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

Solo

SOLO EVENTS BOARD | December 1

The Solo Events Board evaluated topics online December 1st. Participating were SEB members Mark Labbancz, Nick Dunlap, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, John Vitamvas, 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 **1/1/2027.**

Member Advisories

Safety

#34204 Solo Safety Committee Personnel

The Solo Safety Committee is anticipating openings, and interested members who would like to help with safety-related administration and rules topics are invited to submit their qualifications in writing via www.soloeventsboard.com

#38886 Rule 3.3.1 Clarification - Torso straps in OEM convertibles

Per 3.3.1, Non-factory upper body restraints may only be used in open cars (convertibles) when the roll structure meets the requirements of Appendix C or GCR 9.4 AND the top of the roll structure may not be below the top of the drivers helmet when the driver is sitting in the normal driving position. The ND Miata with the OEM roll hoops does not meet this requirement.

#39309 SFI Helmet Certifications

After research into the SFI helmet standards and in an attempt to follow our existing process for aging out helmets the SEB and National Staff have agreed that since the SFI standard no longer provides a way to determine the age of a helmet that helmets carrying only these certifications should be aged out of use in the Solo Program. As such the following changes will be effective ***1/1/2027***.

4.3.1 Helmets

Helmets meeting the following standards must be worn while on course:

Snell Memorial Foundation standards EA 2016, SA2020, SA2015, SA2010, SAH2010, M2020D, M2020R, M2015, M2010, K2020, K2015, K2010; ~~SFI standards 31.1/2020, 31.1/2015, 31.1/2010, 41.1/2020, 41.1/2015, 41.1/2010;~~ FIA standards 8859-2020, 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010.

General

#39720 Tire Eligibility

The SEB reminds members that the new tire eligibility deadline is January 31st. Any new tires must meet the eligibility requirements outlined in 13.3 and the SEB will be evaluating them for suitability in the street tire categories.

Street Category

#38980 Replacement of Plastic OEM Parts

As long as the requirements of 13.1 are met, the subject undertray should be acceptable. Areas of caution would include whether the undertray provides any aero benefit or enhances rigidity (i.e. the "may serve no other purpose" clause of 13.1).

#38986 Need information

The 1973 Javelin AMX is covered by the AMC AMX listing in F Street.

Street Touring Category

#39118 Rear coilover rules clarification

Thank you for your letter. Competitors may not change from a divorced to coilover spring configuration. Per section 14.8.A, springs must be of the same type as the original and must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. There are specific exceptions (specifically transverse leaf spring cars) that do not apply to the Supra's rear suspension design. The excerpt quoted in the attachment (Spring perches may be added to shock absorbers for mounting coil springs in a “coilover” configuration) does not provide an allowance to convert from divorced spring to a coilover.

#39132 VW/Audi Dogbone Mounts/Inserts Legality

Thank you for your letter. The part referenced (034 Motorsport dog bone pair for MQB platform) appears to be part of the engine mount, and therefore is not a suspension bushing. As a result, section 14.10.J applies for this part, and it would be legal as long as all of the other considerations of 14.10.J are met.

Change Proposals

Street Touring Category

#39291 Mini Cooper Classing Move from BST to GST

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

BST

Mini

Cooper S & Cooper S JCW (2007-*2013* ~~2024~~)

~~Cooper (non-S) (2014-24)~~

GST

Mini

Cooper S & Cooper S JCW (2014-2026)

Cooper (non-S) (2014-24)

Not Recommended

Street Touring Category

#39066 Boost buggies, STI and Evo, to SST in 2026

Thank you for your letter. While the proposed change is not recommended at this time, the STAC is currently evaluating the competitive balance in SST and BST and is requesting other member suggestions (and rationale) for revisions to allowances and/or classing of cars, for these classes.

#39072 Ford focus RS

Thank you for your letter. The STAC feels the Focus RS is appropriately classed at this time.

#39135 Alfa Romeo 2000 GTV & Spider Street Touring Classification

Thank you for your input.

#39231 Move Audi TT AWD to BST

Thank you for your input. The STAC believes the Audi TT is appropriately classed as it is, in GST.

#39331 Take-back micro batteries

The STAC feels the battery allowance is appropriate.

Street Prepared Category

#39010 Allow torque arm front mount attachment to subframe connectors.

Thank you for your input. The SPAC believes the existing rule is sufficient for the category.

#38988 Classing Ultima RS

The SPAC would not recommend classing the vehicle in question. The SPAC also recommends reviewing the beginning of section 15 and Appendix A. Cars attempting to enter a class using the "catch-all's" "must have been produced in quantities of at least 1000 in a 12 month period" and if they do qualify "such unclassified cars will not be eligible for Solo National Tours or the Solo National Championships."

CAM/XS

#38179 Modification to T rules

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

#38387 Define Production Vehicles

Thank you for your letter. The CAM/XS Committee does not feel that defining production vehicles is necessary or beneficial for the class. Motivated XU competitors could develop a vehicle of their own design and manufacture, provided they comply with the Eligible Vehicles section of the CAM/XS rules which requires vehicles to be legal to drive on US roads and have an OE manufacturer affixed VIN plate.

Other Items Reviewed

Event Operations

#39357 Post Season Pro Solo Event

Thank you for your feedback. Your suggestions for a post-nationals ProSolo have been forwarded to the National Staff, who are responsible for the ProSolo schedule.

Street Touring Category

#39043 Support for reliability mods

Thank you for your letter.

Handled Elsewhere

Street Touring Category

#39121 Opposition to 36741

Thank you for your letter. Please see the closeout for this proposal (letter #36741) in the November Fastrack.

#39247 Lotus Emira should be included in SST

Thank you for your letter. The V6 Lotus Emira has been classed in SST. Please see the response to letter #37078 in the March 2025 Fastrack. The STAC is evaluating whether the I4 Emira would be an appropriate addition to SST.

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Tech Bulletins:

Safety

#35491 Sunset Rule

Per the Solo Safety Committee, effective upon publication the following administrative update is issued as additions of new sections 2.2.O, 2.2.P, and 2.2.Q in the Solo Rules as follows:

O. Cars may compete at events during daylight hours or outside of daylight hours assuming all the following conditions are met:

1. Daylight hours are defined as: 30 minutes after officially published sunrise until 30 minutes prior to officially published sunset from the National Weather Service at the closest airport. Exceptions may be made by the Chief Steward for cars that are already on a mechanical delay.

2. Natural or artificial light, weather and other physical conditions provide sufficient, unobstructed sight distance from the corner location to detect approaching vehicle movements from any direction.

P. Any event occurring outside of daylight hours is prohibited when observation of approaching movements is based solely upon headlights, other lights or markers on the vehicle, such as during conditions of insufficient visibility as affected by darkness or inclement weather.

Q. The DSSS must approve a site, course and event operation plan which allows for running outside of daylight hours if the conditions of 2.2.O. cannot be met.

Street Prepared Category

#39102 FSP - Civic (2017-21) (1.5L, non-SI) *Limited Prep*

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

FSP

Honda

*Civic (2017-21) (1.5L, non-SI) *Limited Prep**

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SOLO EVENTS BOARD | November 15-16

The Solo Events Board met in Kansas City November 15-16. 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 and Heyward Wagner of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

Recommended Items

The following comprises the full list of items proposed during 2025 which have been recommended to the BOD:

Safety

ITEM 1: #38500 Administrative updates to Appendix E

Update Appendix E as follows:

"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 principal 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 ~~in 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. "

(SCCA Fastrack News, Sep 2025, #38500)

ITEM 2: #37141 Non-Metallic Wheels in Solo

Update wheel requirements in 3.3.3 as follows, 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)."

(SCCA Fastrack News, Jun 2025, Oct 2025, #37141)

Event Operations

ITEM 3: #25242 Revision to 7.4 - Reruns

Change 7.4 as follows, in order 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.*"

(SCCA Fastrack News, Jan 2025, #25242)

ITEM 4: #35132 Additional Definitions for Section 1.2

Amend Section 1.2 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."

(SCCA Fastrack News, Mar 2024, Apr 2025, #35132)

ITEM 5: #37529 Update to I.2.2.C

Add subsection I.2.2.C as follows:

"*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. "

(SCCA Fastrack News, Sep 2025, #37529)

Street Category

ITEM 6: #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.

(SCCA Fastrack News, Dec 2025, #39507)

ITEM 7: #37014 GS - Feedback on 36272 - GS changes

Move cars in DS, GS, and HS as shown:

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)~~

Lexus

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

Mazda

~~Mazda3 Turbo (2021-25)~~

MINI

Clubman John Cooper Works All4 (2017*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 (2006*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*)

(SCCA Fastrack News, Apr 2025, Jul 2025, #37014)

ITEM 8: #37496 Time window spec for tire exclusion list additions/removals

Update 13.3.B.7 as follows. This change affects all categories whose tire eligibility rules are based on those of the Street category.

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

(SCCA Fastrack News, Mar 2025, Nov 2025, #37496)

ITEM 9: #36103 Vantage Point: there is, in fact an AS in Aston

Change listings in Appendix A as follows:

SS

~~Aston Martin~~

~~V8 Vantage (2018-23)~~

AS

Aston Martin

V8 Vantage (2018-23)

(SCCA Fastrack News, May 2025, #36103)

ITEM 10: #37959 Please eliminate steering wheel allowance

Remove subsection 13.2.D as shown:

~~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.~~

(SCCA Fastrack News, May 2025, Oct 2025, #37959)

Street Touring Category

ITEM 11: #36400 ST Allowance for Coolant Overflow Tanks

Add new subsection 14.10.L6 as follows:

"*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*"

(SCCA Fastrack News, Jan 2025, Apr 2025, #36400)

ITEM 12: #35712 IRP shifter in ST classes

Add a new subsection 14.2.J as follows:

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

(SCCA Fastrack News, Dec 2024, Jun 2025, #35712)

ITEM 13: #36129 ST boost is already unlimited, pulleys should be too

Add new subsection 14.10.C.5 and amend 14.10.H as follows:

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.~~ "

(SCCA Fastrack News, Oct 2024, Jun 2025, #36129)

ITEM 14: #36193 Classing clarification needed for the Mazda6

Add the following to Appendix A:

EST (STS)

Mazda

Mazda6 *(non-turbo)*

GST (STH)

Mazda

Mazda 6 (turbo, non-Mazdaspeed)

(SCCA Fastrack News, Jan 2025, Jun 2025, #36193)

ITEM 15: #30680 Is Cobb TC legal in ST?

Add the following clarification language to 14.10.B:

"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. "

(SCCA Fastrack News, Nov 2024, Oct 2025, #30680)

ITEM 16: #36670 2.5L Cayman/Boxster 718 GTS in SST

Add to Appendix A:

SST

Porsche

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

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

(SCCA Fastrack News, Feb 2025, Dec 2025, #36670)

Street Prepared Category

ITEM 17: #36084 Rotary Engine Oiling Allowance to Match Street Touring

Add new subsection 15.10.GG as follows:

"*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.* "

(SCCA Fastrack News, Sep 2024, Dec 2025, #36084)

ITEM 18: #31946 Clarify update/backdate allowance for electric/hybrid powertrains

Change 15.10 first paragraph as follows:

"~~Except for those with electric and hybrid powertrains, v~~*V*ehicles 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."

(SCCA Fastrack News, Jul 2025, Dec 2025, #31946)

Street Modified Category

ITEM 19: #37811 Street Modified Letter #36689 Headlight Rule Modification

Change 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.* "

(SCCA Fastrack News, May 2025, Jul 2025, Sep 2025, #37811)

ITEM 20: #38028 Would like to open crash beams to modify or replace crash beams

Add the following rule change to section 16.1.G:

"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.* "

(SCCA Fastrack News, Jul 2025, Sep 2025, #38028)

ITEM 21: #38029 Would like to open up modifying steering columns for adding elect

Change 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. "

(SCCA Fastrack News, Jul 2025, Sep 2025, #38029)

ITEM 22: #38449 Min weights and weight distribution

Change 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~~

(SCCA Fastrack News, Jul 2025, Sep 2025, #38449)

Prepared Category

ITEM 23: #36346 Alternate motor clarification

Change the alternate engine allowances as follows:

Appendix A

D Prepared (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes,and track dimensions are as per Section 17.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum of 12” is permitted.

Weight formulas (lbs):

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667 cc :..... 1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667 cc :..... 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder:..... 1.00 x listed displacement (cc)

Engines with 2v/cyl are permitted a displacement change of +10% via bore and/or stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

51% or more of weight on the rear axle:.....+0.015 x displacement (cc)

Solid Axle:..... -50

Wheel width greater than 10” up to 11”: ..... +50

Wheel width greater than 11” up to 12”: ..... +100

Alternate Engine Allowance:.....+ ~~0.10~~ *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

(SCCA Fastrack News, Mar 2025, Oct 2025, #36346)

ITEM 24: #35719 Weight Formula

Change weight adjustments in D Prepared as follows:

APPENDIX A

D Prepared (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes, and track dimensions are as per Section 17.

Minimum weights (without driver) are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum of 12" is permitted.

Weight formulas (lbs):

Engines with 3 or 4 valves per cylinder: ~~and displacement: less than or equal 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 2 v/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.

(SCCA Fastrack News, Mar 2025, Nov 2025, #35719)

CAM/XS Category

ITEM 25: #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.

(SCCA Fastrack News, May 2025, Dec 2025, #34620)

(Note: The CAM classes are also proposed to change to National status per separate proposal #36366.)

ITEM 26: #37001 Side Window Requirement in XU

The following change permits 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."

(SCCA Fastrack News, May 2025, Aug 2025, #37001)

ITEM 27: #36366 Migrate cam from Supplemental classes

Change the CAM classes 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. "

(SCCA Fastrack News, May 2025, Nov 2025, #36366)

(Note: The XA and XB classes are also proposed to change to National status per separate proposal #34620.)

ITEM 28: #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."

(SCCA Fastrack News, Jun 2025, #37982)

Modified Category

ITEM 29: #36982 Wording correction for DM/EM

Update and amend the canard allowances via the following change to 18.1.F.3.g:

"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 cm²). 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. "

(SCCA Fastrack News, Dec 2024, Apr 2025, #36982)

ITEM 30: #37166 Classing for a Pro Challenge Car

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"

(SCCA Fastrack News, Apr 2025, Aug 2025, #37166)

Kart

ITEM 31: #35309 Standardize Kart Bodywork.

Change rule 19.1.A.10 as shown below.

Note: These rule changes prevent competitors from designing and making their own bodywork for aerodynamic advantages, and thus 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."

(SCCA Fastrack News, Feb 2025, May 2025, #35309)

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

Solo

SOLO EVENTS BOARD | December 29

The Solo Events Board reviewed topics online through December 29th. Participating were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Andrew Benagh of the National Staff. These minutes are presented in topical order. 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 **1/1/2027.**

Member Advisories

Street Category

#39037 Section 13.2 - bodywork - item K

Thank you for your letter. The SAC believes engine covers must be affixed in their OEM position during competition, as per 13.2.K.

#39088 Vehicle alterations question

Thank you for your letter. The SAC believes the provision listed in 13.9.H is adequate as written. Competitors are reminded that 13.9.H requires any modifications must be "Manufacturer authorized," and should be expected to provide documentation to that effect, per 8.3.1.

#39493 Clarification on appearance mods

Pedal covers are considered non-compliant for the Street category. Engine 'dress-up' items may be considered compliant or non-compliant, depending on whether they actually perform an unintended purpose which is relevant to performance. For example, replacement radiator hoses which have a higher volume than the OE ones, versus a replacement oil cap which only serves to retain oil.

Street Modified Category

#39829 Future of SM and SSM

With falling participation among SM and SSM, and the popularity of other classes at similar preparation levels, the SEB anticipates submitting a recommendation to the BOD for dissolution of SM and SSM effective 1/1/2027. Competitors within SM and SSM are encouraged to take advantage of recent rules changes that the SEB believes (and hopes) will ease transitioning and provide competition outlets for those cars and drivers. Specific rule book content changes will be published for review in a future Fastrack.

CAM/XS

#38364 Splitter width allowance

Thank you for the letter. The splitter may extend 6" in all directions from the front fascia/bodywork. That would include to the side. If competitors wish to make their car a full foot wider using the splitter allowance, that is permitted within the current rules.

Change Proposals

CAM/XS

#38977 Windshield wiper requirement in CAM/XS

The CAM/XS Committee is seeking member feedback on an allowance to convert to a single wiper on vehicles running in CAM and XS classes. This would facilitate members imitating the touring car racecar look

as well as individuals who need to remove or modify wiper mechanisms for engine clearance. Modify the Eligible Vehicles section of the CAM/XS rules as follows:

Must have functional low and high beam headlights, brake lights, turn signals, horn, and *at least one* front windshield wiper~~s~~ (where originally equipped)

Not Recommended

Street Category

#39405 Wheel sizing and tire affordability.

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

Other Items Reviewed

Street Category

#34256 Street Class Seat Requirements

Thank you for your letter. The SAC believes the bodywork and interior provisions in 13.2 are adequate as written. Competitors are reminded that a car must conform to all safety requirements, as per 3.3.

#38468 WRX Classing Questions

Thank you for your letter. "PAX" is an unofficial index created and maintained by an outside party. Contact information for the PAX administrator is available at https://www.solotime.info/pax/. Within SCCA Solo classing, there are multiple preparation levels, each with its own set of allowances and limitations. There is no set progression from one to another.

CAM/XS

#37475 XS/CAM Committee

Thank you for your application. It will be kept on file and revisited to fill vacancies that occur on the CAM/XS Committee.

#38321 CAM/XS Committee

Thank you for your application. It will be kept on file and revisited to fill vacancies that occur on the CAM/XS Committee.

#38327 Consideration for Cam/XS Advisory Committee

Thank you for your application. It will be kept on file and revisited to fill vacancies that occur on the CAM/XS Committee.

#38673 CAM/XS Opening

Thank you for your application. It will be kept on file and revisited to fill vacancies that occur on the CAM/XS Committee.

Handled Elsewhere

Street Category

#38571 2025 Kia K5 Classing

Thank you for your letter. Please see the response to #38488 published in the August 2025 Fastrack.

#39096 13.9.H clarification

Thank you for your letter. Please see the response to #39088 published in the current Fastrack.

Tech Bulletins

Street Touring Category

#39483 Offset knuckle bushing legality

Thank you for your letter. There are an increasing number of cars in production that have a suspension knuckle design that employ bushing inserts for ball joint or tie rod connections. Some aftermarket manufacturers have produced replacement parts to allow suspension alignment modification by replacing these bushing inserts. The STAC recently responded to letter #37712 in the May '25 Fastrack clarifying that the STAC views that the SuperMiata offset knuckle bushings are in compliance with 14.8.B.

The STAC recommends the following addition to Appendix F:

REPLACEABLE BALL JOINT BUSHING INSERTS

The STAC interprets that 14.8.B and 14.8.H.5 allow replacement of these bushing inserts in some cases as long as no modification to the knuckle is required to allow replacement of the bushing inserts. Parts similar in function to SuperMiata Offset Knuckle Bushings can be legal when used for camber correction consistent with the allowances of 14.8.H. Similar bushings inserts cannot be used for other suspension geometry changes that do not have an allowance such as bump steer correction, roll center correction or steering ratio.

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

Solo

SOLO EVENTS BOARD | January 28

The Solo Events Board met online January 28th. Attending were SEB members Mark Labbancz, Nick Dunlap, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, Clay Turner, 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 **1/1/2027.**

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.

Modified Category

#37538 Get AM classification correct

Recommended effective 1/1/2027:

"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).

Appendix A: MODIFIED CLASS A (AM)

Cars with a minimum weight of 900 lbs. with driver and a minimum 72" (182.9 cm) wheelbase, plus Formula SAE as specified in Section 18.5. Club Racing GCR-compliant Formula S (FS) and A Sports Racer (ASR) vehicles *and all Solo-classed vehicles fully complying with lower category, class, or AM rules may compete in this class.*"

Member Advisories

General

#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

Safety

#36176 Racing Facility Course Approval

All on-track courses must go through the DSSS. Preapproved or reuse of a previously approved course with a course map at discretion of DSSS. No designated alternate may approve a course, but major changes to an approved course may be agreed by phone by the DSSS in consultation with the SSoR on site. Minor course changes required by surface changes, unexpected speeds or weather may be approved by SSoR on site.

#39789 SSC recommendation for DSSS Rocky Mountain Div North

The SEB has approved the appointment of Jade Barlow as the Divisional Solo Safety Steward for northern Rocky Mountain Division.

#39790 SSC Retirements

The SEB thanks Cal Craner and Dave Steger for their service as Divisional Solo Safety Stewards and on the Solo Safety Committee.

Event Operations

#35475 Call for Nationals Course Designer Applications

The SEB is seeking applicants for the Course Designer position for the 2026 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 Touring Category

#39601 EST 1993 Mazda Miata A Package Tie Rod Legality

Thank you for your letter. It is the STAC's understanding that this provides bump-steer correction which is not permitted per 14.8.H.6, unless you were to do a full package conversion for the entire car.

