the US or elsewhere~~. Complete race engines derived from production automobile block designs such as the Pontiac® Super Duty 4 and the Cosworth® 16-valve series are allowed. Motorcycle, UTV, ATV, side-by-side, snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile. Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke. "

Appendix A. Modified Category. Modified class D (DM):

"Modified Production and GT cars with internal combustion engine displacement 2000 cc and under as follows:

...

D. Motorcycle engines under 1400cc and must remain normally aspirated. No forced induction is allowed. "

Not Recommended

Street Touring Category

#38280 Please Classify the 2018+ Audi Q5 2.0 T in GS & GST

Thank you for your letter. The Audi Q5 does not meet the rollover requirements of Section 3.1, and even if lowered, has a relatively high center of gravity. Therefore, the STAC feels the Q5 is not an appropriate vehicle for Street Touring.

#38477 Open TC/Stability Defeat to Align with Time Trial Rules

Thank you for your letter. The STAC believes the wording of 14.10.B is adequate for Street Touring and consider it aligned with the Time Trials allowances.

#38487 Please class more EVs in ST

Thank you for your input.

#38555 Street Touring Classification for Alfa Romeo 2000 GTV & Spider

Thank you for your letter. The STAC does not believe the Alfa Romeo 2000 GTV and Spider are appropriate to class in Street Touring due to the rarity of these cars.

#38594 Fd rx7 to SST

Thank you for your input. See the response to Letter #38190 in the July 2025 Fastrack. Additionally, the STAC is concerned that the combination of performance potential, rarity, and cost of an FD RX-7 that is able to meet Street Touring allowances makes the FD RX-7 inappropriate to class in the category. The car may be appropriate for the Xtreme Street category.

#38598 1994-2001 Subaru Impreza (non-2.5 RS)

The STAC does not recommend classing the group of cars requested in this letter. These cars may be appropriate for the Xtreme Street category.

#38602 Porsche 981 S/GTS to BST

Thank you for your letter. The STAC is carefully monitoring SST competition, and will consider recommending modifications at a later date if deemed appropriate.

#38639 BMW E46 Reclassifcation

Thank you for your letter. The STAC continuously monitors the competitive balance across the Category and feels that the E30, E36 and E46 BMWs are appropriately classed. Additionally, the STAC does not class cars using the Street Category classifications as a guide because different cars respond differently to Street

Touring allowances, and therefore performance potential in Street is not equivalent to performance potential in Street Touring.

#38664 Subaru Crosstrek in Street Touring

We received your input. The STAC continues to believe that the Subaru Crosstrek is not an appropriate vehicle for the Street Touring Category.

Other Items Reviewed

Safety

#38254 Tesla Cybertruck legality

The rule is appropriate as written. While the vehicle meets the rollover standards, its wheel base is in the range that may be excluded by the event organizer.

The SEB is submitting the following rule change proposal for member review and comment:

3.1:

"A Solo® event is open to any vehicle that can pass safety (tech) inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116" *and/or a listed curb weight of 5,500lbs* may be excluded by the Event Chair if they determine, at their discretion, that they cannot readily *and safely* negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with the SCCA® Solo® Rules."

As vehicles increase in weight the associated risks grow, including both the physical impact on the racing surface due to higher PSI loads and an extended stopping distance—particularly under compromised conditions. This rule change will provide Event Organizers with a tool to safeguard participants and venues at their discretion. Vehicles exceeding 6,500 pounds should be very carefully evaluated for their ability to operate safely.

#38372 Question about 3.3.3

Thank you for your input.

Street Touring Category

#37907 The new Street Touring classes

Thank you for your letter. Based on the results of the 2024 Street Touring Survey, prior letters and ongoing discussions in the STAC, we took advantage of the opportunity provided by the establishment of A Street Touring to realign the category names to be more consistent with the classing nomenclature in the majority of the other categories of SCCA Solo competition.

Street Modified Category

#38612 Put a fork in it

Thank you for your input.

#38622 Fastrack Proposals

The SMAC thanks you for your letter and has considered your feedback within.

#38654 Feedback Street Mod

The SMAC thanks you for your letter and has considered your feedback within.

#38666 Proposed Changes

The SMAC thanks you for your letter and has considered your feedback within.

#38676, 38696, 38702, 38706, 38707 Seam welding in SM, feedback (various)

Thank you for your input. Please see the updated response to item #38028 in this Fastrack.

#38677, 38678, 38692 Putting Street back into Street Mod

The SMAC thanks you for your letter and has considered your feedback within.

#38697 Response to proposed changes from letter #38029

Thank you for your input. Please see the updated response to item #38029 in this Fastrack.

Handled Elsewhere

Safety

#38195 SEB/SSC response to #25270

The applicable language regarding daylight will be in the National event Supplemental Regulations. The Safety Committee and SEB will be reviewing which relevant requirements would be appropriate for addition to the Solo Rules.

Street Modified Category

#36244 Chassis reinforcement

Please see letter 38028 in the current FasTrack.

#38453 Turn Signal Intakes

Please see letter 37811 in the current FasTrack.