Street Modified Category

#39552 SMAC position

The SEB has approved the addition of Jonathan Bennett to the Street Modified Advisory Committee.

#39675 Input in regards to proposal #38028

The SEB has approved the addition of Craig Wilcox to the Street Modified Advisory Committee.

Prepared Category

#39715 Fender shape clarification

The PAC does not believe the fenders shown are legal. The fender is trimmed beyond what is required for wheel clearance as stated in 17.2.L.

Modified Category

#38917 Undetermined Class and Build Specifications

The described vehicle would be best suited for A Modified (AM) assuming it meets the dimensional and weight requirements of the class as outlined in 18.4 and Appendix A.

#39613 MAC opening

The SEB has approved the addition of Don Elzinga to the Modified Advisory Committee.

Change Proposals

Solo Spec Coupe

#32727 Sway Bar Bushing Grease Zerks

The SEB is requesting member feedback on a change to the SSC rules that would permit drilling the swaybar bracket and bushings to allow installation of a zerk fitting for the purpose of greasing the bushing.

Add a new rule 20.5.B.3 as follows:

3. Front and rear swaybar attachment brackets and bushings (part UB0347 and UB0346) may be drilled and a zerk fitting installed for the purpose of lubricating the swaybar bushing.

Modified Category

#39045 Exhaust Length

The MAC is seeking member input on striking the following from Appendix F:

~~Formula 500 Exhaust~~

~~Solo® Rules Section 3.5, Mufflers, overrides the F500 sound level limit, but not the exhaust length limit in the Club Racing GCR Section 9.1.1.D.14.B (Formula 500 Specifications)~~

Not Recommended

Street Category

#35992 Class the 992 GT3 in Super Street

The SAC is not recommending the classing of the 992 GT3 into the Street Category at this time.

Street Touring Category

#35783 Allow Non performance modifications

The SEB is not recommending the addition of the previously-proposed durability and reliability allowances to section 14.

#39549 Should move the veloster N from bst to gst

Thank you for your letter. The STAC feels the Veloster N is appropriately classed in BST.

#39603 Request to Re-Include 2018 Subaru BRZ Ts in CST

Thank you for your letter. The STAC believes it is not appropriate to class the BRZ Ts because of the allowance in Section 14.2.F.1 for mounting wings from other trim levels that are also classed in Street Touring.

Prepared Category

#39622 Alternate rods for LP engines

The PAC does not recommend alternate connecting rods in Level 2 Preparation "limited prep".

Other Items Reviewed

Street Category

#38581 2025 Volkswagen Gti

Thank you for your input. The listing has been updated in the current Solo rulebook available here to include the applicable model years.

Solo Spec Coupe

#38579 Longevity and future of class

Thank you for your letter. The SEB will continue to watch the participation numbers of SSC and will keep the membership informed of any changes to the class as early as possible.

Street Modified Category

#39628 SM Advisory board

The SMAC and SEB would like to thank you for your application. This position has been filled.

Modified Category

#38918 Definitive Car Class Confirmation

Thank you for your additional input.

#39602 MAC application

Thank you for your application. The position has been filled.

Handled Elsewhere

Street Category

#38551 Classing information for Jaguar F-Type

Thank you for your letter. Please see the response to #37039 published in the current Fastrack.

#38580 Classify the 2025 gti

Thank you for your letter. Please see the response to #38581 published in the current Fastrack.

#38591, 38776 Requests to put the 992.1 GT3 into SS

Thank you for your letters. Please see the response to #35992 published in the current Fastrack.

#38708 Please class Mk 5 Final Edition Supra

Thank you for your letter. Please see the response to #38698 published in the current Fastrack.

#39775 Checking on the status of letter number 38698 2026 Supra

Thank you for your letter. Please see the response to #38698 published in the current Fastrack.

Street Touring Category

#38187, 39239, 38816, 38818, 38945, 39094 Feedback on Durability Modifications Proposal (various)

Thank you for your letters. Please see the final response to letter #35783 in the current Fastrack.

#39645 #35795 Steering Wheel Weight

Thank you for your letter. The proposed change to allowances for steering wheel weight was withdrawn due to member feedback. See the response to letter #35795 in the Dec '25 Fastrack.

Tech Bulletins

General

#39649 Changes to Appendix E for Online Incident Reporting

The following are updates to Solo Rules Appendix E, covering the Solo Safety Steward program:

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. *Submit SCCA Incident Report via the online incident reporting system in the Member Account Portal (available 1/1/26) OR C~~c~~*omplete 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. *Submit SCCA Incident Report via the online incident reporting system in the Member Account Portal (available 1/1/26) OR C~~c~~*omplete 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.

#39650 Event Page requirements

Per the SCCA Staff, the following updates are added to Solo Rules section 1.4.1:

"1.4.1 Regional

Formal SCCA® sanction is required for all Regional Solo® events. Sanction requirements and all documents will be issued by the SCCA® Solo® Department.

A. Event landing page/registration must include the following language: "This event is held under the current SCCA Solo Rules, Sanction No. xx-xxx-xxxxxx", where xx-xxx-xxxxx is the sanction number issued for the event.

B. Regions are encouraged to include the following information on their event registration/landing pages for each event:

- *Event Schedule*
- *Event Contacts*
- *Registrar*
- *Safety Steward*
- *Course Designer*
- *Link to Supplemental Rules (classes, site restrictions, etc.)*"

Street Category

#37039 Jaguar F-Type bookeeping

Per the SAC, update the following listing to revise a technical omission in 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)

#38567 Classing for 2013-2016 BMW M5 F10

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

FS

BMW

M5 (1988-~~93, 2000-10,~~ *2016*)

#38698 2026 GR Supra Final Edition Classing request

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

AS

Toyota

Supra (MkV Final Edition) (2026)

#39022 Car Classing Question

Per the SAC, add the following new listing to the list of vehicles not eligible for Street Category:

Ford Mustang GTD

#39581 2025+ Golf R Class

Thank you for your input. The listing has been updated in the current Solo rulebook available here to include the applicable model year.

Street Touring Category

#39069 2018 Acura TLX A-Spec petition to race in GST Class

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

DST

Acura

TLX (non-Turbo)

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

Solo

SOLO EVENTS BOARD | February 25

The Solo Events Board met online February 25th. Attending were SEB members Mark Labbancz, Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Clay Turner, and Peter Bollenbecker 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 **1/1/2027.**

Member Advisories

Safety

#39750 Anticipated Opening on the Solo Safety Committee

The Solo Safety Committee has recommended and the SEB has approved the appointment of Jade Barlow, Utah Region Solo Safety Steward, to the Solo Safety Committee to replace Cal Craner, who retired from the committee effective 12/31/2025.

#39794 Solo Safety Committee opening

The Solo Safety Committee has recommended and the SEB has approved the appointment of Scott Boito, SEDiv SSS, to the Solo Safety Committee replacing David Steger who retired from the committee effective 12/31/2025.

Street Category

#39634 SAC Application Letter

The SEB has approved the addition of Julian Garfield to the SAC.

#39641 SAC Application

The SEB has approved the addition of Garrett Cogburn to the SAC.

Street Touring Category

#39749 Turbo Inlet Pipes Legal?

Thank you for your letter. Per 14.10.C, the engine inlet is defined as throttle body, carburetor, compressor inlet or intake manifold, whichever comes first. Therefore, if the throttle body is downstream of the compressor inlet, as in most modern engines, the compressor inlet tube is the limit of the intake system, and can therefore be changed with limitations as described in 14.10.C.

#39762 ST rule clarification

Thank you for your letter. Per 14.10.O, the clutch disk and pressure plate of traditional, pedal operated manual transmissions may be modified or replaced. This does NOT provide an allowance for changes to the flywheel.

#39777 Class clarification

Thank you for your letter. The 2018 Mazda 6 with the 2.5L turbo was never classed in STS (now called EST after class redesignation). The turbo Mazda 6 has been classed in GST, but the naturally aspirated Mazda 6 was in EST.

#39856 Correct 14.10.F number

The reference error to 14.10.F.1.a has been addressed in the most recently published version of the 2026 Rulebook, which can be found here.

#39902 Pax Adjustment

The STAC and the SEB do not have any oversight of PAX values.

CAM/XS

#38714 Applying for XTREME Street SEB role

The SEB has approved the addition of Michael Carpenter to the CAM/XS Advisory Committee

Change Proposals

Solo Spec Coupe

#38519 Tire/Strut contact considered modification of required components

The SEB is seeking membership feedback on an update to the SSC rules to include non-adjustable camber plates as part of the required suspension kit. The SEB feels that allowing camber plates would permit competitors to gain a sufficient amount of camber without risking damage to a tire from too much camber with the currently allowed Eibach camber bolts.

Add the following to Section 20.2.E:

4. Whiteline Camber/Caster Mount KCA335

#39042 ECU Verification is LIMITED due to available Tools and Technology

The SEB is seeking feedback from the membership on a change to the Solo Spec Coupe rules to allow for aftermarket engine tuning. This change would bring SSC in better alignment with existing Club Spec classes.

Add Section 20.7.I:

20.7.I The standard PCM/ECU may be re-programmed with the following restrictions. The OE OBD2 port functionally must remain. Only sensors equipped from the vehicle manufacturer may be used for engine management. Aftermarket Traction Control systems using the factory ECU and sensors are not permitted.

Remove Section 20.6.B

~~No changes are permitted to electronic engine management systems or their programming.~~

Street Touring Category

#39804 Emira I4 in SST

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

SST

Lotus

Emira (I4)

Modified Category

#38872 Remove Rotary Restrictions from D Mod

The MAC is requesting member feedback on the following proposal:

Appendix A. Modified Category. Modified class D (DM):

Modified Production and GT cars with internal combustion engine displacement 2000 cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted. ~~in DM with the following restrictions:~~

~~1. No replacement of cast iron engine case segments with aluminum.~~

~~2. On the 12A engine, only side and rotor housings from 1974-86 engines shall be used.~~

~~3. No replacement of 12A or 13B sections, such as side plates, with those from other series engines (i.e., Renesis type parts).~~

~~4. On 12A and 13B engines: no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water O-ring is permitted.~~

Note: The MAC believes this change will allow a greater variety of build options in DM and can help improve participation.

Not Recommended

Street Category

#36080 Move Porsche 718 Base models to BS

The SAC and SEB are not recommending the following changes to Appendix A:

AS

Porsche

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

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

BS

Porsche

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

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

The SAC is taking these letters into consideration, and discussing them in context of a broader classing strategy to be proposed in the future.

#36272 GS participation dilemmas

The SAC and SEB are not recommending the following changes to Appendix A:

DS

Cadillac

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

Chevrolet

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

Ford

~~Mustang EcoBoost (2015-24)~~

GS

Cadillac

ATS (2.0L Turbo) (2013-19)

Chevrolet

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

Ford

Mustang EcoBoost (2015-24)

The SAC is taking these letters into consideration, and discussing them in context of a broader classing strategy to be proposed in the future.

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

The SAC and SEB are not recommending the following changes to Appendix A:

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)

The SAC is taking these letters into consideration, and discussing them in context of a broader classing strategy to be proposed in the future.

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

The SAC and SEB are not recommending the following changes to Appendix A:

AS

Porsche

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

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

The SAC is taking these letters into consideration, and discussing them in context of a broader classing strategy to be proposed in the future.

#36992 981 Cayman S to BS

The SAC and SEB are not recommending the following changes to Appendix A:

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)

The SAC is taking these letters into consideration, and discussing them in context of a broader classing strategy to be proposed in the future..

#37430 Please move C8 non-Z06 out of SS

The SAC and SEB are not recommending the following changes to Appendix A:

SS

Chevrolet

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

AS

Chevrolet

Corvette Stingray (C8) (2020-26)

The SAC is taking these letters into consideration, and discussing them in context of a broader classing strategy to be proposed in the future.

#39600 Wheel Offset

Thank you for your letter. The SAC believes the current wheel rule, as it relates to wheel offset in 13.4.A, is adequate as written.

#39836 Elantra N TCR

The SEB is not recommending classing the Elantra N TCR, due to low production numbers. Members are reminded that cars that are not specifically listed and fall under NOC classifications are not eligible for National events. See the second paragraph of Appendix A.

#39896 3 way dampers in Street Class

Thank you for your letter. The SAC believes the current shock rules referenced in 13.5.A.1 are adequate as written.

Solo Spec Coupe

#32572 SSC 2.0 (2022+ cars in a new class)

Thank you for your letter. The SEB is monitoring the participation of SSC along with the other Club Spec classes and does not feel that sunsetting the existing SSC class is appropriate at this time.

#34474 7.5" OE Wheel Width Option

Thank you for your letter. The SEB does not feel that additional wheel allowances are appropriate for the class.

#38518 Parts interchange between Eligible vehicles

Thank you for your letter. The SEB does not feel that allowing mixing and matching of parts between the models is appropriate for the class.

Street Touring Category

#39353 Porsche 987.2 Boxster Spyder and Cayman R to BST

The STAC feels the Porsche Spyder 987 is appropriately classed at this time. The STAC does not feel it is appropriate to class the Cayman R because of its extremely limited availability in the U.S. market.

#39671 Drivetrain-Swapped Vehicles and Classification Alignment

Thank you for your letter. The STAC does not believe it is in the spirit and intent of Street Touring to allow drivetrain swaps.

#39820 02-05 Civic Si (EP3) from DST to EST

Thank you for your letter. The STAC feels the EP3 Civic Si is appropriately classed - additional allowances in DST over EST are a better fit for the performance potential of the EP3 Civic Si.

#39894 Twins all to same class

Thank you for your letter. The STAC is monitoring the competitive balance in DST and CST and does not feel it is appropriate to make classing changes for the 1st and 2nd generation twins at this time.

#39895 Follow Up - 128i N51 vs N52 Intake Allowance

Thank you for your letter. The STAC appreciates your concern about competitiveness, but does not feel that it is appropriate to change the intake allowances for this single car case.

#39897 Ford Maverick - Haul AND Play....

Thank you for your letter. The STAC does not believe it is appropriate to class the Ford Maverick because the standard dimensions do not meet the requirements of section 3.1.A in the rulebook without modification.

Other Items Reviewed

General

#39436, 39439, 39440, 39442, 39443, 39444, 39446, 39447, 39448, 39452, 39453, 39454, 39455, 39456, 39458, 39492, 39563, 39614, 39618, 39623, 39624, 39626, 39627, 39629, 39631, 39633, 30657, 39694, 39695 Nominations for Rookie of the Year Award (various)

Thank you for your nominations.

#39437, 39438, 39445, 39451 Nominations for 2025 SCCA Driver of the Year (various)

Thank you for your nominations.

Street Category

#38459 Proposal to Reclassify the Hyundai Ioniq 5 N from SS to AS

Thank you for your input. The SAC is taking these letters into consideration, and discussing them in context of a broader classing strategy to be proposed in the future.

#38630 Tire size limitations per class like ST

Thank you for your input.

#38685 The perfect HS idea

Thank you for your feedback.

#38711, 39035, 39068, 39137, 39139, 39143, 39144, 39150, 39499, 39553, 39554, 39560, 39568, 39731, 39876, Input on DS, GS, HS changes (various)

Thank you for your input. The SAC is taking these letters into consideration, and discussing them in the context of a broader classing strategy to be proposed in the future.

#38990 Opposed to the 2026 proposed changes to HS classing

Thank you for your feedback.

#39027 No, just no.

Thank you for your feedback.

#39034 Elantra N move feedback

Thank you for your feedback.

#39076 2026 classing

Thank you for your feedback.

#39561 MK8 GTI's to HS

Thank you for your letter. The SAC would like to note that if a car was left out of a recommended proposal, it remains in the present classification.

#39797 Please class 2026 Hyundai Elantra N

Thank you for your letter. The 2026 Hyundai Elantra N is currently classed in GS.

#39800 Volkswagen Golf GTI typo

The subject listing has been corrected in the latest rule book update, which can be found here.

#39951 Update rulebook for C8 Stingray: A Street

Thank you for your letter. The Chevrolet Corvette Stingray C8 (incl. Z51) is presently classed in Super Street.

Solo Spec Coupe

#39333 Is this thing on?

Thank you for your input.

Handled Elsewhere

Street Category

#38450 Re-classification request Mazdaspeed Protege

Thank you for your letter. Please see the response to #37014 published in the December 2025 Fastrack.

#38465, 39644, 39825, 39826, 39827, Hyundai Ioniq 5N Classing feedback (various)

Thank you for your letter. Please see the response to #38459 published in the current Fastrack.

#38744, 39033, 39075, 39109, 39113, 39241, 39548, 39594, 39615, 39744, 39807, 39841, Member feedback on Porsche classing changes (various)

Thank you for your feedback. The SAC is taking these letters into consideration, and discussing them in the context of a broader classing strategy to be proposed in the future. Please see the responses to items 36240, 36597, and 36992 in this Fastrack.

#38992, 39030, 39070, 39164, 39224, 39271, 39272, 39273, 39706, 39796, Feedback on proposal to move non-Z06 C8 to AS (various)

Thank you for your feedback. The SAC is taking these letters into consideration, and discussing them in the context of a broader classing strategy to be proposed in the future. Please see the response to item 37430 in this Fastrack.

#39100, 39114, 39115, 39117, 39329, 39546 Member input on proposed ES changes (various)

Thank you for your inputs. The SAC is taking these letters into consideration, and discussing them in the context of a broader classing strategy to be proposed in the future. Please see the response to item #37916 in the July 2025 Fastrack.

#39545 No determination on moves re Bstreet?

Thank you for your feedback. The SAC is taking these letters into consideration, and discussing them in the context of a broader classing strategy to be proposed in the future. Please see the response to item 36992 in this Fastrack.

#39837 Elantra N TCR

Please see the response to item #39836 in this Fastrack.

Solo Spec Coupe

#32705 SSC Updates

Thank you for your letter. Please see the response to letter #32572 in the current Fastrack.

Street Touring Category

#39417 Please codify the response to 37712 in the rulebook

Thank you for your letter. Please see the response to letter #39483 in the February Fastrack, and Appendix F in the most recently published 2026 Rulebook.

#39419 Contentious Clarifications Require (at least) Appendix F Entries!

Thank you for your letter. Please see the response to letter #39483 in the February Fastrack and Appendix F in the most recently published 2026 Rulebook.

#39596 987.2 Boxster Spyder move from SST to BST class

Please see response to letter #39353 in this Fastrack.

#39822 Consider EP3 Civic Si to EST

Thank you for your letter. Please see the response to letter #39822 in this Fastrack.

Tech Bulletins

Street Category

#37918 8Y Audi S3 (2020-present) Classing Clarification

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

DS

Audi

S3 (2.0T) (2015-2~~1~~6)

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

Solo

SOLO EVENTS BOARD | March 25

The Solo Events Board met online March 25th. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Rick Myers, and Brad Smith; Kim Whitener 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 **1/1/2027.**

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.

Modified Category

#38870 Adding MC power to DM class to increase participation

Effective 1/1/2027 change 18.1.D as follows:

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.

The MAC believes this change can encourage additional participation in the DM class.

#39045 Exhaust Length

Effective 1.1.2027, change Appendix F as follows:

~~Formula 500 Exhaust~~

~~Solo® Rules Section 3.5, Mufflers, overrides the F500 sound level limit, but not the exhaust length limit in the Club Racing GCR Section 9.1.1.D.14.B (Formula 500 Specifications)~~

Member Advisories

General

#39955 Street vs non-street cars

The SEB would like to impress on the membership the importance of community and direct individuals to the Welcoming Environment language published at the beginning of the Solo Rules. The SEB does not feel that segregating street vs non-street cars and promoting cliques based around classes or categories is in the best long term interest of the SCCA.

Street Touring Category

#39908 Appearance and dress up in the engine bay

Thank you for your letter. It is the STAC's opinion that relocating components in the engine bay is NOT consistent with the comfort and convenience or dress up allowances per sections 13.2.A and 14.2.A.

EVX

#39221 Adjustable strut mounts.

Thank you for your letter. The SEB believes that Item B under the Shock Absorbers/Struts section permits installation of adjustable camber plates in EVX vehicles.

Modified Category

#35560 Fender Vents

Cars utilizing the DM/EM allowances referenced in 18.2.A must fully comply with DM/EM rules to compete in BM. Cars may not utilize some DM/EM allowances while taking full advantage of BM aero allowances.

Ventilation slots, louvers, or exit ducts are permitted per GCR 9.1.8.C.D.1.a on Sports Racers competing in BM assuming the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above.

#35752 Technical bulletin request

Any number of wing elements is legal, as long as they don't exceed the 8 square foot plan view area limit.

The BM rules currently don't reference P (formerly known as P1). The P2 aero references are only to the underbody requirements, such as overhang limits, diffuser dimension limits and the control area. So the P2 reference to "A rear wing of single or dual element..." doesn't apply to BM.

Overhang is measured from the wheel centerline.

There is a 115cm (45.275") height limit on aerodynamic parts.