Tech Bulletins

Street Category

#38691 Correct SS listing for Boxster/Cayman GTS 4.0

The correct listings should be as follows:

SS

Porsche

718 Boxster GTS 4.0~~ & Spyder~~ (20~~17~~*20*-25)

718 Boxster Spyder (2020-25)

718 Cayman GTS 4.0 (20~~17~~*20*-25)

718 Cayman GT4 (2020-23)

AS

Porsche

718 Boxster (base*, S,* ~~&~~ T) (2017-25)

718 Boxster ~~S &~~ GTS *(2.5T)* (2017-~~25~~*19*)

718 Cayman (base*, S,* ~~&~~ T) (2017-25)

718 Cayman ~~S &~~ GTS *(2.5T)* (2017-~~25~~*19*)

Street Touring Category

#38608 Lotus Emira Error

Thank you for your letter. The membership is advised that the listing should be corrected as follows:

SST

Lotus

Emira (V6) (~~2017-2020~~ *2021-2025*)

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

Solo

SOLO EVENTS BOARD | August 27

The Solo Events Board reviewed topics online in late August. Participating were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; 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.

Safety

#37141 Non-Metallic Wheels in Solo

The following recommended proposal is intended to update wheel requirements in 3.3.3 to reflect current standards in various categories.

Change the third sentence of 3.3.3.B.12 as follows: "Other than standard parts as defined by these rules, non-metallic wheel construction is prohibited *except as explicitly allowed within category rules* (FSAE cars are exempt from this requirement since the FSAE rules allow non-metallic wheels)."

Street Category

#37959 Please eliminate steering wheel allowance

The SAC is recommending the following change to Section 13.2 effective 1/1/2026:

~~D. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

Street Touring Category

#30680 Is Cobb TC legal in ST?

The STAC is recommending 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 PAC recommends the following changes to the alternate engine allowance.

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~~ *0.05* 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~~ *0.05* × 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~~ *0.05* 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

Kart

#35309 Standardize Kart Bodywork.

The KAC recommends the previously-published change to rule 19.1.A.10 as shown below.

"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."

Member Advisories

Development

#38958 Recommendation to fill the NorPac representative on the SDAC

Gretchen Weidemann has been selected to fill the open SDAC slot for NorPac.

Street Touring Category

#38862 Request for Clarification / Modification of Current Rules

Thank you for your letter. The STAC believes the current allowances for fuel system configuration are adequate for Street Touring. In the specific case of the EF Civic and CRX, the fuel starvation issue can be largely addressed by running more fuel in the tank, and therefore does not require any changes for competition or safety.

There are no allowances in Street Touring for modifications or changes to the fueling system beyond what is listed in 14.10.C.4, 14.10.F.1.b & d, and 14.10.M. Per the preamble of section 13 and 14.11 regarding information about updated or alternate components, replacing an old OEM fuel pump with a new OEM one or an OEM equivalent that is essentially identical is permitted.

#38942 Rule Clarification

Thank you for your letter. The Street Touring category rules do not provide an allowance for changing out bumper bars, and therefore the intercooler replacement allowance requires the stock structure to be retained as explicitly stated in 14.10.C.1.

Street Prepared Category

#38513 Clarifying

The SPAC does not believe that the change can be made under the rule proposed, however would suggest that in this case rule 15.11 might apply and be able to be used for replacing the not available component.

Not Recommended

Safety

#38491 Update Stability Criteria for modified EVs

The rule is believed to be appropriate as written.

Street Category

#38718 #37014 GS changes additional feedback

Thank you for your feedback. The SAC believes the 2016-17 Ford Focus RS is appropriately classed at this time.

#38732 Move C4 Corvette to more appropriate class

Thank you for your letter. The SAC believes the Chevrolet Corvette C4 is appropriately classed at this time.

#38748 Request 2018-2023 Tesla M3P (AWD) move to BS

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

#38851 Request for Reclassification of 2018 Ford Focus RS to D Street

Thank you for your feedback. The SAC believes the 2018 Ford Focus RS is appropriately classed at this time.

#38887 997 to BStreet

Thank you for your letter. The SAC believes the Porsche 911 (997) is appropriately classed at this time.

#36906 Sunrise on E Street

Per the SAC, the proposal to update the ES listings originally published in the February 2025 Fastrack is withdrawn.

#38923 C5 Z TO BS

Thank you for your letter. The SAC believes that the Chevrolet Corvette C5 Z06 is appropriately classed at this time.

Street Touring Category

#35795 Steering Wheel Weight

The STAC thanks the membership for their responses on this topic and as a result rescinds the proposed change to 14.2.D.

#37109 Motion ratio concerns (14.H.5)

The STAC thanks the membership for their feedback on this proposal, and as a result are not recommending any changes to 14.8.H.5.

#38719 c8 base trim

Thank you for your letter. The STAC believes the C8 Corvette currently exceeds the performance envelope of SST.

#38733 2020 BRZ tS Street Touring Classing

Thank you for your letter. Given the limited production and availability of the first generation BRZ tS, the STAC believes it is not in the best interests of DST to class this trim level in Street Touring.

#38750 Better Align ST with Tuner Ruleset

Thank you for your letter. The STAC is not in favor of adding allowances for spherical bearings in Street Touring at this time.

#38758 Elantra N reclassification

Thank you for your letter. The STAC believes the Elantra N is appropriately classed in BST.

#38761 Consider moving the ND RF to BST

Thank you for your letter. The STAC believes the ND RF is appropriately classed in AST.

#38841 Intake manifold

Thank you for your letter. The STAC believes the more invasive nature of intake modifications downstream of the current allowance per 14.10.C makes these modifications beyond the scope of Street Touring.

#38884 Reclassify Mazdaspeed Miata to CST

Thank you for your letter. The STAC believes the Mazdaspeed Miata is appropriately classed in AST.

Street Prepared Category

#38094 Toyota Celica to Full Prep FSP

The SPAC does not believe this change is in the best interests of the class/category. The SPAC will continue to monitor the competitive balance in the class and revisit in the future.

#38405 Driver Floor Pan

The SPAC does not believe this change is in the best interests of the category.

Other Items Reviewed

Safety

#38401 Course Average and Top Speeds

National Staff is working with the Course Advisory Panel to develop ways to keep courses compliant with current rules.

#38616 Closed toe shoes for drivers please

Thank you for your letter.

Development

#38320 Kelly Cup Nomination

Thank you for your nomination. This individual was selected for the award in 2017.

#38561, 38651, 38893, 38911 Kelly Cup Nominations (various)

Thank you for your nominations.

Event Operations

#38509 Advocating for Equality Across ALL Classes

Thank you for your feedback. Your comments have been forwarded to the SCCA Women on Track committee and will be considered when evaluating whether to continue Ladies Bump Classes at tours in the future.

Street Category

#38565 Porsche 981 S to BS

Thank you for your feedback.

#38583 In Support of 981 S to BS : pls let the Poorsches play

Thank you for your feedback.

#38610, 38613, 38615, 38617, 38618, 38619, 38623, 38625, 38628, 38631, 38633, 38634, 38759, 38760 Feedback on 36911, proposed move of FL5 and GR Corolla (various)

Thank you for your feedback.

#38611 Response to DS/GS/HS Proposal

Thank you for your feedback.

#38621 Support of 36272/37014

Thank you for your feedback.

#38624 July Fastrack

Thank you for your feedback.

#38626 input for #37014

Thank you for your feedback.

#38632 #37014 Feedback on 36272 - GS changes

Thank you for your feedback.

#38642 in favor of Street Changes

Thank you for your feedback.

#38667 Porsche Cayman

Thank you for your feedback.

#38922, 38924, 38938 Feedback on proposal #36992 (various)

Thank you for your feedback.

Street Touring Category

#38717 The ST class name changes

Thank you for your input.

#38773 Concern Regarding PAX Trends in Legacy Autocross Classes

Thank you for your letter. The STAC appreciates the concern you bring concerning the PAX index, but the STAC and SEB have no input into or control over the PAX index values.

#38944 Support of 36129

Thank you for your input. The STAC has already recommended the change to 14.10.C.5 and 14.10.H as reported in the June Fastrack.

Handled Elsewhere

Street Category

#38859 Request for Reclassification of 2018 Ford Focus RS to D Street (D

Thank you for your letter. Please see the response to letter #38851 published in the current Fastrack.

#38892 2018 Ford Focus RS to D Street

Thank you for your letter. Please see the response to letter #38851 published in the current Fastrack.

#38897 36906 Sunrise on E Street

Thank you for your letter. Please see the response to letter #36906 published in the current Fastrack.

#38905 2024+ Dodge Charger EV classing

Please see the response to item #38254 in the September 2025 Fastrack.

#38937 Focus RS to GS

Thank you for your letter. Please see the response to letter #38718 published in the current Fastrack.

Street Touring Category

#38322 Feedback On May FT Portion #37109 Motion ratio concerns (14.H.5)

Thank you for your input. Please see final response to letter #37109 and response to letter #38362 in the current Fastrack.

#38324 Motion Ratio allowance opening up

Thank you for your input. Please see final response to letter #37109 and response to letter #38362 in the current Fastrack.

Prepared Category

#37180, 37202, 37205, 37257, 37266, 37274, 37310, 38078, 38082, 38201, 38256 Feedback on November FastTrack #36346 (various)

Please see the current response to item #36346 in this Fastrack.

Tech Bulletins

Street Touring Category

#38362 A response to #37109 Motion ratio concerns (14.H.5)

The STAC recommends making the following addition to Appendix F in the Street Touring section:

CAMBER KIT INTERMEDIATE MOUNTING POINTS. The intent of the camber kit allowance is that modification of control arm intermediate mounting points in any direction OTHER than incidental to the allowed adjustment to camber arm length are prohibited.

Street Prepared Category

#38196 NISMO 370Z TO ESP LIMITED PREP

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

ESP

Nissan

*370Z (All) *Limited Prep**

#38436 Turbocharged Mazda 3 in FSP

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

ESP

Mazda

3 (2021+, Turbo)

Kart

#35724 Rule update for 19.1.6 for clarity

The KAC is issuing the following wording fix to clarify and correct rule 19.1.6, to be revised as follows:

"19.1.6. Overflow: Overflow lines for ~~carburetor/~~radiator~~/~~ *and* fuel tank, if present, must terminate in an overflow bottle(s) of at least 2 oz. (59.1 mL) capacity."

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

Solo

SOLO EVENTS BOARD | September 24

The Solo Events Board met online September 24th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, Andy Howe, and Peter Bollenbecker of the BOD; 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 **1/1/2026.**

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.

General

#37496 Time window spec for tire exclusion list additions/removals

The SEB is recommending updates to 13.3.B.7 as follows:

7. Tires will not be added to *or removed from* the National Exclusion List after June 30th.

Prepared Category

#35719 Weight Formula

The PAC recommends the following weight adjustments to D Prepared.

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 to1667cc: .....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.~~

.....0.75 x displacement (cc) + 500 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)

Variable engine camshaft timing and/or lift.....+50

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)

Regardless of the weight formulas above no car may be required to weigh more than 2100 lbs. unless taking the alternate engine weight adjustment defined herein and in Section 17.

CAM/XS

#36366 Migrate cam from Supplemental classes

The CAM/XS Committee is recommending that the CAM classes be changed to National Classes.

Update 4.8.B as follows:

For 202*6* the following are Developmental Classes: ~~CAMC, CAMS, CAMT,~~ XA, XB, XU, CSX, CSM, and any corresponding Ladies' classes as applicable.