Change Proposals

Street Touring Category

#38940 Camber Allowances

The STAC is requesting member feedback on the attached draft rewrite of section 14.8. This draft of 14.8 simplifies and consolidates existing allowances to streamline the ruleset and makes it as clear as possible to a potential new Street Touring competitor. The existing allowances of 14.8 have been transferred to the new format, along with the additional allowances as described below. The STAC is requesting feedback on the rewrite and each change item below so that the changes can be individually recommended or not recommended:

Camber allowances are expanded to allow more than one form of camber correction for any given suspension system.

Bushing material restrictions were removed for steering racks.

Factory replaceable ball joint bushings in the standard knuckle may be replaced to provide an effective arm length change for camber adjustment.

14.8.A– NEW - Ride Height - Reviewed - no NEW allowances, but wording changes for clarity and readability

14.8.B– NEW - Bushing - Reviewed - potential ADD for bushing material in some cases, wording changes for clarity

14.8.C– NEW - Camber - Reviewed - potential ADD for allowing any or all legal methods of adding camber (such as camber plate AND offset lower control arm bushings) and wording changes.

14.8.D– DELETED (incorporated into new 14.8.B)

14.8.E– DELETED (incorporated into new 14.8.B)

14.8.F– DELETED (incorporated into new 14.8.C)

14.8.G– Solid Axle RWD - RENUMBERED as 14.8.D Reviewed w/ minor change, but no reformatting

14.8.H– DELETED (incorporated into new 14.8.C)

14.8.I– Strut mounting attachment - RENUMBERED as 14.8.E - Reviewed, no changes.

14.8.J– DELETED (incorporated into new 14.8.C)

14.8.K– DELETED (incorporated into new 14.8.B)

Proposal:

14.8 SUSPENSION

A. Ride height may only be altered by suspension adjustments, spacing blocks, leaf spring shackles, torsion bar levers, spring changes, camber plates, or coil spring perch replacements or modifications. Spacers which alter suspension geometry may not be used (such as between hub carrier/knuckle and lower suspension arm or "roll center correction kits".)

1. *Springs must be the same type as the original and must use the original spring attachment points except as specifically allowed in 14.8.A.4. Multiple springs are allowed as long as they use the original mount locations.*
2. *Suspension bump stops may be altered or removed.*
3. *Coil spring perches may be changed or modified, and their position may be adjustable. Spring spacers are allowed above and below the spring. Coil springs may use spring rubbers.*
4. *Vehicles originally equipped with transverse leaf springs may change spring type to a coil spring and may add spring perches to the shock absorbers for mounting coil springs in a "coil over" configuration only.*

B. Bushings may be replaced with bushings of alternative materials as long as they fit in the original location without additional modification or changes. Offset bushings may be used per 14.8.C. Changing the type of a bushing (such as ball-and-socket bushing or spherical bearing replacing a cylindrical bushing) or using a bushing with an angled hole that differs from that of the original bushing is not allowed. Keys and pins may be used to prevent the rotation of alternate bushings but may serve no other purpose than to retain the bushing in the desired position. Specific allowances for suspension arm, differential mount, steering rack and subframe bushings are below:

1. *Suspension arm bushings may use any material.*
2. *Differential mount bushings may not reposition the differential. Solid metal differential mount bushings are not allowed.*
3. *Steering rack bushings may not change the position of the steering rack, nor may shims be used to relocate the rack. Solid metal steering rack bushings are not allowed.*

4. *Subframe bushings may not reposition the subframe relative to the chassis. Solid metal subframe bushings are not allowed.*

C. *Camber may be adjusted by any combination of the following approved methods, provided all modifications use the original, unmodified mounting points on the frame, subframe or chassis and comply with the restrictions of Section 14.5.B and 14.8.B. The suspension alignment allowances in section 14.8.C are intended to offer a limited set of adjustments to camber beyond factory limits. Changes in alignment parameters and ride height that result directly from the use of allowed components are permitted. Changes in suspension geometry are not allowed except as incidental to the allowances below.*

1. *Camber Plates – Adjustable camber plates may be installed at the top of strut-type suspensions. The original upper mounting holes may be slotted and holes may be drilled to perform the installation. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).*

2. *Camber Bolts – Camber bolts may be installed, provided they use the original, unmodified mounting points.*

3. *Camber Kits / Compensators – Camber kits (also known as camber compensators) may be installed. These may include adjustable-length arms, arm mounts, or ball joints that provide lateral adjustment to the effective length of a control arm. The replacement arm or mount must attach to the original standard mounting points. Intermediate mounting points (e.g., spring/shock mounts) may not be moved or relocated except as incidental to camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. One lateral arm per corner may be modified using this allowance. Any other changes to suspension geometry are not allowed except as incidental to the effective arm length change.*

4. *Camber from Offset Bushings – Camber changes from allowances listed in 14.8.B are allowed. Offset bushings can only be used to modify the effective length of the control arm. This does include factory replaceable ball joint bushings in the standard knuckle. This does not allow any structural modifications to the existing standard knuckle.*

5. *Beam Axle Shims - Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.*

6. *Trailing Arm Suspension – The main trailing arm cannot be replaced or modified.*

D. *Solid axle rear wheel drive (RWD) suspension allowances:*

1. *Addition or replacement of suspension stabilizers (linkage connecting the axle housing or DeDion to the chassis, which controls lateral suspension location) is permitted.*

2. *Traction bars or torque arms may be added or replaced.*

3. *A Panhard rod may be added or replaced.*

4. *The upper arm(s) may be removed, replaced, or modified and the upper suspension mounts on the rear axle housing may be relocated.*

5. *The lower arms may be replaced or modified and the lower suspension mounts on the rear axle housing may be relocated.*

6. *Differential covers and attaching hardware may be replaced.*

7. *Methods of attachment and chassis attachment points are unrestricted but may serve no other purpose (such as chassis stiffening). This does not authorize removal of a welded part of a subframe to accommodate the installation.*

E. *On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.*

Not Recommended

Street Touring Category

#39893 2020 BRZ ts

Please see the response to Letter #39603 in the March Fastrack.

#39913 Clarification to Section 14.10.C.1 of the Street Touring Rules

Thank you for your letter. Please see the response to Letter #37263 in the May 2025 Fastrack. The STAC continues to consider it inappropriate to change allowances for shutter removal due to the potential aerodynamic changes to the Focus ST or other impacted vehicles.

Street Modified Category

#39810 Permit torque arm attachment to subframe connectors.

Thank you for your input. Because the Street Modified rear-wheel-drive classes (SM/SSM) are not planned to continue beyond 2026, this rule change request is not applicable to the 2027 rulebook.

Other Items Reviewed

Event Operations

#39283 Solo Nationals Advisory Committee inquiry re:35212

Thank you for your letter and willingness to help. The SEB and National Staff are always looking for assistance at National Events.

Street Modified Category

#39011 Comments on rule change #38029

Thank you for your input.

Modified Category

#39948 Opposition to #37538

Thank you for your input.

#39226 Don't add motorcycle engines to DM

Thank you for your input. The MAC is recommending this change in an effort to increase participation in D Modified.

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

Solo

SOLO EVENTS BOARD | April 22

The Solo Events Board met online April 22nd. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, Clay Turner, 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 **1/1/2027.**

Member Advisories

Street Touring Category

#39912 Clarification on 14.5.B

Thank you for your letter. As described in your letter, Street Touring inherits the allowances from Street category for electronically controlled shocks. Street Touring has no additional allowances for electronic shocks than those in 13.5.A.7 and .8. Either the shocks or the controllers may be changed, but not both, and only if electronically controlled shocks were installed as an option from the original manufacturer.

#40029 Legality of Various ECU/TCU Tuning Solutions

Thank you for your letter. Section 14.10.P allows the factory transmission control unit to be reprogrammed to modify transmission behavior. The STAC interprets that as long as the replacement unit runs on identical hardware with software changes, and only modifies transmission behavior, it would be legal.

#40161 STAC member stepping down

Devin McCuen has departed the STAC. The committee and SEB thank him for his service to the Club.

EVX

#37442 Vitour P1 in Exhibition Classes

Thank you for your letter. The Vitour P1 was removed from the exclusion list and is currently eligible for National competition in 2026. This presently includes the variant known as the P1-X01R.

#38781 Asking for clarification front upright rule

Thank you for your letter. It is the opinion of the SEB that a gouged upright that has been filled back in with a hard material does not constitute a modified upright. However, the decision would be up to a protest committee if a protest was filed. Please see Solo Rules section 13.1, third paragraph, for repair allowances and constraints.

Change Proposals

Event Operations

#39056 tire blankets and tire warming.

Modify 6.11 as follows:

"6.11 TIRE TEMPERATURE MANAGEMENT

Supplemental heating of tires less than 30 minutes prior to the first car of the heat starting a run is prohibited.

Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off. *Tire covers and wraps may not be used prior to a car's first competition run of a heat.*

Water may be used to cool tires."

Street Category

#40102 2027 Changes

The SAC is seeking member feedback regarding the proposed changes below for 2027 to Street Category classing.

The SAC would like to remind the membership that with only 9 classes within the Street category that not all cars may be competitive. The goal and mindset of the committee is to class (and reclass) cars based on the core memberships values in terms of vehicle performance, availability, purchase cost and operating cost. We believe the core membership seems to prefer modern cars that are easily acquired on the new or gently used market and prioritize them over older cars or cars sold in limited or exclusive quantities.

In addition to the items proposed below, the SAC would like to add the following commentary regarding the types of vehicles that fit into each class within the category. These general guidelines shall be reviewed based on changes in the automotive market and membership desires.

Super Street: The pinnacle of modern sports cars, including high performance and/or track-focused trim levels. Exclusions are primarily based on rarity and attainability of certain models and specs.

A Street: High-performance sports cars that represent attainable halo cars for a broader segment of the membership.

B Street: Modern performance-based coupes and sedans, as well as older sports cars considered based on comparable performance and availability.

C Street: Entry level, lightweight sport coupes and convertibles with an emphasis on handling over power. These will typically be rear-wheel-drive.

D Street: Higher performance variants of 4-passenger sport compacts primarily of front-wheel-drive and all-wheel-drive drivetrains.

E Street: Older, lightweight rear-wheel-drive sports convertibles and coupes often derived from previous generations of C Street. Emphasis on affordability and availability. Class stability is a priority.

F Street: Larger, high-powered, rear-wheel-drive modern sports coupes and sedans in the spirit of muscle/ Pony cars. May also include larger all-wheel-drive and/or turbocharged models of comparable performance.

G Street: Modest performance variants of modern, entry-level sedans, hatchbacks, and 4-seater coupes.

H Street: Affordable performance variants of entry-level sedans, hatchbacks, 4-seater coupes, and economy cars.

With that in mind, the SAC has determined that the proposed changes below fall in line with the membership's desires.

The SAC is seeking member feedback on the following changes to Appendix A effective 1/1/2027:

Super Street class (SS)

Chevrolet

~~Corvette Stingray (C8) (2020-26)~~

Porsche

718 Boxster (GTS 4.0, Spyder)

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

A Street class (AS)

Chevrolet

Corvette Stingray (C8) (2020-26)

Lotus

~~Evora S (2011-14)~~

Porsche

Boxster (~~987.2 S,~~ Spyder) *(2011-12)*

Cayman (~~987.2 S,~~ R) *(2011-12)*

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

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

718 Boxster (GTS 4.0) (2020-25)

718 Cayman (GTS 4.0) (2020-25)

B Street Class (BS)

Cadillac

~~CT4V (inc Blackwing) (2020-26)~~

Lotus

Evora S (2011-14)

Porsche

Boxster (987 base & S) (2009-13)

Cayman (987 base & S) (2009-12)

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

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

F Street Class (FS)

Cadillac

CT4V (inc Blackwing) (2020-26)

In summary, the above includes the following changes:

Cars moving into A Street:

Chevrolet Corvette Stingray (C8) (2020-26)

Porsche 718 Boxster and Cayman GTS 4.0

Cars moving into B Street:

Lotus Evora S (2011-14)

Porsche Boxster 987 (S) (2009-13)

Porsche Cayman 987 (S) (2009-12)

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

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

Cars moving into F Street:

Cadillac CT4V (inc Blackwing) (2020-26)

#40103 Street class specifically for EV vehicles

The SAC is seeking member feedback/desire on the creation of a new and supplemental class in the Street category designed specifically for electric-only powered vehicles (hereby referred to as 'EV's').

The proposed creation of this class allows the membership a better idea of where current and new EV's will be classed. It also aims to remove some of the course and condition dependencies that occur when EV's and traditional-powered vehicles compete in the same class as each other.

The SAC's intentions for initial performance-levels of this class to be based around the on-course speed benchmark of vehicles such as the Hyundai Ioniq 5 N, Porsche Taycan (excluding Turbo GT) and Tesla Model 3 Performance. EV's released in the future that are believed to exceed this performance level will be classed accordingly.

The SAC would like feedback from the membership on if the class should only be for specific EV's or for all of them. Examples would be keeping cars such as base-model Ioniq 5/EV6 and RWD Tesla (among others) in their respective Street class.

Feedback can be structured as follows:

1. Yes, put all EV's into a new EV Street class.

2. Yes, put 'fast' EV's into a new EV Street Class but keep lower-performance variants in their respective Street class.

3. No, don't create a supplemental class for EV's - class them all with traditionally-powered vehicles.

#40182 Future of E Street and D Street (2028 changes)

The SAC is seeking member feedback regarding potential 2028 classing changes within the Street category.

The SAC would like to note that these changes are primarily affecting the 2028 and beyond season. The SAC would also like to note that one of the most popular model cars within the E Street class is quickly approaching its 'sunset' year (30th calendar year after the manufacturer-designated model year of the car) - therefore making it ineligible for Street class participation at National events.

The changes below are being presented early/now to allow the membership ample time to prepare for any changes and provide feedback.

With that in mind, the SAC is seeking member feedback on the following changes to Appendix A effective 1/1/2028:

B Street Class:

Acura

~~Integra Type S (2024-26)~~

Ford

~~Focus RS (2018)~~

Honda

~~Civic Type-R (2023-26)~~

Toyota

~~GR Corolla (excl. MORIZO Edition excl. Performance Shocks and Springs Package) (2023-26)~~

D Street Class:

Acura

Integra Type S (2024-26)

Ford

Focus RS (2016-*2018*)

Honda

Civic Type R (2017-*2026* excl. Limited Edition)

Scion

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

Subaru

~~BRZ (2022-26) including tS~~

~~BRZ (2013-20)~~

Toyota

GR Corolla (excl. MORIZO Edition excl. Performance Shocks and Springs Package) (2023-26)

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

~~GR86 (without TRD equipment, excl. 10th Anniv. Edition) (2022-26)~~

E Street Class:

Scion

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

Subaru

BRZ (2013-20)

BRZ (2022-26) including tS

Toyota

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

GR86 (without TRD equipment, excl. 10th Anniv. Edition) (2022-26)

In summary, the above includes the following changes...

Moving to D Street (effective for 2027 or 2028):

'FL5' Civic Type R and Integra Type S

2018 Focus RS

GR Corolla (excluding Morizo Edition and Performance Shock/Spring package)

Moving to E Street (effective for 2028):

All Subaru BRZ's and Toyota/Scion FR-S/GR86/86's currently classed in D Street

The SAC is also seeking member feedback regarding potentially making the B Street to D Street changes for the 2027 season. Member feedback can be structured as:

Option 1: 'Yes, move them for 2027'

Option 2: 'Yes, move them for 2028 if/when the ES changes are made'

Option 3: 'Don't move them regardless of year - keep them in B Street'.

And finally, in full-transparency - the SAC is considering a future move of the 'ND' Mazda MX-5 (2016-26) to E Street sometime after a replacement vehicle (i.e. a 5th generation MX-5 or a 3rd generation GR86) is introduced that may appeal to the membership and be suitable for classing in C Street. Any such move will be made by assessing the health of E Street and a proposal / feedback cycle with the membership.

Street Touring Category

#38891 Move NB1 and NB2 Miatas from CST to DST

The STAC requests member feedback for the below potential revision to Appendix A:

CST

Mazda

~~Miata (non-turbo) (1994-2005)~~

DST

Mazda

Miata (non-turbo) (1994-2005)

#40162 Spice up BST?

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

SST

BMW

~~M2 (except Performance Edition ZL9)(2016-19)~~

Porsche

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

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

~~Boxster Spyder (987 chassis)~~

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

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

Nissan

Z (incl. Nismo) (2023-2026)

Toyota

~~Supra, 4cyl (2021-26)~~

BST

BMW

M2 (except Performance Edition ZL9)(2016-19)

Porsche

Boxster GTS (981 chassis) (2015-16)

Boxster S (981 chassis) (2013-16)

Boxster Spyder (987 chassis)

Cayman GTS (981 chassis) (2015-16)

Cayman S (981 chassis) (2013-16)

Nissan

Z (incl. Nismo) (2023-2026)

Toyota

Supra, 4cyl (2021-26)

Not Recommended

Street Touring Category

#39099 C8 Corvette Base/Z51 for SST?

Thank you for your letter. The STAC does not believe it is appropriate to class the C8 Corvette in Street Touring at this time.

#39952 SSC legality

Thank you for your suggestion. The SEB does not believe this change would be appropriate at this time.

#39981 Ignition systems

Thank you for your letter. There is currently no allowance for converting any car in Street Touring from distributor to coil-on-plug ignition. The STAC appreciates the concern over parts which are no longer available but does not believe it is appropriate to add an allowance at this time.

#40151 2002-2005 Civic Si

Thank you for your letter. The STAC feels the EP3 Civic Si is appropriately classed in DST.

Handled Elsewhere

Event Operations

#37050, 38178 Sound Limit Protocol (various)

Please see the article here: https://www.scca.com/articles/2020473-how-does-this-sound-what-solos-db-c-sound-measurement-means

General

#39830, 39994 Sound limit comments (various)

Please see the article here: https://www.scca.com/articles/2020473-how-does-this-sound-what-solos-db-c-sound-measurement-means

Street Category

#36240 718 GTS to AS

Please see the response to item #40102 in this Fastrack.

Street Touring Category

#39146 Make NBs great again

Thank you for your input. Please see response to letter #38891 in this Fastrack.

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

Tech Bulletins

Event Operations

#30699 deadline for mechanical calls

Clarify 6.8.D as follows:

"D. Drivers of cars with mechanical difficulty shall have ten (10) minutes after the car is scheduled to start to present a car *to the staging position* at the start line. *A mechanical delay may not be called any time after the driver has been directed by the starter to begin the run.* Drivers may take one (1) mechanical delay per run."

Comment: Adding this language simply makes the rule book consistent with the content of the National-level Supplemental Regulations.

General

#40275 Clarification of Required Officials

Amend the Solo Rules to reflect changes in Sanction operations, as follows:

5.3.C ~~Design, layout, and pre-running of a suitable course. (EXCEPTION: The approval of the design and layout is the responsibility of the SEB for the National Championship event and the Solo® Department for Tour events.)~~

Change Section 5.4 Solo Safety Steward as follows:

The duties of the SSS shall concern the safety of the spectators, workers, and driver safety relative to course design. Control over course design extends only to such issues as course or near-course hazards and not to design philosophy. In Solo® events, safety issues are those such as listed in Sections 1.3 and 2.1. This includes course security, which is defined as maintaining control over spectator access to the course. *The SSS must also confirm that the Course Designer holds a valid Solo Course Design License.*

Change Section 5.11 to 5.12 and add Section 5.11 as follows:

5.11 Solo Course Designer

The Solo Course Designer will design and lay out a suitable course. The Solo Course Designer must work with the Solo Safety Steward of Record and the Event chair to implement a course that complies with the requirements in Sections 2, 2.1, 2.2, and 2.3 of the Solo Rules.

The Solo Course Designer must have completed the Solo Course Design training and hold a current SCD license. This position shall be filled by an SCCA member. (EXCEPTION: The approval of the design and layout is the responsibility of the SEB for the National Championship event and the Solo® Department for National Tour events.)

Street Touring Category

#39575 2017-2019 Corvette Grand Sport

The STAC is recommending the following new listing in Appendix A:

SST

Chevrolet

Corvette (C7, non-Z06, non-ZR1)

#39909 Requesting street touring classing for my car

Thank you for your input. The STAC recommends the following new listing in Appendix A:

BST

Kia

K5 GT (2025- 2026)

Kart Category

#36487 Clarify conflict in rule book for learners permit

Thank you for your letter. The SEB recommends the following changes to clarify the license requirements of competitors. This consolidates the requirement for competitors to possess a valid license into Section 4.1.A and, per KAC recommendation, clarifies the requirement for Kart class drivers to have a valid driver's license.

Remove Item B from Section 1.3.2.B as follows and renumber Section 1.3.2 as needed:

~~B. All competitors must have a valid driver's license~~

Update 4.13.A as follows:

In accordance with the SCCA® insurance guidelines, all competing and non-competing participants at or over the age of majority in the state in which the event is being conducted must sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. Those under the age of majority must have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement on file with SCCA®. ~~All competitors, except participants in Kart classes, must also have a valid driver's license.~~

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

Solo

SOLO EVENTS BOARD | May 27

The Solo Events Board met online May 27th. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener and Clay Turner 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 **1/1/2027.**

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.