Member Advisories

Event Operations

#37387 2025 effective date for new pax index?

Thank you for your letter. PAX is maintained outside the purview of the SEB and National Staff. However, approved class and rule changes along with updated Pax numbers go into effect on January 1st of the year.

#38388 Multiple drivers in Multiple classes

Thank you for your letter. Cars can be entered in more than one class. Entries at an event are controlled by participants. Only two participants may share a car in a class but an additional participant entered in a different class may use the same vehicle assuming it is compliant with the rules of the class the participant has entered in. Running a car in more than 1 class may not be feasible or allowed locally so one should always check with your local event staff. At national events there are provisions during registration to notify the national staff when cars will run in more than one class so that the run/work order can be built accordingly.

#38960 Section 8 Protest typo

Thank you for your letter. The rulebook will be updated to fix the typo.

#38998 Scoring Formula

Thank you for your letter. The SEB and National Office Staff do not maintain or create Pax indexes. As to how the Pax values are calculated we would refer you to the documentation for the timing system your Region uses.

Street Prepared Category

#39190 Committee Personnel – SPAC

Members interested in serving on the Street Prepared Advisory Committee are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Modified Category

#39189 Committee Personnel - MAC

Members interested in serving on the Modified Advisory Committee are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Not Recommended

Event Operations

#34698 Ladies Bump Class success should extend to Nats in future

Thank you for your letter. While the feedback from ladies bump classes at Tours has been generally positive, the SEB does not feel that bump classes are appropriate for the National Championships.

#36943 Disallow OPR Removal in Grid

Thank you for your input. The SEB does not believe it is necessary to ban the practice of scraping/cleaning tires in grid provided the membership continues to clean up after themselves. The SEB would like to remind Solo Nationals competitors that they are responsible for cleaning up their grid spot before they leave and any remaining OPR reported by the next heat may result in penalties being applied.

#38475 Please Read

Thank you for your letter. The Solo Events Board and Board of Directors all agree that the AM vehicle eligibility parameters are correct as written.

#39073 Reruns after hitting a cone

Thank you for your letter. The SEB believes the rerun rules are appropriate as written.

Street Touring Category

#36741 Proposal to change 14.2.F

The STAC thanks the membership for their thoughtful comments on this proposal and as a result is withdrawing the proposed changes to 14.2.F.

Other Items Reviewed

Safety

#36227 Concerns about Safety

Thank you for your input. Event personnel continue to monitor distances and viewing areas.

General

#38722 Vitour should not have been able to buy off the exclusion list

NAR: Thank you for your letter. The Vitour P1 has met all the requirements of 13.3.B and was removed from the exclusion list when the tire and company had proven maturity to a point where the SEB felt they could be relied on to provide a consistent tire in the quantities necessary to support SCCA Solo demand. Sponsorships are negotiated by the National Office and the SEB is not involved in that process. Vitour's sponsorship of SCCA programs was not considered when determining tire eligibility.

Event Operations

#33116 Suggestion for Solo Nationals theme

Thank you for your suggestions for Solo Nationals Themes. They have been forwarded to the National Office Staff for consideration.

#34241 Leaded Fuels at Events

Thank you for your input. The SEB and BoD have discussed the issue of leaded fuels being used at events and feel the current rules are appropriate as written.

#34751 Supplemental Class in ProSolo

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#34923 More ProSolo options for Florida Members

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo event schedule.

#34930 Pro Finale course approval

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#34961 Course design, No Fun Maneuvers

Thank you for your feedback on course designs found at National Solo Events. The Course Advisory Panel is continually working with course designers to develop courses that provide competitive parity and are enjoyable to drive. The SEB encourages participants to utilize the post event surveys to provide feedback on things such as course design.

#34977 Improvements to SOLO Nationals format

Thank you for your thoughts on Solo Nationals including the awards ceremonies and the overall structure of the event. They will be forwarded to the National Staff and discussed.

#36079 S4 pax adjustment

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#36141 S4 Pro Solo Index

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#36181 ProSolo - Remove points awarded for K1/K3 top finisher

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#36182 Restructure ProSolo Index Classes

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#37629 Revert ProSolo Trophy Presentation Change

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#38205 Pro Solo cone displacement rules

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#38233 Make ProSolo Fun Again

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#38329, 38330, 38331, 38332,38335, 38341, 38349 Heart of Solo Nominations (various)

Thank you for your nominations. Brad Smith was the recipient of the 2025 Heart of Solo Award.

#38479, 38482 Nominations for Heart of Solo Award (various)

Thank you for your nominations. Brad Smith was the recipient of the 2025 Heart of Solo Award. Your nominations will be retained for consideration of future awards.

#38510 Tablets for Work Assignments

Thank you for the suggestion on ways to modernize our timing system and event processes. The National Staff is always working to improve these things with the help of our Timing Software vendor and these suggestions have been forwarded on to them.

#38582 Make tech sheets digital

Thank you for your letter. Your suggestion has been forwarded on to the National Office Staff for consideration.

#38727 Pro Solo Ladies Class Run Groups

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#38728 Pro Solo Finale Super Challenge

Thank you for your letter. Your thoughts have been forwarded on to the National Staff, who are responsible for the ProSolo rules.

#38785, 38788, 38791, 38792, 38793, 38794, 38795, 38796, 38797, 38799, 38800, 38807, 38808, 38809, 38810, 38811, 38812, 38813, 38814, 38815, 38817, 38819, 38822, 38824, 38833, 38834, 38835, 38839, 38888, 38982 Solo Cup Nominations (various)

Thank you for your nominations. Jeff Cox was the recipient of the 2025 Solo Cup award.

#38790 Solo Cup and Driver of Eminence Nominations

Thank you for your nominations. Jeff Cox was the recipient of the 2025 Solo Cup award.

#38790, 38798, 38804, 38825, 38826, 38952, 38954, 38985 Driver of Eminence Nominations (various)

Thank you for your nominations. Billy Davis was the recipient of the 2025 Driver of Eminence Award. Your nominations will be retained for consideration of future awards.

#38935 Video Review Policy

Thank you for your letter on the video system in use at National events. Currently the recorded video is not at a point where it can be reliably used for looking at penalties that competitors may be questioning. The official process is still to consult the corner audit sheets, interview corner workers, and utilize video from competitor vehicles where necessary. The National Staff is working to improve the video system in both video quality and course coverage and it may be possible in the future for this to be something that competitors could reference in addition to the corner sheets when questioning a penalty. When that time comes the processes will be updated accordingly to utilize this new technology.

Street Category

#38635 BS cars to DS

Thank you for your feedback.

#38636 Response to Proposal 36911

Thank you for your feedback.

#38644 Support moving Integra Type S, FL5 CTR, and GR Corolla to DS

Thank you for your feedback.

Handled Elsewhere

Safety

#32963 Wheeled Conveyances

Please see the response to item #32722 in the August 2025 Fastrack.

Street Touring Category

#38462, 37771, 37925, 38044, 38461, 38464, 38492, 38614, 38836, 38837 Feedback Regarding Proposal 36741, 14.2.F (various)

Thank you for your feedback. Please see the updated response to letter #36741 in the current Fastrack.

Prepared Category

#37352 Proposed Weight Reduction for 1.8L Miata in D Prepared

Please see the response to letter #35719 in this Fastrack.

#37995 Proposed weight changes

Please see the response to letter #35719 in this Fastrack.

#38052 Support for 35719 and 36346

Please see the response to letter #35719 in this Fastrack.

#38845 #35719 Weight Formula

Please see the response to letter #35719 in this Fastrack.

CAM/XS

#38323, 38333, 38344, 38345, 38348, 38352, 38371, 38390 CAM Classes, National Status Feedback (various)

Thank you for your letter. Please see the response to letter #36366 in this Fastrack.

Tech Bulletins

Street Category

#39065 Clarification for 13.2.H wording re: removable seat headrests

Clarify the 4th sentence of 13.2.H to read: "Removable seat headrests may be *installed backwards* using the original mounting hardware only if the OE components permit it with no modifications."

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

Solo

SOLO EVENTS BOARD | October 22

The Solo Events Board met online October 22nd. Attending were SEB members Mark Labbancz, Nick Dunlap, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, Andy Howe, and Peter Bollenbecker of the BOD; 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 recommended 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

#25242 Revision to 7.4 - Reruns

The SEB is recommending the following proposed change to 7.4, intended to streamline event operations and permit officials to deal with unusual circumstances when they arise.

"7.4 Reruns

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun. *In the case of significant event delays, the Chief Steward shall have the authority to suspend Rule 6.8.C. The Chief Steward shall communicate the suspended rule via the announcer and Grid Workers prior to the start of the next sequence of runs. Any reruns after the announcement shall be commenced as soon as possible after the five minutes has elapsed.*"

#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 recommend 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."

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

General

#39507 Tire Eligibility Availability Deadline Amendment, 13.3.B

The SEB is recommending the following change to wording in 13.3.B:

"New tire models not meeting these requirements by Jan ~~1~~ *31* are not eligible for National Solo® competition until after the Solo® National Championships of that year, however may be used in Regional Solo® events provided all requirements of 13.3.A are met."

Note: The SEB believes this change is necessary due to shipping and logistics concerns pertaining to emergent Customs and tariff issues, in order to better match the current realities of the tire marketplace.

Street Category

#37014 Feedback on 36272 - GS changes

Over the past several seasons, both G Street and H Street have experienced low levels of national participation, with entry counts often trailing behind other Street classes. This trend raises concerns about the long-term viability of these classes, as well as the competitive experience for the drivers who remain. In order to address this, the SAC is recommending the following revised versions of the changes proposed in #37014 to Appendix A effective 1/1/2026.

DS

Chevrolet

~~Cobalt SS (2.0L Turbo) (2008-10)~~

Hyundai

~~Elantra N (2022-25)~~

~~Kona N (2022-23)~~

~~Veloster N (including Performance Package) (2019-22)~~

Mazda

~~Mazda3 Turbo (2021-25)~~

MINI

Clubman John Cooper Works All4 (201~~7~~*20*-24)

~~Cooper Clubman JCW (2009-14)~~

~~Cooper Clubman S (2008-14)~~

~~Cooper Coupe JCW (2013-15)~~

~~Cooper Coupe S (2013-15)~~

Cooper Hardtop JCW (20~~06~~*15*-24)

~~Cooper Hardtop S (2002-13)~~

~~Cooper Roadster JCW (2012-15)~~

~~Cooper Roadster S (2012-15)~~

~~Countryman JCW All4 (2018-23)~~

Mitsubishi

~~Lancer Ralliart (2009-15)~~

Subaru

~~WRX (non-STI) (2009-21)~~

~~WRX (2022-25) (excl. TR,tS)~~

GS

Acura

~~Integra (Base) (2023-25)~~

BMW

~~3 Series (E46 chassis; non-M) (1999-2006)~~

~~3 Series (6-cyl, non-M3; E30, E36) (1984-98)~~

Chevrolet

Cobalt SS (2.0L Turbo) (2008-10)