Modified Category

#40253 Error and Omission to recommended #38870

Per the MAC, the following updated version of the previously-published 40253 proposal is being recommended. This update fixes errors and removes contradictory text:

"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."

Member Advisories

General

#38162 Solo Award Nominations requested

Nominations are requested for the Driver of Eminence, Solo Cup, and Heart of Solo awards.

Driver of Eminence description: To the Solo driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large. Previous winners may not be nominated again.

Solo Cup description: To the SCCA member who has made an outstanding contribution to the Solo Events Program. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large.

Heart of Solo description: Recognizing members 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.

The lists of past winners for all of these appear in Appendix J.V of the Solo Rule book.

Street Category

#38412 How to class the 2025 VW Golf r Mk8.5

Thank you for your letter. The current Appendix A listing for the Golf R (2022-26) in D-Street would include the Eurospec option.

#39001 Wheel size question/clarification, 2022 VW GTI Autobahn trim

Thank you for your letter. As the 2022 VW GTI Autobahn trim was not available with an 18x7.5in wheel from the factory, the vehicle is only eligible for Street Category competition using an 8.0in wheel width (diameter of 18, 19 or 20 inch).

#39098 Car Classing

Thank you for your letter. The current Appendix A listing for the Ford Taurus (non-SHO) in H-Street would include the Police Interceptor option.

#39866 2026 BMW M2 CS classing

Thank you for your letter. The current Appendix A listing for the BMW M2 (excl. MP Sports Suspension) in B-Street would include the 2026 model year.

#39903 Lotus Evora GT - Clarify Ohlins Race Suspension Pack in AppendixA

Thank you for your letter. Per section 12 of the Solo Rules - "Manufacturer options which are dealer-installed must be specifically listed in Appendix A in order to be eligible." As the 'Track Pack'/Ohlins Spring & Damper package for the Lotus Evora GT is dealer-installed and not listed in Appendix A - it is not an eligible part/package for Street Category participation.

#40015 Convertibles and roll bar requirements

Thank you for your letter. Per section 13.2.F (Roll Bars and Roll Cages) - all references are to "may be added". There is no requirement for roll bars in Street, Street Touring, or Street Prepared vehicles. Please refer to section 3.3 of the Solo Rules for additional details.

FWD setups, and the rules should not exclude heavier modern cars, in order to keep the class healthy.

Street Touring Category

#40165 Rule clarification

Thank you for your letter. The STAC concurs with your interpretation of the updated parts allowance in the front matter of the Section 13 Street Category rules.

The STAC believes that the mid pipe in question may be replaced as long as you have manufacturer documentation that the required part number for your specific year and model car has been superseded to the later part number.

Please note that this does not allow using Section 14.11 for out-of-production parts to effectively create an allowance using non-OEM parts.

Street Modified Category

#40501 Background for Proposed SM Changes

As the SM category phases out, the SMAC and PAC are working to evolve both the SMF and EP classes into a state that will make those cars more compatible for consolidation. Primary goals for the effort are to encourage healthy participation and to promote one class for a variety of highly modified FWD cars. This starts with finding common ground between the two current classes, and the SMAC has worked hard to identify some initial steps as per the change proposals contained in this Fastrack. Moving forward, members can expect to see more proposals over the coming months to continue to align the two classes, with an expected merger effective date of 1/1/2028. As the needed changes are considered, the SEB and relevant

Advisory Committees recognize that minimum weights for the target class need to be attainable by modern cars, in order to keep the class healthy.

CAM / XS

#40025 Gurney flaps

Thank you for your question. A Gurney flap would be considered part of the wing and is permitted provided the wing assembly still meets the restrictions listed in the wing allowance.

#40150 Wipers vs Wiper

The current rules require 2 windshield wipers where originally equipped. However, please see the February Fastrack for a rule change proposal that would permit converting a vehicle to a single wiper.

Change Proposals

Event Operations

#39905 Accommodation for Testing Course

The SEB is seeking member feedback on a change to 4.9 that would formalize a process that allows an individual to pre-run all or parts of the course during event setup while still allowing them to make competition runs later in the event.

Update Section 4.9 as follows:

"No person may compete who has pre-run through the course, as set for the event in or on any wheeled vehicle, except a competitor with a physical disability that impairs their ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid traveling at normal walking speed to accomplish the requirements of Section 6.3. All event officials, whether competing in the event or not, must use caution to avoid individual conflict of interest situations during the event. *The Event Chair/Event Lead or their designee may pre-run portions of the course as set for the event to determine suitability for competition and safety without penalty.*"

Street Category

#39788 Reclass of Kia K5 GT

The SAC is seeking member feedback on the following changes to Appendix A effective 1/1/2027:

G Street Class (GS)

Kia

~~K5 GT (2021-26)~~

H Street Class (HS)

Kia

K5 *incl. GT* (2021-26)

Street Touring Category

#39970 Flywheel Modification

Thank you for your letter. The STAC requests member feedback on the following change to Section 14.10.O:

14.10.O The *flywheel*, clutch disk and pressure plate of traditional, pedal operated manual transmissions may be modified or replaced. *The flywheel must retain a friction surface diameter at least as large as that of the OEM flywheel.*

#40179 Celica GT-S clarification

Thank you for your letter. The STAC requests member feedback on the following proposed change to Appendix A:

EST

Toyota

Celica (non-turbo) (1986-*1999* ~~2005~~)

DST

Toyota

Celica (2000-2005)

Street Modified Category

#40313 Allow removal of parking brake

The SMAC is requesting member feedback on the draft of section 16.1.C to allow replacement, modifications or removal of parking brakes.

Proposal:

16.1.C: Brakes, including calipers, caliper mounts, discs, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS, proportioning valves, etc., are unrestricted. Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, as defined per Section 12, are exempt from this restriction. *Emergency (parking) brakes and associated hardware may be replaced, modified, or removed.*

#40314 Allow removal of AC and Heater components

The SMAC is requesting member feedback on the attached draft of section 16.1.D to clarify the allowances for the cooling system, heat exchangers and allow full removal of climate control components.

Proposal:

16.1.D: Drivetrain and related components (e.g., induction, ignition, fuel systems) are unrestricted except for the following limitations:

1. Engine block (or housings of rotary engines) must be a production unit that can be sourced from a production automobile.

2. Fuel System

a. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of metal, metal braided hose, or equivalent (e.g., Nomex, Kevlar, or nylon braided hose) with AN Series threaded couplings, or entirely covered and protected with a metal cover.

b. Any fuel pump(s), filter(s), and pressure regulator(s) may be used. Such components may not be located in the passenger compartment but their location within the bodywork of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.

c. A cool-can, not exceeding one gallon in volume, may be used. The cool-can may not be installed in the passenger compartment.

3. Cooling systems and heat exchangers are unrestricted including removal of air conditioning and heating components in whole or in part. Electrically operated cooling fan(s) may be added, modified, replaced or removed provided it (they) serve no other purpose. Any engine, transmission, and/or intercooler is/are permitted provided they are mounted within or under bodywork. Sealing or shrouding the airflow area

between the grill opening and the water radiator and/or engine intercooler is permitted. Electrically driven water pumps are allowed.

#40315 Clarify Electrical System Allowances

The SMAC is requesting member feedback on the attached draft of section 16.1 to clarify the allowances for the electrical system, ECU, starter, alternator and other electrical components.

Proposal:

16.1.N: *Electrical system and related components are unrestricted except for the following limitations:*

The use of any ignition system (except magneto ignition) is permitted provided the number of spark plugs remains the same as that of the standard production engine. If a distributor is removed, a blanking plate or breather may be fitted in its place. The original generator or alternator may be completely removed or replaced. Mounting location and drive system for the generator or alternator is unrestricted.

It is recommended that all vehicles be equipped with an electrical system master cutoff switch.

ECU and/or other electronic engine management systems are unrestricted.

The use of any driver operated electric starter is permitted.

Any traction or stability control systems are permitted.

~~Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed, or replaced serves no other purpose. Any visible holes that result from the removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc. Gauge clusters may be modified or replaced, provided any visible holes that results from the change must be covered with a cover of unrestricted material.~~

#40316 Clarify Sway Bar allowances

The SMAC is requesting member feedback on the attached draft of section 16.1.E to clarify the allowances for anti-roll components.

Proposal:

16.1.E: Suspension components are unrestricted as long as they use the original attachment points. Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.

Any anti-roll bar and/or other roll suspension stabilizer is permitted. Attachment points of such components are unrestricted. Components may pass through body panels, chassis panels, or frame members and may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

#40317 Allowance for modifications to the steering column

The SMAC is requesting member feedback on the attached draft of section 16.1.F to allow modifications to the steering column.

Proposal:

16.1.F: Steering modifications are permitted as follows:

1. Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components may be replaced, added, *modified,* moved, or removed. Modifications or replacement of 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 stocklike appearance.~~ *Removal or modification of column-mounted accessories including the turn indicator, is permitted.* Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or *modified, replaced or removed.*

2. Rear-steer devices may be replaced with solid links.

3. Supplemental steering gear boxes or steering quickeners are allowed as long as they are mounted in accordance with Section 16.1.F.1.

4. Steering wheels and associated mounting hardware may be replaced. *Any steering wheel and/or wheel quick-release mechanism may be used.* ~~This does not permit removal or modification of the steering column or column-mounted accessories.~~

#40318 Exterior Mirrors and louver allowances

The SMAC is requesting member feedback on the attached draft of section 16.1.H and 16.1.Q to allow removal of external mirrors and set allowances for hood louvers.

Proposal:

16.1H: Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear bodywork, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer system, and hood liners may be modified, removed, or replaced. Non-metallic fender liners may be modified, replaced, or removed. *All exterior mirrors and their associated mounting hardware may be modified, removed, or replaced.*

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle front hood and/or engine cover may not exceed 500 sq. in. (3225.8 cm²), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than 1.0" (25.4 mm) above the original surface.

16.1.Q: ~~OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in. (96.8 cm2) per mirror.~~

#40319 Allowances for vehicle interior

The SMAC is requesting member feedback on the attached draft of section 16.1.J and 16.1.N to allow removal of all passenger seats, interior trim, and dash.

Proposal:

16.1.J: *The driver's seat may be modified or replaced with a seat of any origin. Front passenger seat(s) may be removed, modified, or replaced. 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. All interior trim, dash, gauges, floor covering, carpet, and upholstery can be removed, modified, or replaced. Interior rear view mirror and sun visors may be removed, modified or replaced. Sound deadening can be removed from any part of the vehicle.*

#40320 Allowances for front lights and ducting

The SMAC is requesting member feedback on the attached draft of section 16.1.R to allow removal of all front and side facing lights.

Proposal:

16.1.R: *All headlights, front parking lights, front signal lights and side marker lights may be removed, modified, or replaced. All associated hardware may be removed, replaced or modified. Headlight doors may be removed, modified, or replaced. Any remaining openings shall be covered with a wire mesh screen or panel of fiberglass, Plexiglas®, metal, or other nonflammable material. Ducts from headlights, headlight doors, front parking lights, and front signal lights may be used for ducting air to the engine, front brakes, and/or heat exchangers. Any opening used for ducting may not be relocated. These ducts may pass*

through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) light. ~~OE 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.

Modified Category

#36947 Front Diffusers for DM/EM

The MAC and SEB are soliciting additional feedback for the following updated proposal for changes to 18.1:

18.1.F.3.d. Front splitters are allowed ~~but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft~~. The splitter trailing edge must be fully sealed to the front bodywork/fender fla*re*/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car. ~~The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less.~~ The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so. Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

~~e. A front splitter and its associated features shall not function as a diffuser.~~

18.1.F.5. Diffusers are allowed ~~at the rear of the car only~~; ~~The rear diffuser may protrude rearward beyond the top view outline of the car. The rear 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 and may not extend rearward past the centerline of the front wheels. Rear diffusers may not protrude more than 12" rearward beyond the top view outline of the car. No part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle.*

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.

Not Recommended

Street Category

#38122 G20 BMW 3-series reclass request

Thank you for your letter. The SAC believes that the BMW 3 series (G20/21) is appropriately classed at this time.

#38534 Reclassification of the Boss 302 Laguna Seca from AS to FS

Thank you for your letter. The SAC believes that the Mustang Boss 302 Laguna Seca edition is appropriately classed at this time.

#38537 Request 2025 911 Carrera T move from SS to AS.

Thank you for your letter. The SAC believes that the 2025 911 Carrera T is appropriately classed at this time.

#38964 MK2 Audi TTS to GS

Thank you for your letter. The SAC believes that the 2009-15 Audi TTS is appropriately classed at this time.

#39157 2016 Porsche GT3RS 991.1 Super Street Addition

Thank you for your letter. The SAC believes that the 991.1 Porsche GT3 RS is not appropriate for Street category classing.

#39340 BMW G20 3-series 4-cyl request FS -> DS

Thank you for your letter. The SAC believes that the BMW 3 series (G20/21) is appropriately classed at this time.

#39580 Move 991.2/992.1/992.2 base and T Porsche 911 Carrera trims to AS

Thank you for your letter. The SAC believes that the 991 and 992 911 Carrera's are appropriately classed at this time.

#38627 Add 2025 Golf R to GS clasing from #37014

Thank you for your letter. The SAC believes that the 2025 Golf R is appropriately classed at this time.

#39642 Reclassification of Subaru WRX and STI 2021 and older

Thank you for your letter. The SAC believes that the Subaru WRX and STi are appropriately classed at this time.

#39759 Car Classing Question

Thank you for your letter. The SAC believes that the Ford Mustang GTD is not appropriate for Street category classing.

#39915 M3/M4 F80/F82 from BS to FS

Thank you for your letter. The SAC believes that the BMW M3 & M4 (F80/F82 chassis) are appropriately classed at this time.

#40085 Wheel allowance

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

#40144 Elantra N TCR Version

Thank you for your letter. The SAC believes that the TCR Edition of the Hyundai Elantra N is not appropriate for Street category classing. As a reminder, local regions are allowed to class cars as they see fit.

#40197 Request for Camber Bolts in Street

Thank you for your letter. The SAC believes the suspension allowances as outlined in section 13.8 are adequate as written.

Street Touring Category

#38883 It’s time to update “Stand-alone” cutoff years

Thank you for your letter. The STAC discussed and determined that the allowances in 14.10.F are sufficient.

#39953 Request Carrera T to SST

Thank you for your letter. The STAC believes that the performance potential of the Carrera T exceeds the parameters of SST.

#39998 Turbo MR2 reclass

Thank you for your letter. The STAC believes it is not appropriate to classify the MR-2 Turbo in Street Touring.

EVX

#40061 Tires size limit

Thank you for your letter. The SEB is not in support of limiting tire sizes in EVX.

CAM / XS

#39780 Automobile based engines

Thank you for your letter. The CAM/XS Committee does not see a need to restrict the engines to those of automotive origin.

Other Items Reviewed

General

40000, 40023, 40032, 40033 Nationals Course Designer Applications (various)

Thank you for your applications. The SEB has approved Jeff Vineyard and Karen Babb as the 2026 Nationals course designers.

Street Category

#38435 Money is tight. Changing street classes could hurt participants.

Thank you for your letter and feedback.

#39265 Classing Proposal to Reduce Condition Dependency and for DS,GS,HS

Thank you for your letter. Please see the proposals as published in the June 2026 Fastrack. The SAC would additionally like to thank you for your research and data sharing which has helped inform the decision making in the June 2026 Fastrack proposals.

Street Touring Category

#40178 Toyota GR Performance Air Intake System - Charcoal Filter

Please see the response to #35407 in the March 2024 Fastrack, which is available here.

CAM / XS

#39338 If CAM is official add XA too

Thank you for your letter. XA is now a National Championship class per the 2026 Solo Rules.

#39632 Solo Rookie of the Year Nomination

Thank you for your nomination. Josh Peek was awarded the 2025 Solo Nationals Driver of the Year.

#39889 Single windshield wiper proposal -- feedback

Thank you for your feedback on the outstanding rules change proposal.

Handled Elsewhere

Street Category

#38334 PT Cruiser Turbo Differences & Clarification

Thank you for your letter. Please see the response to letter 37014 published in the December 2025 Fastrack.

#38398 Questions about rule changes

Thank you for your letter. Please see the response to letter 37014 published in the December 2025 Fastrack.

#38593 Reclass Mazdaspeed Protege -Additional context for Letter #38450

Thank you for your letter. Please see the response to letter 37014 published in the December 2025 Fastrack.

#38713, 38936 Cadillac Blackwing classing (various)

Thank you for your letters. Please see the response to letter 40102 published in the June 2026 Fastrack.

#38730, 39160 Supra Classing (various)

Thank you for your letter. Please see the response to letter 38698 published in the March 2026 Fastrack.

#38690 F street moves.

Thank you for your letter. Please see the response to letter 40102 published in the June 2026 Fastrack.

#39078 Move M3P to AS

Thank you for your letter. Please see the response to letter 40103 published in the June 2026 Fastrack.

#39131, 39795, 39940, 39959, 39980, 39992, 40037, 40294 Porsche Cayman/Boxster Classing (various)

Thank you for your letters. Please see the response to letter 40102 published in the June 2026 Fastrack.

#39134 Move Lotus Evora S to BS

Thank you for your letter. Please see the response to letter 40102 published in the June 2026 Fastrack.

#39348, 40109 Reclassification of 2024+ Tesla Model 3 Performance to AS (various)

Thank you for your letters. Please see the response to letter 40103 published in the June 2026 Fastrack.

#39397 2025+ Golf R Class

Thank you for your letter. The current Appendix A listing for the Golf R (2022-26) in D-Street would include the Eurospec option.

#39569 New Class idea Twin Street

Thank you for your letter. Please see the response to letter 40182 published in the June 2026 Fastrack.

#39761 #39760 my mistake...

Thank you for your letter. Please see the response to letter 39760 published in the current Fastrack.

#39869 Conflicting classing data for Mini Cooper JCWs

Thank you for your letter. The Appendix A listings for the Mini Cooper Hardtop JCW's have already been corrected. Please see the updated rule book document which can be found here.

#40003 What happened to #36911

Thank you for your letter. Please see the response to letter 40182 published in the June 2026 Fastrack.

#40012, 40086 Corvette Class changes (various)

Thank you for your letter. Please see the response to letter 40102 published in the June 2026 Fastrack.

Street Touring Category

#39971 Request to Allow Single Mass Flywheels in ST

Thank you for your letter. Please see the response to letter #39970 in this Fastrack.

#39974 Flywheels in Street Touring

Thank you for your letter. Please see the response to letter #39970 in this Fastrack.

#40201 C7 Corvette Non Z06 to SST

Thank you for your input. Please see the response to Letter #39575 in the June Fastrack.

#40274 Rule Clarification

Thank you for your letter. Please see response to letter #40165 in this Fastrack.

Tech Bulletins

Street Category

#38286 2024 Toyota Supra 45th Anniversary

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

A Street

Toyota

Supra (MkV Final Edition) (2026)

Supra (MkV 45th Anniversary Edition (2024)

#39760 Update CLA 35 years please

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

D Street

Mercedes-Benz

AMG CLA 35 Coupe (2021-*2023*)

#39852 Classing Clarification

Per the SAC, please correct the following oversight in Appendix A:

H Street class (HS)

Acura

Integra (~~Base~~ *excl Type-S, A-Spec*) (2023-26)

#39881 2026 Honda Prelude classing

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

G Street

Honda

Prelude Hybrid (2026)

#40257 Extend Lexus IS past the year 2020

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

D Street class (DS)

Lexus

IS (all excl. IS-F, *IS 500 F Sport Performance*) (2006-*26*)

CAM / XS

#39888 Side windows

Thank you for your letter. Side windows must be in the original location regardless of whether you have converted to polycarbonate side windows or not. To clarify the rule the CAM/XS Committee is recommending the following clarification effective immediately.

CAM/XS Rules Body and Bodywork Section:

Must have OE or OE-equivalent windshield. Side and rear ~~glass~~ windows must be in the original location if original for the vehicle. Windshields, side, and rear ~~glass~~ windows may be replaced with polycarbonate (e.g., Lexan®). Windshields must have a minimum thickness of 3/16" (0.1875 in.). Vehicles using polycarbonate windshields must add 150lbs to their minimum weight.

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

Solo

SOLO EVENTS BOARD | June 24

The Solo Events Board met online June 24th. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Rick Myers, and Brad Smith; Kim Whitener and Peter Bollenbecker 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 **1/1/2027.**

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/.

Solo Spec Coupe

#32727 Sway Bar Bushing Grease Zerks

The SEB is recommending the following change to the SSC rules that would permit drilling the swaybar bracket and bushings to allow installation of a zerk fitting for the purpose of greasing the bushing.