~~Cobalt SS (2.0L SC) (2005-07)~~

Chrysler

~~200 (V6) (2010-17)~~

~~300 (V6) (2004-10)~~

~~PT Cruiser (Turbo) (2003-09)~~

Dodge

~~Caliber SRT4~~

Ford

~~Focus ST (2013-18)~~

Honda

~~Civic Hybrid (2025)~~

Hyundai

Elantra N (2022-25)

Kona N (2022-23)

Veloster N (including Performance Package) (2019-22)

~~Hyundai Genesis Coupe (4-cyl Turbo) (2010-12)~~

~~Genesis G70 (4-cyl Turbo) (2019-22)~~

~~Veloster Turbo Rally Edition (2016-17)~~

Jaguar

~~S-Type (6-cyl) (2002-08)~~

~~X-Type (3.0L) (2002-08)~~

Lexus

~~IS 300 (2001-05)~~

Lincoln

~~MKZ (FWD) (2013-20)~~

Mazda

Mazda3 Turbo (2021-25)

~~323 GT Turbo (sedan)~~

~~323 GTX Turbo (AWD)~~

~~Mazdaspeed Protégé~~

~~Mazdaspeed3~~

Mercedes

~~190E (6-cyl 2.6L & 4-cyl 16v)~~

~~C230 (1999-2007)~~

MINI

Clubman All4 (incl. JCW) (2014-19)

Cooper Clubman (S, JCW) (2008-14)

Cooper Coupe & Roadster (S, JCW) (2012-15)

Cooper Hardtop & Convertible (S, JCW) (2002-13)

Countryman JCW All4 (2018-23)

~~Cooper Clubman S (2016-23)~~

~~Cooper Hardtop S (2014-23)~~

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

~~Cooper SE (2020-24)~~

Mitsubishi

Lancer Ralliart (2009-15)

~~Saab~~

~~9-2X Linear (2.5L)~~

~~9-2X Aero (2.0L Turbo) (2005-06)~~

~~Turbo models (NOC)~~

Subaru

WRX (non-STI, *excl. TR, tS*) (2002-~~08~~*25*)

~~Legacy 2.5GT (2005-12)~~

Volkswagen

~~Golf GTI (2015-21)~~

~~Jetta & GLI (2.0L Turbo) (2013-19)~~

HS

Acura

Integra (Base) (2023-25)

BMW

~~3 Series (all, non-M) (1984-2006)~~

3 Series (all E30, E36, & E46, non-M, non-E90) (1984-2006)

~~318 (all)~~

Chevrolet

Cobalt SS (2.0L SC) (2005-07)

Chrysler

200 (~~4-cyl~~ *all*) (2010-17)

300 (V6) (2004-10)

PT Cruiser (~~non-turbo~~ *all*) (2001-2010)

Dodge

Caliber SRT4 (2008-09)

Ford

Focus ST (2013-18)

Honda

Civic Hybrid (2025)

Hyundai

Hyundai Genesis Coupe (4-cyl Turbo) (2010-12)

Genesis G70 (4-cyl Turbo) (2019-22)

Veloster (*incl. Turbo & Rally Edition,* non-N) (2012-~~17, 2019~~-21)

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

~~Veloster Turbo (non-N) (2017-21)~~

Jaguar

S-Type (6-cyl) (2002-08)

X-Type (~~3.0L~~ *all*) (2002-0~~5~~8)

Lexus

IS 300 (2001-05)

Lincoln

MKZ (FWD) (2013-20)

Mazda

323 GT Turbo (sedan)

323 GTX Turbo (AWD)

Mazdaspeed Protégé

Mazdaspeed3

Mercedes

190E (6-cyl 2.6L & 4-cyl 16v)

C230 (1999-2007)

MINI

Cooper Clubman (~~Base 3-cyl~~ *incl. S*, non-JCW) (2016-~~19~~*24*)

Cooper Hardtop (~~Base 3-cyl~~ *incl. S*, non-JCW) (2014-24)

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

Cooper SE (2020-24)

Cooper Coupe *& Roadster* (non-S, non-JCW) (2012-15)

~~Cooper Roadster (non-S, non-JCW) (2012-15)~~

Saab

9-2X Linear (2.5L)

9-2X Aero (2.0L Turbo) (2005- 06)

Turbo models (NOC)

Subaru

Legacy 2.5GT (2005-12)

Volkswagen

Golf GTI (2006-~~14~~*21*)

Jetta & GLI (2.0L Turbo) (2006-~~12~~*25*)

Street Touring Category

#36670 2.5L Cayman/Boxster 718 GTS in SST

In response to the majority of feedback submitted from the membership, the STAC is recommending the following addition to Appendix A:

SST

Porsche

718 Boxster (S & GTS)(excl 4.0L) (2017-2024)

718 Cayman (S & GTS)(excl 4.0L) (2017-2024)

Street Prepared Category

#31946 Clarify update/backdate allowance for electric/hybrid powertrains

The SPAC is recommending the following rule change:

15.10, first paragraph:

"~~Except for those with electric and hybrid powertrains, v~~Vehicles may only exceed the allowances of Section 13.10 as specified herein. *Powertrains may not be modified in fully-electric vehicles. Vehicles with hybrid powertrains may only modify the internal combustion portion of the powertrain as described below; the high voltage side of the powertrain may not be modified."*

#36084 Rotary Engine Oiling Allowance to Match Street Touring

The SPAC is recommending the following rule change:

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.