Add a new rule 20.5.B.3 as follows:

3. Front and rear sway bar attachment brackets and bushings (part UB0347 and UB0346) may be drilled and a zerk fitting installed for the purpose of lubricating the sway bar bushing.

#38519 Tire/Strut contact considered modification of required components

The SEB is recommending the following change to the SSC rules to include non-adjustable camber plates as an optional suspension modification. Please note that this change would make the camber plate an allowed suspension change and not part of the required suspension kit. Competitors would be able to run with or without the camber plate while still utilizing the standard SSC suspension package.

Add the following to Section 20.5:

C. Whiteline Camber/Caster Mount KCA335 may be installed in addition to the required suspension package listed in Section 20.2

Member Advisories

Club Spec

#40547 Make Club Spec National Classes

Due to their popularity and long term strategic benefit to SCCA Solo classing the SEB is transitioning Club Spec Mustang (CSM) and Club Spec MX-5 (CSX) to National Championship status effective immediately. These classes will be National Championship classes at the 2026 Solo Nationals.

The implementation of this change involves the following modifications to the Solo Rules and has been approved by the BOD:

4.8.B: For 2026 the following are Developmental Classes: XU, ~~CSX, CSM~~, and any corresponding Ladies classes as applicable.

Appendix B: Move the "Club Spec" subsection, from "Objective" through "Engine and Drivetrain" into a new Section 22 (and renumber the current 22) titled "*Club Spec Category*" with the general rules for the

classes. Move the "Club Spec Mustang (CSM)" and "Club Spec MX-5 (CSX)" subsections from Appendix B into Appendix A, following the CAM/XS sections.

Street Touring Category

#40354 Shift Lights in ST

Thank you for your letter. Per section 13.2.a adding a shift light is permitted.

#40466 Brake rotor size clarification

Thank you for your letter. For your first question, Section 14.6.A alternate rotor allowance does not authorize alternate rotors that are smaller than standard. For your second question, the STAC interprets that the minimum thickness for rotors is the manufacturer's minimum thickness specification. Therefore, a replacement rotor that is 2mm smaller in diameter is not legal, even if it meets the minimum thickness specification.

Prepared Category

#39543 Committee Personnel - PAC

The PAC is anticipating vacancies and is seeking members with Prepared category experience who are interested in serving on the committee. Those who are interested are invited to submit their qualifications in writing via www.soloeventsboard.com.

Modified Category

#34100 MAC Personnel

Openings are anticipated on the MAC. Interested members with Modified category experience are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com.

Xtreme Street

#39769 Are non OE shaped hardtops legal?

Thank you for your letter. The allowance to replace body panels would permit replacing a soft-top with a hardtop however competitors are cautioned that per the rules the shape of the body must remain recognizable as that of the original vehicle make and model.

Change Proposals

Street Category

#39748 Discussing Disc-using

The SAC is seeking member feedback on the following proposed changes to 13.6 of the Solo Rules:

D: Cars originally equipped with drilled or slotted rotors from the factory may use blank, slotted, and/or drilled replacements. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area. Cars originally equipped with blank rotors may only be replaced with blank rotors. Replacement rotors must be of equivalent nominal dimensions, including outside diameter, thickness, material, and construction (e.g., one piece vs. floating, solid vs. ventilated). Any replacement rotor must be sourced from a major parts distributor or high-volume auto parts store. Modifications to OEM/replacement rotors are not permitted.

E. Carbon rotors may be replaced by ferrous rotors.

The SAC would like to note that the intent of this rule change would be to allow for common aftermarket, OE-equivalent brake rotors, that are purchased from regular retail auto parts outlets.

#39985 Clarify wording of Street rules re: electronic shock controllers

The SAC and SEB are requesting member feedback regarding the following changes to clarify section 13.5.A.8 of the 2026 Solo Rules, effective 1/1/27:

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

Vehicles originally equipped with an electronically controlled adaptive ride control system (MSRC, MRC, PASM, AMS, etc) may update the OE ride control module with an OEM provided re-flash. The entire control module may be replaced with an aftermarket module provided it installs in the factory location and connects to the vehicle via the factory wiring harness. No modifications to the wiring harness or interior/mounting hardware are permitted.

Aftermarket control modules may only control components controlled by the original controller such as dampers and engine mounts. The programming logic used to determine how to control a permitted component is unrestricted. Additional sensors external to the controller are not permitted. OE shock/strut bodies and internals must remain unaltered.

#40102 2027 Changes

The SAC is seeking additional feedback on the Street Class proposal sent out in the June 2026 Fastrack. Please see an updated version below (changes from the prior version are shown in blue).

Super Street class (SS)

Chevrolet

~~Corvette Stingray (C8) (2020-26)~~

Lotus

~~Emira (all) (2024-25)~~

Porsche

718 Boxster (~~GTS 4.0~~, Spyder)

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

A Street class (AS)

Chevrolet

Corvette Stingray (C8) (2020-26)

Lotus

~~Evora S (2011-14)~~

Emira (all) (2024-25)

Porsche

Boxster (~~987.2 S~~, Spyder) *(2011-12)*

Cayman (~~987.2 S~~, R) *(2011-12)*

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

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

718 Boxster (GTS 4.0) (2020-25)

718 Cayman (GTS 4.0) (2020-25)

718 Boxster (~~base~~, T, S, GTS) (2017- 25)

718 Cayman (~~base~~, T, S, GTS) (2017- 25)

B Street Class (BS)

Audi

~~S5 (2008-26)~~

Cadillac

~~CT4V (inc Blackwing) (2020-26)~~

Lotus

Evora S (2011-14)

Mercedes-Benz

~~CLA45 AMG (2014-21)~~

~~GLA45 AMG (2015-19)~~

Porsche

Boxster (987 base & S) (2009-13)

Cayman (987 base & S) (2009-12)

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

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

718 Boxster (base, excl. T) (2017- 25)

718 Cayman (base, excl. T) (2017- 25)

C Street Class (CS)

~~Scion~~

~~FR-S (with TRD suspension; incl. Release Series 1.0 and 2.0) (2013-16)~~

~~Subaru~~

~~BRZ tS (2018)~~

~~Toyota~~

~~86 (with TRD Lowering Springs, TRD Sway Bar Kit, and TRD 17" in. Forged Wheel) (2017-20)~~

D Street Class (DS)

Audi

S5 (2008-26)

BMW

~~128i (2008-13)~~

Mercedes-Benz

CLA45 AMG (2014-21)

GLA45 AMG (2015-19)

Scion

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

Subaru

BRZ (2013-20) *including tS*

Toyota

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

F Street Class (FS)

Cadillac

CT4V (inc Blackwing) (2020-26)

G Street Class (GS)

BMW

128i (2008-13)

In summary, the above includes the following modifications to the June 2026 Fastrack publishing:

Cars proposed moving into A-Street:

Lotus Emira (all)

Cars moving into B-Street:

Porsche 718 Boxster & Cayman (base, excluding T)

Cars moving into D-Street:

All 1g 'Twins' (Scion FR-S, Subaru BRZ, Toyota 86) currently in CS with special kits or limited editions

Audi S5 (2008-2026)

Mercedes CLA45 AMG & GLA45 AMG

Cars moving into G-Street:

BMW 128i (2008-13)

CAM / XS

#40267 CAM/XS rules

The CXAC is requesting member input regarding the removal of Jeeps from CAM classes and the requiring a minimum wheelbase in the CAM, XA, and XB classes. Vehicles with a wheelbase smaller than that listed would be eligible to compete in XU. These changes would take effect 1/1/2027.

Modify Appendix A in the Classic American Muscle / Xtreme Street section as follows:

Add before “Classic American Muscle – Traditional”

Excluded from all CAM classes:

- *Jeep military/CJ/Wrangler (all). Vehicles with a wheelbase of 88 inches or less*

Add under “Excluded from XA/XB”:

- *Vehicles with a wheelbase of 88 inches or less*

Not Recommended

Street Category

#40305 Official Classification Request - Subaru Baja

Thank you for your letter. The SAC is not recommending Street category classing of the Subaru Baja due to the vehicle not meeting the Eligible Vehicle requirements as listed in section 3.1.

#40309 Proposal: Allow Reliability Mods in Street Category

Thank you for your letter. The SAC believe that the allowances in section 13 of the Solo Rules are adequate for the Street Category.

#40346 Change Classes

Thank you for your letter. The SAC believes that the 2020-2026 Toyota Supra is appropriately classed at this time.

#40359 Eligibility of Ergonomic Modifications for Tall Driver

Thank you for your letter. The SAC does not believe that replacing/modification of clutch springs or clutch pedal travel stops are appropriate for the the 'comfort and convenience' items as outlined in section 13.2.A of the 2026 Solo Rules.

#40360 Tesla model S classing

Thank you for your letter. The SAC believes that the Tesla Model S classing is appropriate at this time. Additionally, please see letter 40103 published in the June 2026 Fastrack.

#40424 Vehicle Classification: 2026 BMW M2 CS

Thank you for your letter. The SAC does not believe that the 2026 BMW M2 CS is appropriate for Street category classing due to low production quantity.

Solo Spec Coupe

#39042 ECU Verification is LIMITED due to available Tools and Technology

The SEB is withdrawing the change proposal listed below that would allow for aftermarket engine tuning in SSC. This is based on membership feedback against the change. The SEB and National Office will continue to investigate the possibility of a spec tune with a defined compliance check process to go with and will ask for member feedback when and if specifics become available. The proposal was as follows:

Add Section 20.7.I:

20.7.I The standard PCM/ECU may be re-programmed with the following restrictions. The OE OBD2 port functionally must remain. Only sensors equipped from the vehicle manufacturer may be used for engine management. Aftermarket Traction Control systems using the factory ECU and sensors are not permitted.

Remove Section 20.6.B:

~~No changes are permitted to electronic engine management systems or their programming.~~

Street Touring Category

#40141 Solo classing clarification request – 2017 Jaguar F-Type R AWD

Thank you for your letter. The Jaguar F-type R is not classified in Street Touring due to its limited availability in the US, and the STAC believes the performance potential exceeds the SST envelope.

#40350 Wider Tires for Forced Induction in AST

Thank you for your letter. The STAC believes the tire allowances for AST are appropriate.

#40355 Modification to Bodywork rule 14.2F

Thank you for your input. The STAC feels the current allowances in 14.2.F are sufficient for the Street Touring category. In particular, some leeway in the area of bodywork allowances (e.g., wings/spoilers beyond those allowed in Section 14.2.F) is encouraged at SCCA **Regional** Solo events.

#40460 Golf R to GST

Thank you for your letter. The STAC believes the performance potential of the Golf R exceeds the GST envelope.

CAM / XS

#39751 SCCA CAM Rule Change Proposal

Thank you for your well written letter. The CAM/XS Committee does not feel that moving the S197 Mustangs to CAM-T is appropriate for the class.

#38020 High Value Cars in Xtreme Street?

Thank you for your letter. The CAM/XS Committee does not feel that putting a price cap or otherwise limiting participation of fast factory cars in XS/CAM is appropriate for the category. The CAM/XS committee feels that the very open allowances provide competitors with enough space to build cars that can compete on a level playing field with anything that may have started with more power or better handling.

#40127 Add maximum weight limits to XB

Thank you for your letter. The CAM/XS Committee does not feel that adding a maximum weight to XB is appropriate.

Other Items Reviewed

General

#40347 Remarkable instruction

Thank you for recognizing the helpfulness of a fellow Club member.

#40348 Remarkable passion

Please see the response to item 40347 in this Fastrack.

Street Category

#40308 Regarding: The Possible Street Class Restructuring Proposal

Thank you for your letter. Please see the updated version of item 40102 in this Fastrack, and item 40182 published in the June 2026 Fastrack.

#40372, 40376, 40403, 40404, 40415, 40422, 40425, 40428, 40446, 40476 #40182 DS and ES change proposals feedback (various)

Thank you for your feedback.

#40374, 40377, 40379, 40461 Feedback RE: #40182 - Option 1, move them for 2027 (various)

Thank you for your feedback.

#40380 Moving the boost buggy overdogs to DS

Thank you for your feedback.

#40381, 40381, 40387, 40402 #40102 2027 Change proposals feedback (various)

Thank you for your feedback.

#40383 No mention of NC Miata

Thank you for your letter. The majority of letter 40182 is proposed for 2028 - not 2027. Additional vehicles that may move into E-Street that do not exceed the performance envelope of the 2g 'Twin' will be added at a later time. The SAC would also like to remind that Club Spec MX-5 (CSX) is currently available for NC MX-5 owners.

#40384 As the guidelines say - keep the stability in ES.

Thank you for your feedback.

#40385 Member feedback making the B Street to D Street changes for 2027

Thank you for your feedback.

#40389 Feedback on BS to DS to ES Moves

Thank you for your feedback.

#40390 No 4.0 Cayman to AS

Thank you for your feedback.

#40391 Porsche 718 Base/T models should follow 981 GTS

Thank you for your feedback.

#40397 Porsche Boxster/Cayman AS vs BS

Thank you for your feedback.

#40398 Keep ES as is and bin the 30-year rule

Thank you for your feedback.

#40401 Moving Honda Civic Type R/Acura Integra Type S from BS to DS

Thank you for your feedback.

#40408 Tire Blanket Proposals

Thank you for your input.

#40410, 40421, 40439, 40441 Feedback on #40102 2027 Changes (various)

Thank you for your feedback.

#40412 C7 Z06 to AS

Thank you for your feedback.

#40414 June Proposed Changes

Thank you for your feedback.

#40419 Street classing overall

Thank you for your feedback.

#40420 RE: 40103 EV classing

Thank you for your feedback.

#40423 2011-12 Porsche Boxster Spyder and Cayman R to BS

Thank you for your feedback.

#40426 Response to #40102 in the June '26 Fastrack

Thank you for your feedback.

#40427 Response to #40103 in the June '26 Fastrack

Thank you for your feedback.

#40429 June 2026 Fastrack Street Class response

Thank you for your feedback.

#40434 Time for E Street to Move On

Thank you for your feedback.

#40437 Response to #40182

Thank you for your feedback.

#40440 Civic type r to D street

Thank you for your feedback.

#40444 June Fast Track ES Proposal Feedback

Thank you for your feedback.

#40449 NO Heritage Street

Thank you for your feedback.

#40451 Street car changes in the June 2026 Solo Fastrack

Thank you for your feedback.

#40452 Gr Corolla proposed move to DS

Thank you for your feedback.

#40454 Only allow the Gen1 Twins into ES

Thank you for your feedback.

#40459 June Fastrack feedback

Thank you for your feedback.

#40465 Feedback on proposed EV Class

Thank you for your feedback.

#40468 BS Moves June Fastrack

Thank you for your feedback.

#40469 The world needs more flax sixes running over cones

Thank you for your feedback.

#40478 Current ES is a Treasure to be Protected

Thank you for your feedback.

Street Touring Category

#40276 Typo in Super Street Touring

Thank you for your input.

Handled Elsewhere

Street Category

#36803 Swap both electronically-controlled shocks and controller?

Please see the response to letter number 39985 published in the current Fastrack.

#38093 DSC Suspension controller

Please see the response to letter number 39985 published in the current Fastrack.

#38128 BMW 128i Class

Thank you for your letter. Please see the revisions to proposal 40102 published in the current Fastrack.

#38213 2017 BRZ performance package

Thank you for your letter. Please see the revisions to proposal 40102 published in the current Fastrack.

#38431, 38432, 39246, 39798, 40004 Lotus Emira to AS (various)

Thank you for your letters. Please see the revisions to proposal 40102 published in the current Fastrack.

#38747 Car Reclassification

Thank you for your letter. Please see the revisions to proposal 40102 published in the current Fastrack.

#38948 Self-aggrandizing opinion and request

Thank you for your letter. Please see the revisions to proposal 40102 published in the current Fastrack.

#39079 Moving first generation BRZ/FRS/GT86 with TRD package to DS

Thank you for your letter. Please see the revisions to proposal 40102 published in the current Fastrack.

#39122 Clarification On Replacement Brake Rotors.

Please see the response to letter number 39748 published in the current Fastrack.

#39182 Electric shocks controller for 2016-2018 Ford Focus RS

Please see the response to letter number 39985 published in the current Fastrack.

#39250 Solo Nationals DSL Protest Outcome is Unacceptable

Thank you for your letter. Please see the response to letter 39748 published in the current Fastrack.

#39988 Base cayman and boxster

Thank you for your letter. Please see the revisions to proposal 40102 published in the current Fastrack.

#40331 Requesting the Porsche GTS 4.0 follow the GTS 2.5 in AS.

Thank you for your letter. Please see the response to letter 40102 published in the June 2026 Fastrack.

#40366 Keep B-Street blooming

Thank you for your letter. Please see the updated item 40102 published in this Fastrack.

#40371 40182 - D street portion

Thank you for your letter. Please see the revisions to proposal 40102 published in the current Fastrack.

Solo Spec Coupe

#39954 In support of 32727

Thank you for your letter. Please see the recommended rule change as part of item #32727.

#40118, 40120, 40126, 40128, 40139, 40172, 40210 38519 SSC Camber Plate feedback (various)

Thank you for your letter. Please see the response to letter #38519 in this Fastrack.

#40119, 40121, 40123, 40140, 40148, 40173 39042 ECU tuning feedback (various)

Thank you for your letter. Please see the response to letter #39042 in the current Fastrack.

#40124, 40130, 40133, 40134, 40137, 40188, 40191, 40206, 40513 Feedback on Tunes and Camber Plates (various)

Thank you for your letter. Please see the responses to items 39042 and 38519 in this Fastrack.

Street Touring Category

#39962 Flywheels in ST

Thank you for your letter. Please see response to letter #39970 in the July Fastrack.

#40261 New home for street touring NA & NB Miata's

Thank you for your letter. Please see the response to letter #38891 in the June Fastrack.

#40435 Engine management for vehicles without programmable ECUs

Thank you for your letter. See the response to letter #38883 in the June Fastrack.

#40482 Extend Stand-Alone ECU Allowance to Match 2005 Piggyback Window

Thank you for your letter. See the response to letter #38883 in the July Fastrack.

CAM / XS

#37436 Open up Aero Rules to Align with OEM Flat Bottom Cars

Thank you for your letter. Please see the response to letter #39097 in the December 2025 Fastrack.

#38463 B Pillar member input

Thank you for your letter. Please see letter #37982 in the December 2025 Fastrack where this change was recommended for the 2026 rules.

#38473 B-Pillar Trim

Thank you for your letter. Please see letter #37982 in the December 2025 Fastrack where this change was recommended for the 2026 rules.

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

Solo

SOLO EVENTS BOARD | July 22

The Solo Events Board met online July 22nd. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Laurie McCelvey, Rick Myers, and Brad Smith; Peter Bollenbecker 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 https://www.soloeventsboard.com/.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2027.**

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/XS

#38977 Windshield wiper requirement in CAM/XS

The CAM/XS Committee is recommending the following allowance which allows vehicles running in CAM or XS classes to convert to a single wiper. Modify the Eligible Vehicles section of the CAM/XS rules as follows:

Must have functional low and high beam headlights, brake lights, turn signals, horn, and *at least one* front windshield wiper~~s~~ (where originally equipped)

Member Advisories

General

#40757 Request for Kelly Cup Nominees

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 recommended by the SDAC based on nominations submitted by the membership at large, with the recipient subject to approval 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.

Street Category

#40498 Engine Cover Clarification

Thank you for your letter. Per section 13.2.J "Any item that cannot be held permanently in place by factory-installed fasteners may be removed." Therefore, removal of engine covers that are normally secured in place during the course of a run is not compliant with section 13.2.J.

The SAC would advise that engine covers may be removed between runs to aid in cooling, repairs, etc. - but must be fastened in place again when the car leaves grid.

#40509 New Minicooper s.

Thank you for your letter. The current Appendix A listings for the F65/F66 MINI Cooper would include the JCW Style Package.

#40541 Appearance Allowance clarification for WRX in GS.

Thank you for your letter. Based on currently available manufacturer information, the SAC believes that the referenced part is compliant with the 2026 Solo Rules.

#40555 13.5.7 and 13.5.8 - clarification

Thank you for your letter.

Section 13.5.A.7 allows competitors with cars that have available electronically-controlled shocks to replace their OEM shocks with aftermarket electronic shocks. However, the aftermarket electronic shocks may only be controlled by an OE shock control unit (without modification or re-programming) and may not contain independent or additional control logic within the shock itself.

Section 13.5.A.8 allows competitors with cars that have available electronically-controlled shocks to alter the calibration using an OEM-provided re-flash or by replacing the entire controller with a different factory or aftermarket controller. The calibration or replacement controller may not perform any function not present in the OE controller. However, OEM shock/strut bodies and internals must remain unaltered.

In summary, 13.5.A.7 allows replacement shocks using the factory un-altered controller.

13.5.A.8 allows approved alternate controllers/re-programming but using the factory un-altered shocks.

#40564 Clar.of using suspension controller from BS CTR LE on a DS CTR

Thank you for your letter.

Section 13.5.A.8 allows competitors with cars that have available electronically-controlled shocks to alter the calibration using an OEM-provided re-flash or by replacing the entire controller with a different factory or aftermarket controller. The calibration or replacement controller may not perform any function not present in the OE controller. However, OEM shock/strut bodies and internals must remain unaltered. Additionally, no additional sensors are not allowed and no modifications to the wiring harness are allowed.

As long as all of the parameters of the 2021 Honda Civic Type R Limited Edition controller meet these restrictions, that controller may be used on a 2017-2021 Honda Civic Type-R.

#40577 Clarification needed on unlocking OEM traction control setting

Thank you for your letter.

Per section 13.9.H of the 2026 Solo Rules - Manufacturer authorized, vehicle-specific OEM ESC/TC software upgrades / updates are allowed; non-OEM modification of tables/algorithms/parameters is specifically prohibited. Modifications may serve no other purpose."

As 'OBDeleven' is an aftermarket component - use of said component to alter the OEM stability/traction control is not permitted.

Prepared Category

#39882 Need infomation

A list of vehicles designated for this class can be reviewed in Appendix A of the rulebook (page 242 - 246). Additionally please review 17.1-17.12 for class specific regulations

CAM/XS

#40521 CAMT spoiler

Thank you for your letter. Adding a spoiler per the CAM allowances is permitted if the car already has a factory wing but the factory wing must remain unmodified. Modifications to the factory wing would result in it being classified as an aftermarket wing.

Change Proposals

Event Operations

#39056 tire blankets and tire warming.

The SEB is withdrawing the previously published change proposal to modify the existing rules around tire covers.

The following wording is proposed instead:

Modify 6.11 as follows:

"6.11 TIRE TEMPERATURE MANAGEMENT

Supplemental heating of tires *by any method* less than 30 minutes prior to the first car of the heat starting a run is prohibited. *Violation of this rule is protestable as unsportsmanlike conduct under Solo Rules section 9.1.F.*

Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off.

Water may be used to cool tires."

Street Category

#40543 Request to reclassify 2017 Malibu LT 1.5 from G Street (GS) to HS

The SAC is seeking member feedback on the following changes to Appendix A effective 1/1/2028:

G Street

Chevrolet

~~Malibu (all) (2008-25)~~

H Steet

Chevrolet

Malibu (all) (2008-25)

Street Touring Category

#38940 Camber Allowances

The STAC is proposing additional changes based on member feedback, please see the following; changes are in red and recent updates are in blue.

The STAC is requesting member feedback on the attached revised draft re-write of section 14.8. This draft of 14.8 simplifies and consolidates existing allowances to streamline the rule set and make it as clear as possible to a potential new Street Touring competitor. The existing allowances of 14.8 have been transferred to the new format, along with the additional allowances as described below. The STAC is requesting feedback on the re-write and each change item below so that the changes can be individually recommended or not recommended:

Camber allowances are expanded to allow more than one form of camber correction for any given suspension system.

Bushing material restrictions were removed for steering racks.

Factory replaceable ball joint bushings in the standard knuckle may be replaced to provide an effective arm length change for camber adjustment.

Proposal:

14.8 SUSPENSION

A. Ride height may only be altered by suspension adjustments, spacing blocks, leaf spring shackles, torsion bar levers, spring changes, camber plates, or coil spring perch replacements or modifications. Spacers which alter suspension geometry may not be used (such as between hub carrier/knuckle and lower suspension arm or "roll center correction kits".)

1. *Springs can be changed but must be the same type as the original and must use the original spring attachment points except as specifically allowed in 14.8.A.4. Multiple springs are allowed as long as they use the original mount locations.*
2. *Suspension bump stops may be altered or removed.*
3. *Coil spring perches can ~~may~~ be changed ~~or modified~~, and their position may be adjustable. Spring spacers are allowed above and below the spring. Coil springs may use spring rubbers.*
4. *Vehicles originally equipped with transverse leaf springs may change spring type to a coil spring and may add spring perches to the shock absorbers for mounting coil springs in a "coil over" configuration only.*

B. Bushings may be replaced with bushings of alternative materials as long as they fit in the original location without additional modification or changes. Offset bushings may be used per 14.8.C. Changing the type of a bushing (such as ball-and-socket bushing or spherical bearing replacing a cylindrical bushing) or using a bushing with an angled hole that differs from that of the original bushing is not allowed. Keys and pins may be used to prevent the rotation of alternate bushings but may serve no other purpose than to retain the bushing in the desired position. Specific allowances for suspension arm, differential mount, steering rack and subframe bushings are below:

1. *Suspension arm bushings may use any material.*
2. *Differential mount bushings may not reposition the differential. Solid metal differential mount bushings are not allowed.*
3. *Steering rack bushings may not change the position of the steering rack, nor may shims be used to relocate the rack. Solid metal steering rack bushings are not allowed.*
4. *Subframe bushings may not reposition the subframe relative to the chassis. Solid metal subframe bushings are not allowed.*

C. Camber may be adjusted by any combination of the following approved methods, provided all modifications use the original, unmodified mounting points on the frame, subframe or chassis and comply with the restrictions of Section 14.5.B and 14.8.B. The suspension alignment allowances in section 14.8.C are intended to offer a limited set of adjustments to camber beyond factory limits. Changes in alignment parameters and ride height that result directly from the use of allowed components are permitted. Changes in suspension geometry are not allowed except as incidental to the allowances below.

1. *Camber Plates – Adjustable camber plates may be installed at the top of strut-type suspensions. The original upper mounting holes may be slotted and holes may be drilled to perform the installation. The center clearance hole may not be modified. Any type of bearing*

or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Caster changes resulting from the use of camber plates are permitted.

2. *Camber Bolts – Camber bolts may be installed, provided they use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.*

3. *Camber Kits / Compensators – Camber kits (also known as camber compensators) may be installed. These may include adjustable-length arms, arm mounts, or ball joints that provide lateral adjustment to the effective length of a control arm. The replacement arm or mount must attach to the original standard mounting points. Intermediate mounting points (e.g., spring/shock mounts) may not be moved or relocated except as incidental to camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. One lateral arm per corner may be modified using this allowance. Any other changes to suspension geometry are not allowed except as incidental to the effective arm length change.*

4. *Camber from Offset Bushings – Camber changes from allowances listed in 14.8.B are allowed. ~~Offset bushings can only be used to modify the effective length of the control arm.~~ This does include factory replaceable ball joint bushings in the standard knuckle. This does not allow any structural modifications to the existing standard knuckle.*

5. *Beam Axle Shims - Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.*

6. *Trailing Arm Suspension – The main trailing arm cannot be replaced or modified.*

D. *Solid axle rear wheel drive (RWD) suspension allowances:*

1. *Addition or replacement of suspension stabilizers (linkage connecting the axle housing or DeDion to the chassis, which controls lateral suspension location) is permitted.*

2. *Traction bars or torque arms may be added or replaced.*

3. *A Panhard rod may be added or replaced.*

4. *The upper arm(s) may be removed, replaced, or modified and the upper suspension mounts on the rear axle housing may be relocated.*

5. *The lower arms may be replaced or modified and the lower suspension mounts on the rear axle housing may be relocated.*

~~6. Differential covers and attaching hardware may be replaced.~~

6. Methods of attachment and chassis attachment points are unrestricted but may serve no other purpose (such as chassis stiffening). This does not authorize removal of a welded part of a subframe to accommodate the installation.

E. *On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.*

Not Recommended

Street Category

#37061 Autocross Class

Thank you for your letter. The SAC is not recommending Street category classing of the Porsche Cayenne due to the vehicle not meeting the Eligible Vehicle requirements (SSF or height vs track) as listed in section 3.1.

#39124 Move 2025- Carrera T to AS

Thank you for your letter. The SAC believes that the 2025 911 Carrera T is appropriately classed at this time.

#40483 Please move the RX8 for the proposed street class shakeup

Thank you for your feedback. The vehicle is not believed to fit the parameters of the requested class.

#40487 981 GT4 from SS to AS

Thank you for your letter. The SAC believes that the 981 GT4 is appropriately classed at this time.

#40489 Remove 2013-2016 Porsche Carrera S/GTS from AS

Thank you for your letter. The SAC believes that the 2013-2016 Porsche Carrera S/GTS is appropriately classed at this time.

#40490 Allow larger and baffled oil pans instead of oil coolers

Thank you for your letter. The SAC does not believe that larger and/or baffled oil pans are in the spirit of allowances in the Street category.

#40538 Move Elantra N back to DS

Thank you for your letter. The SAC believes the Elantra N is appropriately classed.

#40540 Please Reclass the Ioniq 5 N

Thank you for your letter. The SAC believes that the Ioniq 5N is appropriately classed at this time. Additionally, please see letter 40103 published in the June 2026 Fastrack.

#40608 Oil Reliability Allowances

Thank you for your letter. The SAC does not believe that larger and/or baffled oil pans, oiler coolers and other oil-related modifications (beyond those allowed in section 13.10.E) are in the spirit of allowances in the Street category.

#40635 Taycan base trims to A/B street

Thank you for your letter. The SAC believes that the Porsche Taycan is appropriately classed at this time. Additionally, please see letter 40103 published in the June 2026 Fastrack.

#40649 Class-Wide OEM Tire Allowance for Street Category Vehicles

Thank you for your letter. The SAC believes that section 13.3.C.1 is adequate as written. The SAC would like to remind the membership that regions can create their own rules for regional solo events regarding tire availability and allowances.

Other Items Reviewed

Street Category

#40375, 40382, 40399, 40418 Feedback on #40103 Street class for EV vehicles (various)

Thank you for your feedback.

#40399, 40500, 40502, 40514, 40515, 40539,40546, 40567, 40606, 40607, 40609, 40627, 40638 Feedback on Proposal #40182 E Street and D Street (various)

Thank you for your feedback.

#40486, 40491, 40492, 40493, 40494, 40497, 40528, 40562 Feedback on #40102 Proposed 2027 Changes (various)

Thank you for your feedback.

#40542 981 to be moved out of AS

Thank you for your feedback.

#40545, 40561, 40574 Feedback on proposed move of C8 into AS (various)

Thank you for your feedback.

#40651 CTR FL5 Competitiveness

Thank you for your feedback.

Prepared Category

#39926 Exhaust exit limit

The PAC believes that 3.3.3- B16 is adequate as written. That said, 3.5 gives the Event Chair the power to determine the "adequacy" of any muffler. Attempts to influence the results of the sound meter through exhaust placement and/or direction of the sound are subject to review by the event chair. Exhaust systems that the Chair deems inadequate will need to be modified, despite the results of the meter, prior to the vehicle being allowed to continue competition

Handled Elsewhere

Event Operations

#40392, 40394, 40442, 40445, 40582 Responses to 39056 tire blankets and tire warming (various)

Thank you for your feedback. Please see the updated response to letter #39056 in this Fastrack.

General

#40386, 40396, 40438, 40448, 40458, 40463, 40470, 40484 Feedback on 39056 tire blankets and tire warming (various)

Thank you for your feedback. Please see the updated response to letter #39056 in this Fastrack.

Street Category

#40522 Move Scion FRS (with TRD PKG) from CS to DS

Thank you for your letter. Please see the revision/update to letter number 40102 published in this current Fastrack.

#40552 Potential issue with class modifications #40102

Thank you for your feedback. Please see the revision/update to letter number 40102 published in the current Fastrack.

Tech Bulletins

Club Spec

#40824 CSM Camber Plate Update

Per the CSAC the following CSM rules update is issued:

Maximum Motorsports has discontinued the current allowed camber plate for CSM. They have released an identically performing part MM5CC-11 which is legal for CSM along with the existing MM5CC-1 camber plate. The specific wording change in the rules, in section E.e.i, is as follows:

"i. Maximum Motorsports Caster Camber Plates- Part# *MM5CC-1 or MM5CC-11*"

Street Category

#40611 Volvo V60 Polestar 2023-2025

Per the SAC, correct the following error in Appendix A

D Street

Volvo

S60 & V60 Polestar (2016-~~22~~ *2025*)

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

Solo

SOLO EVENTS BOARD | August 26

The Solo Events Board met online August 26th. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, and Peter Bollenbecker of the BOD; Andrew Benagh of the SCCA 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 **1/1/2027.**

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.

Modified Category

#36947 Front Diffusers for DM/EM

The MAC is recommending the following updated proposal for changes to 18.1:

18.1.F.3.d. Front splitters are allowed ~~but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft~~. The splitter trailing edge must be fully sealed to the front bodywork/fender fla*re*/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car. ~~The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less.~~ The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so. Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

~~e. A front splitter and its associated features shall not function as a diffuser.~~

18.1.F.5. Diffusers are allowed ~~at the rear of the car only~~; ~~The rear diffuser may protrude rearward beyond the top view outline of the car. The rear 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 and may not extend rearward past the centerline of the front wheels. Rear diffusers may not protrude more than 12" rearward beyond the top view outline of the car. No part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle.*

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.

Street Touring Category

#39291 Mini Cooper Classing Move from BST to GST

The STAC is recommending the following change in Appendix A:

BST

Mini

Cooper S & Cooper S JCW (2007-*2013* ~~2024~~)

~~Cooper (non-S) (2014-24)~~

GST

Mini

Cooper S & Cooper S JCW (2014-2026)

Cooper (non-S) (2014-24)

#39804 Emira I4 in SST

The STAC is recommending the following change in Appendix A:

SST

Lotus

Emira (I4)

#40179 Celica GT-S clarification

Thank you for your letter. The STAC is recommending the following change to Appendix A:

EST

Toyota

Celica (non-turbo) (1986-*1999* ~~2005~~)

DST

Toyota

Celica (2000-2005)

Member Advisories

Event Operations

#36587 Ridin' Dirty

Thank you for your letter. Please see sections 1.3.2.D and 1.3.2.O of the current Solo Rules, which permit anyone 12 years of age or over to ride as a passenger in a vehicle.

#37518 Number of classes per car

Thank you for your input. A vehicle may be entered into multiple classes at National or regional events provided it is eligible for multiple classes. If the amount of classes the vehicle is entered in becomes problematic due to heat organization or workers the Event Chair is empowered to resolve the situation and refuse an entry (or multiple).

#40972 Index Maintenance

The SEB thanks Rick Ruth for his tremendous and diligent efforts across the years to maintain the PAX index values. These adjustment factors have been of enormous value to competitors and administrators alike, across all levels of the program.

Due to Rick's retirement, the SEB is seeking volunteers with applicable experience and skill sets for a group to assist in maintaining PAX values going forward. Interested members should submit resumes and information to the SEB through the letter system at www.soloeventsboard.com

Street Category

#40743 Rule clarification on brakes

Thank you for your letter. Per the current allowances in section 13.6 of the 2026 Solo Rules - replacing a solid/vented rotor to a cross-drilled and/or slotted rotor is not permitted.

Also please see letter # 39748 proposed in the August 2026 Fastrack.

#40762 A car will remain eligible for National events

Thank you for your letter. As the 2026 Solo Rules states in section 13: 'A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car.'

Therefore, 2027 is the last year a 1997 production model year would be allowed to participate in National Solo events.

Street Touring Category

#40658 Appendix C-compliant roll bar installed in Street Touring

Thank you for your letter. Street Touring follows the rules of Street category regarding the installation of roll bars and other safety equipment. 13.2.F.1 permits removal of interior panels and similar pieces to permit the installation of a roll bar. A convertible top is not one of the items that may be removed. The STAC interprets the allowance such that you must retain the stock soft top and structure to be legal in Street Touring.

#40664 C5 Corvette Tunnel Plate

Thank you for your letter. The STAC views that the Elite Engineering Corvette Tunnel Plate (ALC-375) does not meet the requirements of 14.2 .G or 14.2.H for installation in Street Touring. The listed part is not a longitudinal subframe connector, nor does it meet the positioning requirements for a cross brace (too many connection points and not within 2" of the suspension mount.)

#40671 C7 SST question

Thank you for your letter. Per 14.8.H.1, SST does not have an allowance to permit changing toe adjustment arms for a double wishbone car, and therefore is not legal for a C7 Corvette.

#40768 Since the Porsche 718 GTS 4.0 is moving to AS

Thank you for your letter. Street Touring classing is not tied to classing in Street Category.

EVX

#40164 Vehicle eligibility tonale

Thank you for your letter. While calculating Static Stability Factors can be done by an individual it is a process that requires being able to calculate the center of gravity of a vehicle. Alternately, NHTSA sometimes publishes SSF values for vehicles they test. The vehicle must comply with either the track width vs height graph in section 3.1 or have a Static Stability Factor greater than 1.30. Vehicles that do not meet the track width vs height requirements are often modified with wider wheels, lowered suspension, or other modifications to bring the vehicle in compliance with the rollover rules. Generally speaking these modifications would be permitted in EVX and allow you to bring the vehicle in compliance with the rollover requirements.

#40788 Classing the Slate Auto pickup

Thank you for your letter. Based on published specifications the Slate Auto pickup is far from meeting the track width vs overall height rollover requirements to be permitted to run at autocrosses. However, if NHTSA or Slate Auto publish a Static Stability Factor for the vehicle it may be eligible to compete as many electric vehicles have static stability factors much higher than comparable internal combustion engined vehicles.

Change Proposals

Street Touring Category

#40162 Spice up BST?

The STAC is seeking feedback on the following revised changes to Appendix A (new changes in blue):

Revision note: The Boxster Spyder (987) chassis has been removed from the proposal due to its limited availability and would remain in SST.

SST

BMW

~~M2 (except Performance Edition ZL9)(2016-19)~~

Porsche

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

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

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

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

Nissan

~~Z (incl. Nismo) (2023-2026)~~

Toyota

~~Supra, 4cyl (2021-26)~~

BST

BMW

M2 (except Performance Edition ZL9)(2016-19)

Porsche

Boxster GTS (981 chassis) (2015-16)

Boxster S (981 chassis) (2013-16)

Cayman GTS (981 chassis) (2015-16)

Cayman S (981 chassis) (2013-16)

Nissan

Z (incl. Nismo) (2023-2026)

Toyota

Supra, 4cyl (2021-26)

Additionally, the STAC requests member feedback on the following change to section 14.4 which is intended to improve the competitive balance in the class in consideration of the reclassifications above:

BST *(All except RWD N/A)*.....11.0

BST (RWD N/A).....12.0

The current tire allowances for BST cars would remain:

BST (AWD, RWD mid-engine, & RWD forced induction).....295 (all cars in proposed move fall here)

BST (RWD N/A & FWD).....315

Modified Category

#40872 Weight / Displacement additions for BM

Effective 1/1/2028 add to Modified Class B in Appendix A, following subsection C.5:

6. May use any engine up to 4000 cc.

• Minimum weight with driver (lbs.): 1602

7. May use any engine up to 5000 cc.

• Minimum weight with driver (lbs.): 1811

Not Recommended

Event Operations

#36600 Abolish Appendix A rule that bans NOC cars from National events

Thank you for your input. The SEB does not feel that allowing Not Otherwise Classed (NOC) cars to compete in National Events is in the best interests of the categories. Also, SCCA officials are not responsible for protesting mis-classed vehicles. If a NOC vehicle is running at a National Event it would be the responsibility of an entrant to protest the vehicle.

#37408 #37209 Developmental Classes Solo National Eligibility

Thank you for your input. Developmental status provides the ability to rapidly modify rules for a developing class without going through the full rule change process which generally takes over a year to be effective. This allows for rule changes while the class is being refined and members are providing input. The SEB does not feel that awarding these potentially rapidly changing classes a National Championship is appropriate.

#37592 Team Trophy

Thank you for your suggestion. The SEB does not believe that adding additional awards at this time is appropriate.

#39053 Nationals Practice Course Tire Policy

Thank you for your input. The SEB believes the practice course policies are appropriate as written.

Street Category

#40605 Please exclude JCW tune equipped F56 Mini Cooper S from HS.

Thank you for your letter. The SAC believes that the 2014-24 Mini Cooper S is appropriately classed at this time. Additionally, as the JCW Tuning Kit was a dealer-installed package and not specifically listed in Appendix A it would not be permitted unless those parts are authorized within the allowances of section 13.

#40660 Wheel Offset Requirements

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

#40663 Subaru WRX Classing

Thank you for your letter. The SAC believes that the Subaru WRX STi is appropriately classed at this time.

#40705 Proposal for GS and HS

Thank you for your letter. The SAC is not considering any major car reclassifications from GS to HS at this time.

#40750 Moving the 718T to BS with Base model

Thank you for your feedback. The SAC believes the Porsche Cayman 718 T is appropriately classed and is not considering it to be added to the listing of cars outlined in 40102.

#40756 Base Audi TT

Thank you for your letter. The SAC believes that the Audi TT is appropriately classed.

#40773 Create Money $treet for the big money cars

Thank you for your letter. The SAC is not currently considering adding another class to the Street Category other than the proposal of 40103 for EV-Street.

#40775 Move 10th/11th Gen Honda Civic Si from GS to HS

Thank you for your letter. The SAC believes that the 10th and 11th generation Honda Civic Si is appropriately classed.