CAM/XS Category

#34620 Consider making XA a full (non-supplemental) class

The CAM/XS Committee and SEB are recommending that XA and XB become National Classes. XU would remain a Developmental class while it continues to grow and develop an identity and stable ruleset.

Update 4.8.B as follows:

"For 202*6* the following are Developmental Classes: CAMC, CAMS, CAMT, ~~XA, XB~~, XU, CSX, CSM, and any corresponding Ladies' classes as applicable."

(Note: The CAM classes are also recommended to change to National status per separate proposal #36366. See the November Fastrack.)

#37982 B Billar Interior Panel Clarification

The CAM/XS Committee has recommended the following change to be effective on 1/1/2026.

Change the following rule in the Body and Bodywork section as follows:

"The area behind *and including* the B pillar may have panels and carpet removed. Exposed metal interior surfaces must be painted."

Modified Category

#36947 Front Diffusers for DM/EM

The MAC is recommending the following change to 18.1.F.5:

"5. Diffusers are allowed~~ at the rear of the car only; no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle. The diffuser may protrude rearward beyond the top view outline of the car. The diffuser shall have no more than 25.0" (63.5 cm)front to back of expanding chamber; this 25.0" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser.~~*.; the number and location are unrestricted with the exception of the following requirements. Front diffusers may not start in front of the front splitter leading edge. Rear diffusers may not protrude more than 12" rearward beyond the top view outline of the car.* A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed,~~ inside the diffuser~~; side plates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. ~~The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted.~~ Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules."

Member Advisories

General

#38801 SOLO Cup Nomination

Thank you for your nomination. Jeff Cox was the recipient of the 2025 Solo Cup award.

#39505 SEB Personnel

An opening is anticipated on the SEB. Interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com.

Street Category

#38989 Stock class wheel relocation

Thank you for your letter. Per 13.4, wheel widths must remain consistent with their location on the vehicle as per OEM configuration from the factory. It is not permissible to use a front wheel on the rear, or vice versa.

#39413 Seeking SAC applicants

The SAC is seeking applications for new members. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street Touring Category

#39014 128i DST - 3 Stage Intake Request for Clarification

Thank you for your letter. It is the STAC's understanding that the BMW OEM three stage intake referenced is a replacement for components downstream of the throttle body on the specific version of the N52 in question. Section 14.10.C specifically prohibits modifications downstream of the engine inlet, which is defined as the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. This intake is NOT legal for Street Touring. The rules cited in the supporting letter are also incorrect- as one example, there is NO allowance in Street Touring for an "update or backdate of components within the same basic engine family."

#39028 Porsche 981.1 years

Thank you for your letter. This was an error that was corrected per the March 2025 Fastrack Letter #37561 and has been updated in the most recently published rulebook (August 2025).

Street Modified Category

#39051 SMAC Position Open

The Street Modified Advisory Committee is anticipating an open seat on the committee. Members interested in serving on the SMAC are invited to submit their qualifications in writing via www.soloeventsboard.com.

Prepared Category

#39543 Committee Personnel – PAC

The PAC is anticipating vacancies and is seeking members who are interested in serving on the committee, ideally those with XP and/or FP experience. Those interested are invited to submit their qualifications in writing via www.soloeventsboard.com.

CAM/XS Category

#38596 Cam/XS committee

The SEB has added Jonathan Griffith to the CAM/XS Advisory Committee.

#39036 Ankle cutter side skirt legality in XA

Thank you for your letter. The CAM/XS Committee feels that the current allowance for exterior body panel modification and/or replacement would permit the installation of side skirts on vehicles competing in CAM or XS classes.

#39097 Flat floor allowance

Thank you for your letter. The CAM/XS Committee feels that the existing allowance to replace or modify exterior body panels permits the creation of a flat floor underbody.

Not Recommended

Street Category

#39013 wheels/tires-Street/All

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

#35686 Oil Coolers

The SAC is not recommending the following proposed 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.

Street Touring Category

#38700 r35 Gtr hasnt broken sst.

Thank you for your letter. The STAC believes the cars cited for addition are above the performance envelope intended for Street Touring competition.

#38716 Move request

Thank you for your letter. The STAC believes the C6 Corvette is appropriately classed in SST, and the base C5 Corvette is currently classed in BST.

#38956 Porsche 996 to BST

Thank you for your letter. The STAC believes the Porsche 996 is appropriately classed in SST.

Street Prepared Category

#32881 Rule Addition

The SPAC is withdrawing the proposal originally put out for member feedback and is not recommending this change. The SPAC believes that the change proposed is beyond the intended modifications for the category.

The withdrawn proposal was as follows:

"15.2.T. FULL PREP: Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers may not exceed 200 sq in unless provided as standard equipment. The total area is measured as the total open area or perimeter of the louvers when viewed from above. Louver openings must face rearward and may stand no higher than 1.0" above the original surface. No modifications are allowed to under hood braces. When a vent or louver is added the hood lining may be modified or removed. For vehicles having original vents/louvers exceeding these dimensions no further openings are permitted."

#33931 Classifying the 10th gen civics (1.5 turbo) In LP FSP

The SPAC does not recommend this new classing at this time. The SPAC will continue monitoring the competitive balance within FSP and may revisit this in the future.

#35874 less massive brake rotors

The SPAC is withdrawing the brake rotor diameter reduction proposal originally put out for member feedback and is not recommending this change. The SPAC believes that the change proposed is beyond the intended modifications for the category.

CAM/XS Category

#38900 classifying the C8 making it ineligible for Xtreme Street

Thank you for your letter. The CAM/XS Committee does not feel that the C8 Corvette is appropriate for CAM and feels the best place for it is one of the Xtreme Street classes.