Street Touring Category

#38891 Move NB1 and NB2 Miatas from CST to DST

The STAC thanks the membership for its feedback. The STAC is withdrawing this proposal due to the mixed feedback from the membership. The STAC will continue to monitor competitive balance in ST.

The withdrawn proposal was a potential revision to Appendix A as follows:

CST

Mazda

~~Miata (non-turbo) (1994-2005)~~

DST

Mazda

Miata (non-turbo) (1994-2005)

#39970 Flywheel Modification

The STAC thanks the membership for its feedback and is withdrawing the proposed rule change due to the preponderance of feedback opposed to the proposal.

#40472 Elantra N and Veloster N to GST?

Thank you for your input. The STAC feels the Elantra N and Veloster N are appropriately classed.

#40529 Mazdaspeed Miata classification

Thank you for your input. The STAC feels the Mazdaspeed Miata is appropriately classed.

#40537 Reply to Letter #39069 on TLX A-Spec Street Touring Classing

Thank you for your input. The STAC believes that the TSX V6 AWD better fits the performance model of DST.

#40668 Request: Move 2022-23 Hyundai Kona N from BST to GST

Thank you for your input. The STAC feels the Kona N is appropriately classed.

Kart

#40204 Require FIA Anti-Launching Device

The nature of Solo competition does not present the wheel-to-wheel contact risks addressed by the FIA anti-launch device. We do not recommend additional rear bumper requirements at this time.

Other Items Reviewed

General

#40022 The Season is Too Short - Post Nationals Pro/Tours

Thank you for your input. The SEB will forward these ideas to the National Staff who are responsible for scheduling the National Tour and ProSolo events.

#40038 Solo Rulebook Appendix A

Thank you for bringing the mistake to our attention. The table of contents in the rulebook will be updated ASAP.

#40601 Vitour Tires Exclusion List

Thank you for your input. The SEB is monitoring the Vitour tire models and whether they are appropriate for SCCA competition in the 200tw categories.

Event Operations

#32807 Tire Eligibility Rules Update

Thank you for your input.

#33399 Replace cone numbering with camera usage

Thank you for your input. While there are cameras in use at National Tour and ProSolo Events the SEB does not feel they are yet adequate to replace cone numbering and corner worker radio calls. However, the SEB and National Staff is always looking for ways to move the sport forward and this is an area being worked when time permits.

#34741 Event Safety wrt Scooters and course walks

Thank you for your input. The National Staff is working to resolve these issues at National Events.

#38932 Contingency Plans for events that run out of time.

Thank you for your input. The SEB believes the current requirements around event timing in the rulebook are sufficient. However, the SEB and National Staff will discuss the importance of event operations and work to educate Chief Stewards, Operating Stewards, and event staff on the options available to them when it appears that events may not finish on time.

#39029 Thanks regarding the 96 SSCL protest decision

Thank you for your input.

Kart

#37524 Formally class electric cart as seen at 2024 Solo Nationals

Thank you for your input. The KAC believes we do not currently have sufficient participation or competition data to appropriately class electric karts.

#37527 Action plan for Kart category electric vehicles

Thank you for your input. The KAC believes we do not currently have sufficient participation or competition data to appropriately class electric karts.

#40563 Update Appendix G for Kart Ground Warm Up

Motorsports involve inherent risks, both on course and in the grid and paddock areas. Competitors should exercise appropriate caution for the safety of themselves and those around them when operating or warming karts, whether on the ground or on a stand. We do not recommend a rules change at this time.

Solo Spec Coupe

#40594 SSC pro-camber 38519 and anti-tunes 39042

Thank you for your input.

#40687, 40688, 40710, 40711 Feedback regarding #38519 Tire/Strut contact, camber (various)

Thank you for your input.

#40718 #32727 and #38519

Thank you for your input.

Street Category

#40696, 40709, 40741, 40744 Input regarding #40182 Future of E Street and D Street (various)

Thank you for your feedback.

#40697 Re: #36803 Swap both eshocks AND controller?

Thank you for your feedback. Please see the response to letter 40555 published in the September 2026 Fastrack.

#40698 Input regarding #39985 shock controller update

Thank you for your feedback.

#40699, 40701, 40706, 40719, 40722 Input regarding #39748 Brakes (various)

Thank you for your feedback.

#40700 Move Scion FR-S (With TRD Package) (2013-2016) From CS to DS

Thank you for your feedback.

#40713, 40714, 40720, 40770 Input regarding 40102 proposed changes (various)

Thank you for your feedback.

#40747 Re #40103 EV Street

Thank you for your feedback.

#40760, 40769 Input regarding 40102, Cayman/Boxster 718 moves

Thank you for your feedback.

Street Modified Category

#40639 Response to 40501

Thank you for your input. The SMAC is still reviewing proposals and will consider your feedback.

#40716 Combining SMF and EP

Thank you for your input. The SMAC is still reviewing proposals and will consider your feedback.

#40801 Response to #40501 Background for Proposed SM Changes

Thank you for your input. The SMAC is still reviewing proposals and will consider your feedback.

Handled Elsewhere

General

#40795 Letter ID Number: #40601 (Screenshot Update)

Thank you for your input. Please see the response to letter #40601 in this Fastrack.

Street Touring Category

#39763, 40131 Feedback on #39291, Mini Cooper Classing Move from BST to GST (various)

Thank you for your letters. Please see the response to letter #39291 in this Fastrack.

#40166 Updated Status for Letter #39763

Thank you for your letter. Please see the response to letter #39291 in this Fastrack.

#40373, 40395, 40405, 40406, 40407, 40409, 40416, 40417, 40430, 40455, 40488, 40471, 40472, 40477, 40524, 40525, 40526, 40576, 40734, 40742, Feedback on Proposal #38891 NA/NB Miatas from CST to DST

Thank you for your letters. Please see the response to letter # 38891 in this Fastrack.

#40393, 40583, 40587, 40590, 40591, 40592, 40593, 40595, 40596, 40597, 40598, 40602, 40603, 40604, 40614, 40617, 40620, 40623, 40624, 40625, 40626, 40628, 40647, 40673, 40752, 40817, Feedback on STAC's Proposed Flywheel rule change (various)

Thank you for your letters. Please see the response to letter #39970 in this Fastrack.

Tech Bulletins

Street Category

#40324 Car class inclusion

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

F Street

BMW

5 series (F10/F11/F07/F18 chassis, excl. M5) (2010-2017)

#40443 Requesting classification

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

G Street

Volkswagen

Arteon (all) (2019-2023)

#40761 C7 clarification request

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

B Street

Chevrolet

Corvette Stingray (C7, *incl. Z51*) (2014-2019)

Street Touring Category

#40746 Please save the 2020 tS wang

Thank you for your letter. The STAC recommends the following errors and omissions change to Appendix A:

DST

Subaru

BRZ excl *2018* tS (2013-2021)

Note: The intent of excluding the tS was to remove the eligibility of the large rear wing found only on the 2018 BRZ tS, therefore the STAC believes the 2020 BRZ tS which does not have the large rear wing is not at a competitive advantage.

Modified Category

#40345 Errors and omissions: BM engine and weight chart

Errors and Omissions: Section 18.2, 3rd paragraph references CSR and DSR classes that have not been present in the GCR for several years, making the minimum weights for those cars undefined. This change provides clarity and removes the need to reference outdated GCR specs. A more comprehensive update to BM rules to remove references to the GCR is presented separately.

18.2 Sports Racers

Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C (AM, BM, and CM). AM vehicles do not have to comply with any Club Racing GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on their entry form to which set of specifications ~~that~~ the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production-based automobiles whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at ~~Club Racing ASR, CSR, and DSR~~ *BM* engine and weight rules as long as they do not exceed the DM/EM aero rule allowances and with the following noted specifics…

Appendix A, Modified Class B (BM) C. ~~Sports Racers and all Open-Wheel Cars including Formula Atlantics~~ *All cars competing in B Modified*:

1. Turbocharged and supercharged engines are not permitted.

2. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.

• Minimum weight with driver (lbs.): 1020

3. May use any 2v/cyl automobile-based production engines up to 1615 cc.

• Minimum Weight with driver (lbs.): 1110

4. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc or Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.

• Minimum weight with driver (lbs.): 1180

5. May use any engine up to 3000 cc.

• Minimum weight with driver (lbs.): 1285

6. Minimum rim width:..... none

7. Maximum allowed rim width (in.):..... 15

8. Transmissions: No restriction on mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT in any vehicle. 2026 SCCA® National Solo® Rules — 261 Appendix A - (BM) Modified

9. Minimum width for all cars shall be no less than 57” as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.

10. All prohibited cost control items in P2 per GCR Section 9.1.8.D.A apply to formula cars as well as sports racers with the following Solo® changes to the list:

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96” wheelbase or 66” rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.

b. Direct injection for non-automobile engines incurs a weight adjustment of an additional 25 lbs.

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

Solo

SOLO EVENTS BOARD | September 23

The Solo Events Board met online September 23rd. Attending were SEB members 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 https://letters.scca.com/ with Program Board set to Solo Events Board.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2028.** Previously-published proposals will have an implementation date of 1/1/2027 unless indicated otherwise.

Member Advisories

General

#35051 Nominations Requested for Driver of the Year, Rookie of the Year

The SEB is seeking nominations for the Driver of the Year and Rookie of the Year awards, which are based on performances at the Solo National Championships. Further information about these awards and lists of past winners are found in Appendix V of the Solo Rules. Please submit nominations in writing via letters.scca.com, with Program Board selected as Solo Events Board.

Modified Category

#40862 DF Goblin help

The competitiveness of any given vehicle is not guaranteed. The Goblin could also be legal for AM or BM, but that makes it less competitive compared to EM or XU where it best fits.

Change Proposals

Modified Category

#37406 Modified Ruleset without GCR References

The MAC is seeking feedback on the following changes to the Solo Rule Book for 1/1/2028 to remove references to the GCR (General Competition Rules) as they pertain to B Modified. The Sports Racer and Formula car rules referenced have changed considerably over the past several years, leaving the Solo rules with open references. These changes would prevent future issues. The MAC is aware that this proposal would lead Formula Continental (FC) legal cars to have a minimum weight 90 lbs. higher than as stated in the GCR, per the B Mod weight chart in Appendix A. The majority of the proposed additions are directly pulled from the 2026 GCR.

- Additions of the following to **12. AUTOMOBILE DEFINITIONS**

Formula car *– A single seat, open-wheeled (The wheels sit outside of the car's body), race car that is built to specific rules for racing competition. Formula cars may or may not have wings or aerodynamics, generally have lightweight tube frame or monocoque construction and the engine position is generally behind the driver.*

Overhang *– The distance that the bodywork extends beyond the wheelbase at the front and rear of the car, measured from the center of the wheel.*

Sports Racer car *– A single or double seat (to accommodate a single passenger), closed wheeled race car built to specific rules for racing competition. Sports racers can be open cockpit or enclosed cockpit,*

may or may not have aerodynamics, generally have lightweight tube frame or monocoque construction and the engine position can be in front or behind the driver.

- Changes in: **18. MODIFIED CATEGORY**

Category Objectives

- Provide a competitive outlet for the highest level of allowed modifications.
- Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

Category Values

- Maximum speed and handling for given car parameters.
- Rules stability to protect member investment and encourage commitment.
- Highest levels of drivetrain and suspension development (varies among the individual classes).
- Custom design and fabrication.
- Maximum tire adhesion with minimum constraint (varies among the individual classes).

Core Modifications

- Chassis and suspension customization.
- Unconstrained automotive-based powertrain (varies among the individual classes).
- Minimum weights generally based on displacement.

Classes

- A Modified (AM) – Least restricted class with significant aero allowances and unlimited drivetrain.
- B Modified (BM) – ~~GCR based~~ formula cars and sports racers with a high power/weight and aero allowances.
- C Modified (CM) – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.
- D Modified (DM) – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.
- E Modified (EM) – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.
- F Modified (FM) – Small, very agile, GCR-based formula cars.

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).

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, DM, and EM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Engine RPM limiting devices (rev limiters) and cooling fans are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable section(s).

Modified Category cars are divided into classes based on potential Solo® performance. They need not be licensed for or capable of street use. The Solo® Rules shall take preference over the Club Racing GCR concerning safety requirements for vehicles in this Category. ~~Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be moveable when the car is in motion. The use of any moving device (e.g., a fan, propeller, turbine) or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.~~

18.0.A. Sound Control Modifications

~~If a formula car or sports racer is restricted by a GCR-stated exhaust length or vehicle length and therefore prohibited from installing the necessary exhaust devices to quiet the car to meet local dB limits, the following shall apply:~~

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

18.0.B. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.

2. Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to 1.6 times (1.6 ×) the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

3. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times (1.4 ×) the computed displacement.

18.0.C. Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/or inclination of the wing or number of elements. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation. This specification supersedes Section 12, Wing Area Computation, for these classes.

Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be moveable when the car is in motion. The use of any moving device (e.g., a fan, propeller, turbine) or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.

18.0.D. Tires

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

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

1. Scattershields/Chain Guard:The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

The following material requirements apply to scattershields/explosion-proof bell housings:

⅛ in. (0.125”; 3.18 mm) SAE 4130 alloy steel

¼ in. (0.250”; 6.35 mm) mild steel plate

¼ in. (0.250”; 6.35 mm) aluminum alloy

SFI or NHRA approved flexible shields

2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

b. Closed Sports Racing Cars, Production Cars, and GT Cars: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

c. Open Production and GT Cars: May exercise a choice among the above locations.

3. Driveshaft Hoop: RWD DM and EM vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver’s compartment or damaging any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, ¼ in. (0.250”; 6.35 mm) minimum thickness and 2.0 in. (50.8 mm) wide *aluminum*, or ⅞ in. (0.875”) x 0.065” (22.23 mm x 1.65 mm) welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed “tunnel” or other such structure which the driveshaft passes through such as the vehicle’s frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

Note: DM and EM vehicles are exempt from the scattershield, driveshaft hoop, and Master Switch requirements if they are using DOT-approved tires.

4. The roll bar structure must meet the requirements of ~~either~~ Appendix C ~~or the Club Racing GCR required by class rules~~. Roll cages are strongly recommended.

Specials are required to have the roll bar extend at least 2.0” (50.8 mm) above the driver’s helmet in the normal seated position and a head restraint keeping the driver’s head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.

5. Firewalls and floors shall prevent the passage of flame and debris to the driver’s compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.

6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.

7. FSAE cars using electronic throttle control must be able to demonstrate throttle closure to zero when power is cut via kill switch.

8. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.

9. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:

a. Fuel cells.

b. Windscreens, side mirrors and tail/stop lights.

c. Headlight covers, lenses, and bulbs.

d. Log books.

e. Fire retardant driver's suits.

f. Homologation.

g. Fuel test ports.

h. Production-based dune buggies need not meet door requirements.

i. Running lights.

~~j. Deformable structures as defined by the GCR Formula Atlantic rules.~~

~~k~~j. On-board fire systems.

~~l~~k. Reverse gear in ~~BM and~~ FM vehicles.

~~m~~l. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.

~~n~~m. Driver restraint system aging requirements (GCR Section 9.3.19) do not apply.

The 180° vision rule is recommended.

Note: If any conflict exists between the Club Racing GCR and the Solo® Rules, the Solo® Rules shall take precedence.

See Sections 3.8 and 8.3.1 for documentation requirements.

Refer to Appendix A for additional class-specific vehicle preparation rules. ~~Refer to Appendix F for past clarifications of these rules.~~

The following types of cars are assigned to the Modified Category:

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

Modified classes D (DM) and E (EM) contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through FP. Models must meet the requirements of Section ~~13 (first paragraph)~~3, be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.

1. Kit Cars

Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The SCCA® will evaluate each submitted kit model individually and the evaluation will ensure that the specific model:

a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see Section 18.1.C.1).

b. Has no unusually advantageous aerodynamic features.

c. Has no exceptionally low center of gravity.

d. Has no exceptionally high strength-to-weight ratio.

e. Has no other unique features that would upset the competitive balance in DM and EM.

f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

g. They will be allowed all, but no more than, the modifications that production-based cars are permitted, with the exception that minimum width for all kit cars shall be no less than 65" (165.1 cm) as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.

h. They are subject to the same engine and transmission restrictions as production-based cars.

i. They must meet the same safety requirements as production-based cars.

j. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

A newly-added model is not eligible for the current year's Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

The list of currently approved models is as follows:

Exomotive Exocet

Factory Five Racing 818 (S & R)

Sylvia Sports Cars J15

DF Goblin

Ultima GTR

Superlight SL-C

2. Clones

Clones/replicas of SCCA®-recognized production cars are permitted to compete in DM and EM provided they comply with the following requirements:

a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.

b. Their specifications do not violate any rule stated herein.

c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

The Panoz Roadster and Porsche 550 Spyder are eligible for competition in DM and EM.

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.

2. Firewalls and floors shall prevent the passage of flame and debris to the driver compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.

3. The driver must be provided with clear and unobstructed access to the driver's compartment.

4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.

5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.

6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.

C. Body and Frame

~~a~~*1*. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than standard. A flat floor pan is legal.

~~B~~*2.* Floor pan material, thickness, and method of attachment are open.

~~C~~*3*. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.

~~D~~*4.* All other cars, whose factory wheelbase are less than 93" (236.2 cm) may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.

~~3~~*5*. Materials

a. Except as specifically authorized, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.

b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal.

c. Except as specifically authorized, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

D. Drivetrain

1. Engines must be derived from production automobiles 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.

2. Engine and/or drivetrain changes are permitted within the following limitations:

a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rearward of the midpoint of the wheelbase).

b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.

3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.

4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.

5. Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3”). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts. Inlet restrictor must be mounted within 18” of turbo inlet. Tubing between the restrictor and turbo/supercharger inlet must be rigid and made from non expanding parts. The tubing inside diameter may not exceed 3” at any point. Flexible couplers may be used for connections.

E. Minimum Weights

Minimum weights for cars in DM and EM and all adjustments to these weights are shown in Appendix A.

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, or sealing skirts may be added. No bargeboards, ramps, or other aerodynamic devices are allowed except as specified herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model.

2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in Section 18.1.E.3.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.

3. Front Aero

a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4.0” (101.6 mm) above the horizontal centerline of the front wheel hubs.

b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.

c. The front spoiler may not be wider than either the front or rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0” (254.0 mm) as viewed from above. The front spoiler must be connected to bodywork above the spoiler across its full width. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car’s spoiler/airdam is required to be vertical (between 80-

100°) for the lower 8.0” (20.3 cm) of its extent. The change in top view outline caused by these bodywork changes is allowed.

d. Front splitters are allowed but must be installed parallel to the ground within ±1.0” (±25.4 mm) fore to aft. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0” (15.2 cm) directly forward of the top-view outline of the car. The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0” (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

e. A front splitter and its associated features shall not function as a diffuser.

f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.

g. Canards are allowed and may extend a maximum of 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 18.0.C, Definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 cm²). 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.

4. Rear spoilers

a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0” (25.4 cm) from the attachment point out to the outer or free edge. This sets the maximum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5” (19.1 cm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0” (25.4 cm) as viewed from above.

c. Aerodynamic aids permitted in Section 18.1.F shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.

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. 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; sideplates 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.

6. If a factory production car or kit car was supplied with tunnels they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels to ruin their shape or to stop airflow.

7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6.0" (152.4 mm) must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:

56 sq. in. (362.9 cm²) for a roof spoiler;

100 sq. in. (645.16 cm²) for a trunk spoiler;

100 sq. in. (645.16 cm²) for a front splitter.

8. Wings may be added, removed, or modified. Non-OE wings may only be attached to the chassis or body behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated per Section 18.0.C.~~, Definitions~~. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm2) each and the number of endplates is limited to a maximum of 2. No part of the wing may extend past the widest part of the car.

G. Brakes

The use of any type brakes, pads, and components are permitted (disc or drum). The location of brake components (inboard vs. outboard) may be changed from original. The original "emergency" or hand brake may be removed.

H. Tolerances

A tolerance of ±½" (±12.7 mm) shall be used when measuring floor pan

I. Other:

1. At least 50% the width of each tire must be covered by the fenders, for no less than 75% of the length of the tire, when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.

2. Suspension systems and wheels are free.

3. The use of a windscreen is not required.

4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

18.2 SPORTS RACERS

Closed wheel vehicles~~, are~~ referred to as Sports Racers~~, and~~ are assigned to Modified classes A, B, and C (AM, BM, and CM). AM *and BM* vehicles do not have to comply with any Club Racing GCR, while ~~BM and~~ CM vehicles must comply with the current year GCR. ~~The competitor must indicate on their entry form to which set of specifications that the car is prepared.~~

~~Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production-based automobiles whether or not from Appendix A.~~

Dune buggies and DM/EM cars are allowed in BM at ~~Club Racing ASR, CSR, and DSR~~ *BM* engine and weight rules as long as they do not exceed the DM/EM aero rule allowances and with the following noted specifics:

A. Tire covering shall be as noted in the DM/EM rules.

B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.