#38913 Lemme Spray

Thank you for your suggestion. The SEB does not feel that Nitrous is appropriate for use at Solo events.

#39089 Xtreme Street B Minimum weight

Thank you for your letter. The CAM/XS Committee does not feel that lowering the XB minimum weight further is in the best interests of the class and category.

#39119 Move C4 corvettes from CAM-S to CAM-T

Thank you for your letter. The CAM/XS Committee does not feel that C4 corvettes are appropriate for CAM-T.

Kart Category

#36961 questioning kart weights

The KAC would like to thank all the members who summitted feedback on min weight adjustments. After further consideration, the KAC has decided to withdraw this change proposal.

Other Items Reviewed

Event Operations

#28351 Solo Nats suggestions...and thanks!

Thank you for your feedback on Solo Nationals.

#29150 Ideas for Nationals Themes

Thank you for your suggestions for Solo Nationals Themes. They have been forwarded to the National Office Staff for consideration.

#34920 Notes on Nats

Thank you for your feedback on the Impound processes at Solo Nationals. The SEB believes that having competitors remove wheels allows for all individuals to fairly inspect the vehicles of others, similar to how hoods and trunks are opened during Impound. The SEB believes there is enough value to continue this practice at future Solo Nationals. However, the board understands there are some ways the procedure could be improved and some individuals who may need assistance with these processes. The National Staff and SEB are working together to examine how these Impound procedures can be improved.

#38921 Cancelation Fee

Thank you for your letter. The SEB is not responsible for cancellation fees of National Events. Your feedback has been sent to the National Office for consideration.

#38931 Course Worker Hand Signals for Video

Thank you for your letter. Currently, the recorded video is not at a point where it can be reliably used for cone penalties or off course calls. The official process is still to consult the corner audit sheets, interview corner workers, and utilize video from competitor vehicles where necessary. The National Staff is working to improve the video system in both video quality and course coverage and it may be possible in the future for this to be something that competitors could reference in addition to the corner sheets when questioning a penalty. When that time comes the processes will be updated accordingly to utilize this new technology. In regards to standardizing the hand signals the Work Position Descriptions which can be found on the 2025 Solo Nationals Event page contain the standard hand signals that corner workers should be using.

#38981 Compliance checks and assistance when necessary

Thank your for your letter. The SEB and National Office are working together to refine the compliance check process at Solo Nationals including accommodations for those individuals who may have physical limitations.

Street Category

#38641, 38643 , 38656, 38665, 38675, 38681, 38682, 38684, 38735, 38894, 38920, 38930 GS and HS-related feedback (various)

Thank you for your feedback.

#38645, 38646, 38647, 38648, 38650, 38653, 38655, 38657, 38674, 38679, 38695, 38701, 38704, 38725, 38740, 38751,38984 More BS and DS-related feedback (various)

Thank you for your feedback.

#38649, 38652, 38658, 38659, 38660, 38668, 38670, 38679, 38680, 38689, 38693, 38694, 38699, 38705, 38712, 38724, 38729, 38734, 38737, 38755, 38763, 38764, 38779, 38820, 38828, 38843, 38844 Feedback on 36911, Moves of FL5, GR Corolla (various)

Thank you for your feedback.

#38720 Change E Street to Easy Street due to charmin ultra soft pax

Thank you for your input. The SEB does not control or influence the PAX index values.

#38898 Support #37430 Please move C8 non-Z06 out of SS

Thank you for your feedback.

#38968 37430 feedback

Thank you for your feedback.

#39154 2020-2025 718 Cayman GTS to AS

Thank you for your feedback.

Handled Elsewhere

Street Category

#38721 Vitour is not a street tire

Thank you for your input. Please see the response to item #38722 in the November Fastrack.

Street Touring Category

#37758, 37842, 37933, 37946, 37986, 38601 Feedback regarding 36670, Porsche Cayman/Boxster in SST (various)

Thank you for your letter. See the updated response to letter #36670 in this Fastrack.

#39048 Steering wheel weight / coolant reservoirs

Thank you for your letter. See responses to letters #36400 in the April 2025 Fastrack and #35795 in the October 2025 Fastrack.

CAM/XS Category

#38340, 38346, 38356, 38359, 38378, 38394, 38437 Feedback on making XA and XB national classes (various)

Thank you for your feedback. Please see the response to letter #34620 in this Fastrack.

#38861 Exterior Body Panel Clarification

Thank you for your letter. Please see the response to letter #39097 in this Fastrack.

Kart

#38466, 38467, 38471, 38485, 38585, 38629 Feedback regarding #36961 (various)

The KAC would like to thank all the members who submitted feedback on min weight adjustments.

Please see the updated response to #36961 in this Fastrack.

Tech Bulletins

General

#39240 Allow new Helmet Standards

Effective 1/1/2026 the following helmet standards shall be added to section 4.3.1 Helmets: *Snell SA2025, M2025R, M2025D, K2025, and FIA 8859-2024, 8859-2024 ABP.*

Not Valid after 12-31-2026 Snell SA2010, M2010, K2010, and SFI 31.1-2010, 41.1-2010.

All current helmet standards are available at https://www.scca.com/pages/solo-cars-and-rules.

Street Touring Category

#39000 Taurus SHO Classification

Thank you for your letter. The STAC recommends making the following addition to Appendix A:

BST

Ford

Taurus (all) (2010-2019)

Street Prepared Category

#36219 Add BMW 1M to ESP *Limited Prep*

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

ESP

BMW

*1M *Limited Prep**