C. Suspension does not have to be covered when observed from above.

D. The BM minimum wheelbase of 80.0" (203.2 cm) is not required.

Any dune buggy, production, or non-production street car ~~meeting all GCR SRCS rule requirements~~ may alternately run in BM with full BM Solo® Rules aero allowances.

The following applies to all Sports Racers in AM, BM, or CM:

1. Minimum track is 42.0" (106.68 cm) front and rear.

2. Minimum wheel diameter is 10". No maximum wheel diameter. No minimum wheel width. Maximum rim width is 15".

3. All four wheels are sprung from the chassis.

4. Wing area shall be calculated as described herein.

18.3 FORMULA CARS

Single-seat, open-wheeled cars are referred to as Formula cars and are assigned to Modified classes B (BM), C (CM), and F (FM). ~~BM cars must comply with the current year Club Racing GCR (except as noted by the Solo® Rules including Appendix A) and the competitor must indicate on their entry form to which set of specifications the vehicle was prepared.~~ CM and FM cars must conform to the current year Club Racing GCR except Solo® Vee and Formula 440/500 vehicles which are allowed the additional modifications and exceptions listed in Appendix A. Formula cars not conforming to the GCR *or otherwise* eligible for BM, CM, or FM are considered Specials. ~~The competitor must have the referenced GCR in their possession during the event.~~ Exceptions to the GCR are as follows:

~~A. Wing area shall be computed as described herein.~~

~~B.~~*A.* Front impact attenuation device (GCR Section 9.4.5.G) does not apply.

18.4 SPECIALS

Cars not otherwise classified which meet the following minimum specifications are considered as Specials and are assigned to Modified class A (AM).

A. Bodywork

1. Any bodywork used must be made of metal, fiberglass, or other suitable fire resistant materials. Body panels are not required except as specified in section 18.4.A.3.

2. Full and unobstructed access to the driver's seat must be provided.

3. Firewall and floor shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.

4. Fenders are optional and design of same is free. Sharp edges are not allowed.

5. Minimum of one seat, capable of supporting the driver in an upright or semi-reclining position is required. Location of the driver's seat is unrestricted.

B. Chassis

1. May be of any construction deemed safe.

2. Minimum wheelbase is 72.0” (182.88 cm).

3. Minimum track is 42.0” (106.68 cm) front & rear.

4. Minimum wheel diameter is 10”.

5. All four wheels will be sprung from the chassis.

6. Brakes must conform to those specifications listed in Section 3.3.3.B.13. The brakes shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.

7. A roll bar conforming to Appendix C is required.

8. Five-, six-, or seven-point driver restraint systems are required ~~per Club Racing GCR Section 9.3.19~~.

9. Vehicles shall have a Master Cutoff switch complying with ~~Club Racing GCR Section 9.3.34~~ *18.0.E.2*.

10. Aerodynamic devices may not have an overall width greater than 75.0” (190.50 cm).

11. No aerodynamic device may extend more than 66.0” (167.64 cm) above the ground.

12. The total area of all wings shall not exceed 20 sq. ft. (129.03 cm2), computed as previously described in Section 18.0, Modified Category, “Aerodynamics.”

13. Movable side skirts are allowed.

14. The sides, front, and back of the cockpit area must be at least as high as the driver’s waist.

18.5 FORMULA SAE (FSAE)

A. Vehicles constructed to any single year’s Formula SAE rules (1985-on) to include all FSAE safety items for that single year are eligible to run in SCCA® Solo® events. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

B. In addition to FSAE safety rules, SCCA® safety rules per the applicable portions of Sections 3.3 and 18.4.A shall be met. Passing vehicle inspection at a prior FSAE event is not required.

C. Transponder and FSAE lettering shall not be required.

D. These vehicles are assigned to Exhibition Class FSAE, which may run as a subgroup of AM but shall be scored separately. An FSAE car may only compete directly in AM if it meets all AM requirements and specfications. FSAE cars must also meet the following minimum criteria:

Current year FSAE restrictor plate and engine displacement rules. Intake restrictor requirements are as follows:

1. Gasoline fuel.....20.0 mm (0.7874”)

2. E85 fuel.....19.0 mm (0.7480”)

3. M85 fuel.....18.0 mm (0.7087”)

E. FSAE vehicles may not mix and match specifications from multiple years except as specified above.

18.6 LEGENDS CARS AND DWARF CARS

Vehicles comforming 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).

- Changes in: **APPENDIX A MODIFIED CATEGORY**

  All listed weights are with driver except where noted otherwise. Weights not listed default to the appropriate SCCA® Club Racing GCR (General Competition Rules) reference. “Car” is defined in Section 12. In the Solo® Rules Sections where preparation allowances are specified and if there are conflicts with the GCR allowances, the Solo® Rules shall take precedence.

  Modified class A (AM)

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

  Modified class B (BM)

  ~~All~~ Formula Cars or Sports Racers compliant *under 18.0.E and 18.2 or 18.3 and comply to the following:* ~~the current Club Racing GCR Sections 9.1.1.A.1 a-h or 9.1.8.C A-H, unless specifically classed elsewhere, with the following exceptions:~~

  ~~A. Spec tires are not required.~~

  Unless otherwise noted, all rules apply to all vehicles entered in BM.

  A. CHASSIS

  1. Allow for any form of chassis construction. Both tube frame and aluminum or steel monocoque chassis construction are allowed. Minimum wheelbase is 80” (203.2 cm).

  a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96” wheelbase or 66” rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.

  2. Cars may be either single seat or two-seat cars.

  3. Minimum width for all cars shall be no less than 57” as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.

  B. SUSPENSION

  All suspension parts shall be of steel or ferrous material, except for hubs, hub adapters, bell cranks, pivot blocks, and bushes. Front and rear hub carrier and chain carrier material shall be steel, or aluminum alloy or magnesium. Titanium is prohibited.

  1. Shock component parts of aluminum are permitted.

  2. Springs: Ferrous material only.

  3. Steering is unrestricted.

  4. Anti-roll bar linkages unrestricted.

  5. Tires are unrestricted.

  6. Minimum allowed rim width: none; Maximum allowed rim width (in.): 15

  C. BRAKES

  1. Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels.

  2. Brake calipers may be ferrous or aluminum alloy. A maximum of 4 pistons per caliper. Brake rotors must be ferrous materials, no other materials allowed.

  ~~B. Minimum wheelbase of 80” (203.2 cm).~~

~~C. Sports Racers and all Open-Wheel Cars including Formula Atlantics:~~

~~1. Turbocharged and supercharged engines are not permitted.~~

D. ENGINE DISPLACEMENTS AND BASE WEIGHTS

~~2.~~*1.* May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.

Minimum weight with driver (lbs.):.....1020

~~3.~~*2.* May use any 2v/cyl automobile-based production engines up to 1615 cc.

Minimum Weight with driver (lbs.):.....1110

~~4.~~*3.* May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc or Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty ~~as required by the GCR~~.

Minimum weight with driver (lbs.):.....1180

~~5.~~*4.* May use any engine up to 3000 cc.

Minimum weight with driver (lbs.):.....1285

The following two allowances only apply to dune buggies and production based vehicles meeting all of the DM/EM bodywork and aero restrictions:

5. May use any engine up to 4000 cc.

Minimum weight with driver (lbs.): 1602

6. May use any engine up to 5000 cc.

Minimum weight with driver (lbs.): 1811

~~6. Minimum rim width:.....none~~

~~7. Maximum allowed rim width (in.):.....15~~

~~8. Transmissions: No restriction on mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT in any vehicle.~~

~~9. Minimum width for all cars shall be no less than 57" as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.~~

~~10.All prohibited cost control items in P2 per GCR Section 9.1.8.D.A apply to formula cars as well as sports racers with the following Solo® changes to the list:~~

~~a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96" wheelbase or 66" rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.~~

~~b. Direct injection for non-automobile engines incurs a weight adjustment of an additional 25 lbs.~~

~~D. Formula 2000 and Formula Continental per GCR/FCS:~~

~~1. Minimum weight with driver (lbs.):.....1090~~

~~2. Rim width:.....unrestricted~~

~~3. Airfoil maximum size per Formula Atlantic rules.~~

E. ENGINE AND TRANSMISSION

The following applies to all vehicles entered in BM:

1. Turbocharging and supercharging are prohibited.

2. Full direct injection for non-automobile engines incurs a weight adjustment of an additional 25 lbs.

3. Transmissions: No restriction on mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT in any vehicle allowed. Electronic shifters and air shifters are allowed.

4. Traction control is not allowed.

5. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire): Engines using ECUs with Drive-By-Wire systems are permitted as long as the throttle pedal activates the original throttle shaft activation mechanism of the production system. This activation mechanism may consist of the stock pedal assembly, twist-grip throttle or a potentiometer that is located on the engine and activated by cable or other linkage. No modifications are permitted that would disable any safety feature of the stock production system.

6. Roller barrel throttles are prohibited.

~~E. Aerodynamic restrictions for Sports Racers:~~

~~1. The total area when viewed from the top of front and rear wings shall not exceed 8 sq. ft. (0.743 m2). Area calculation is of a rectangle fully enclosing the airfoil element plan view and does not include flat vertical side plates but does include footplates and similar aerodynamic devices. Side plate area and element profile are unrestricted.~~

~~2. Cars with underbody features built in excess current GCR of P2 category aerodynamic allowances must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:~~

~~a. For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed ±1" (2.54 cm) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See figure.~~

~~b. No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.~~

~~3. The current GCR P2 underbody aero specifications shall apply to all sports racers and production cars as recognized in DM and EM running in BM as sports racers.~~

~~4. Production cars running in BM must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.~~

~~F. Aerodynamic restrictions for Atlantic (all open-wheel in BM) shall follow the current Club Racing GCR Formula Atlantic Preparation Rules with the following Solo® allowances:~~

~~1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer P2 GCR maximum height (45.25" per P2 GCR 9.1.8.D.D.2).~~

~~2. Front wing width may match but shall not exceed overall front width as measured at the tires. Front wing elements may not extend behind the front wheel centerline.~~

~~3. Rear wing width shall not exceed the Club Racing FA specs with the exception that endplate gurney lips are not included. Endplate Gurney lips shall not exceed 7 cm (2.756") additional width per side and shall not deviate more than 10° from vertical. No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than 1 m (39.37") to the rear of the rear wheel centerline.~~

~~a. Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56").~~

~~b. For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43").~~

~~4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm (0.4") above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).~~

~~5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.~~

F. BODYWORK (SPORTS RACERS)

Bodywork should provide comfort and safety for a driver and passenger or for a driver only. It is the intent of these rules to control the use of "ground effects" to achieve aerodynamic downforce on the vehicle.

1. The bodywork as viewed from the front, sides and above shall cover all mechanical components except that the intake, exhaust, tow hooks, jack points, radiators and mechanical components passing through ducts may be exposed. Wheels and tires may be exposed when viewed from the side. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one third (1/3) of tire circumference. Rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.

a. Ventilation slots, louvers or exit ducts for extraction of the air from the top of the fenders are allowed. The tires shall not be seen as viewed from above, except through ventilation slots, louvers or exit ducts provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above.

b. All forward facing openings must be connected to duct(s) connected to heat exchangers or brake cooling ducts. All air entering ducts must pass through heat exchangers or be used to cool brakes and must not be used to generate aerodynamic downforce or for any other purpose.

c. Ducts allowing air into the engine compartment are allowed, may be forward facing and must not be used to generate aerodynamic downforce or for any other purpose.

d. Engine air intake ducts, scoops and/or cold air boxes are allowed, may be forward facing and must not be used to generate aerodynamic downforce or for any other purpose.

2. Length: The maximum overall length shall be 485.3 cm (191 inches).

3. As viewed from the side, the outermost surface of body between the front and rear wheel openings and above the floor must have a minimum height equal to the height of the front axle centerline.

G. AERODYNAMICS (SPORTS RACERS):

It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle. For this purpose, the "Control Area" is defined as the lower surfaces of the body and chassis that are licked by the airstream. This "Control Area" is located within the plan view rectangular area defined by the rear edge of the front tires, the front edge of the rear tires, and the entire width of the car's lower surface facing the ground.

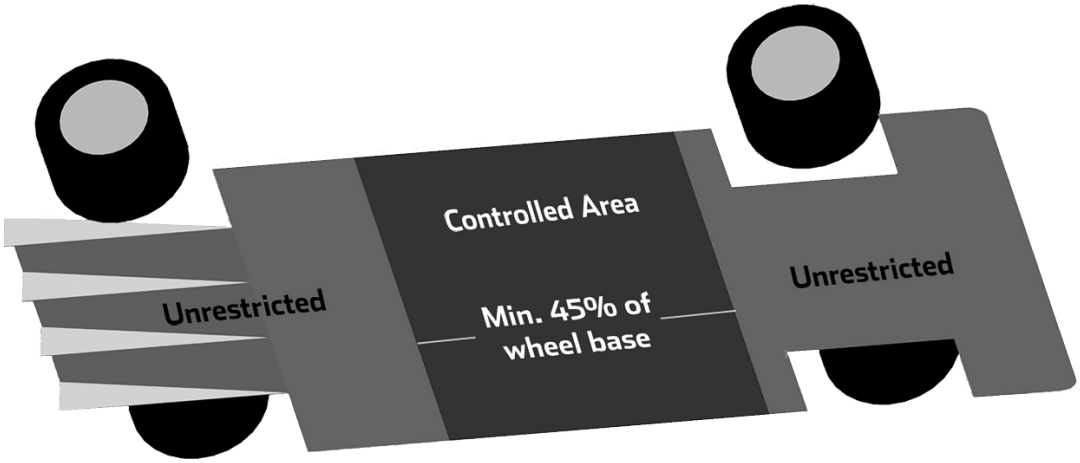
1. The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 60 cm. This reference area is located on the underside of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle. No point or surface on the "Control Area" (as defined above) shall be more than 1" (25.4mm) above or below the plane determined by the above defined reference area designated by the entrant and on a line perpendicular to that reference plane. The total distance between the lowest and the highest point on the defined underside of the car shall also not exceed a maximum of 1" (25.4mm), except as specifically permitted herein. Compliance

with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. A maximum of eight (8) rub blocks of maximum dimension 75mm width by 125mm length are allowed anywhere on the lower surface of the chassis and may extend below the reference plane. Fasteners such as bolt heads and rivets shall not be considered parts of the reference area or the "Control Area". Use of fasteners to circumvent this rule is not allowed. This rule is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission or final drive housing.

2. A rear diffuser is permitted beginning behind the front edge of the rear tires. The diffuser may be divided internally into multiple sections. The width of the diffuser, as measured inside the diffuser sides, shall not exceed the width between the rear tires in any lateral section of the diffuser. Strakes within the diffuser are allowed.

3. Overhangs: Front plus rear overhangs including wings, wing mounts, wing end plates, rear diffusers and splitters (tow hooks and jack plates are excluded provided they serve no other purpose) must not exceed 80% of the wheelbase. The difference between the front and rear overhangs must not exceed 15% of the wheelbase.

4. Cars with features built in excess of these aerodynamic allowances (C.1-3) must meet a weight penalty of 50 lbs. The underbody must be constructed within the following limitations:



a. For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed ±1" (25.4 mm) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing. See figure.

b. No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

5. The total area of the front and rear wings when viewed from the top shall not exceed 8 sq. ft. (0.743 m2). Area calculation is of a rectangle fully enclosing the airfoil element plan view and does not include flat vertical side plates but does include footplates and similar aerodynamic devices. Side plate area and element profile are unrestricted.

6. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion.

7. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.275 inches) above the ground with the car in normal racing trim, driver aboard.

8. Neither the safety roll bar nor the engine induction intake shall provide aerodynamic downforce. Fairing of the safety roll bar is permitted.

H. BODYWORK AND AERODYNAMICS (FORMULA CARS)

All open wheel Formula cars in BM shall follow these allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer maximum height of 115cm (45.275 inches). Any specific part of the car which has an aerodynamic influence on the stability of the vehicle shall be mounted on the entirely sprung part of the car and shall be firmly fixed while the car is in motion.

2. Front wing width, and any bodywork ahead of the front tires, may match but shall not exceed overall front width as measured at the tires. Front wing elements may not extend behind the front wheel centerline. The leading edge of an airfoil fixed to the front of the car shall not be sharp. Minimum radius 0.2 inches.

3. The overall maximum width of the bodywork behind the front wheels shall not exceed 130cm (51.18 inches). No part of the bodywork shall exceed in height a horizontal plane 90cm (35.4 inches) above the ground. The safety roll bar/roll cage and the engine air box are not included in this height restriction. No part of the body or suspended part of the car shall extend more than 1cm (0.394 inches) below the horizontal plane forming the bottom of the tub or chassis floor (both static or in motion). Flexible or movable aerodynamic skirts are prohibited, except on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

4. Neither the safety roll bar nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating a vertical thrust.

5. The maximum width of any aerodynamic device situated behind the rear wheels, including the rear wing, shall not exceed 110cm (43.307 inches), with the exception that endplates and endplate gurney lips are not included. Endplate Gurney lips shall not exceed 7 cm (2.756 inches) additional width per side measured from the outer surface of the end plates and shall not deviate more than 10° from vertical. No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than 1 m (39.37 inches) to the rear of the rear wheel centerline.

a. Except for cars meeting the dimensions of subsection H.5.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).

b. For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).

Not Recommended

Street Touring Category

#40631, 40633 Safety: Miata rear brake line relocation (various)

Thank you for your letter. The STAC does not feel it is appropriate to add allowances for road racing Technical Support Bulletins.

Modified Category

#40889 Kit Car Approval request for DM/EM 2027

The Sierra One kit does not fit the philosophy of EM/DM as being for modified production and GT cars. These kits are best suited for AM or BM.

Other Items Reviewed

CAM/XS

#40822 Proposal for a Real Street Category in SCCA Solo

Thank you for your input. The SEB is monitoring the participation and preparation levels in CAM/XS and is considering a prep category between Street Touring and Xtreme Street.

Modified Category

#39006 #38870 Adding MC power to DM class to increase participation

Thank you for your input. The MAC is recommending this change, as corrected in the July Fastrack, in an effort to increase participation in D Modified.

#40181 A Mod, Adding multiple classes to A Mod?

The intention of the recent changes to A Mod has been to increase participation through an easy bumping path. This also allows drivers a way to run with competition instead in single-car classes. Compliance is simple because bumping cars must only comply with their base class rules. Cars may not cherry pick rules between classes.

#40569 What about 18.4?

Thank you for your letter. The MAC believes 18.4 is clear as written.

Handled Elsewhere

Street Touring Category

#40254, 40258, 40263, 40368 Feedback re: Proposal #38940 (various)

Thank you for your letters. Please see the revised proposal for Letter #38940 in the September Fastrack.

#40268 In Favor of Section 14.8 Camber Allowances

Thank you for your letter. Please see the revised proposal for Letter #38940 in the September Fastrack.

Modified Category

#39133 Input in support of Modified Category #36947 Front Diffusers, etc

Please see item #36947 in the October Fastrack.

#40570, 40665 What about 18.4?

Please see the response to letter #40569.

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

Solo

SOLO EVENTS BOARD | October 28

The Solo Events Board met online October 28th. Attending were SEB members Nick Dunlap, John Vitamvas, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Peter Bollenbecker 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 letters.scca.com with Send Letter To: set to Solo Events Board.

Unless indicated otherwise, the implementation date for all new proposals published herein is **1/1/2028.**

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 letters.scca.com with Send Letter To: set to Solo Events Board.

Street Category

#39788 Reclass of Kia K5 GT

The SAC is recommending the following change to Appendix A: effective 1/1/2027:

G Street Class (GS)

Kia

~~K5 GT (2021-26)~~

H Street Class (HS)

Kia

K5 *incl. GT* (2021-26)

#39985 Clarify wording of Street rules re: electronic shock controllers

The SAC is recommending the following changes to clarify section 13.5.A.8 of the 2026 Solo Rules, effective 1/1/2027:

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

Vehicles originally equipped with an electronically controlled adaptive ride control system (MSRC, MRC, PASM, AMS, etc) may update the OE ride control module with an OEM provided re-flash. The entire control module may be replaced with an aftermarket module provided it installs in the factory location and connects to the vehicle via the factory wiring harness. No modifications to the wiring harness or interior/mounting hardware are permitted.

Aftermarket control modules may only control components controlled by the original controller such as dampers and engine mounts. The programming logic used to determine how to control a permitted component is unrestricted. Additional sensors external to the controller are not permitted. OE shock/strut bodies and internals must remain unaltered.

#40102 2027 Changes

Based on member feedback previously received from letters 40102 and 40182, the SAC is recommending the following changes to Appendix A, effective 1/1/2027:

Super Street class (SS)

Chevrolet

~~Corvette Stingray (C8) (2020-26)~~

Porsche

718 Boxster (~~GTS 4.0,~~ Spyder*, Spyder RS*) (20~~17~~*20*-25)

718 Cayman (~~GTS 4.0,~~ GT4*, GT4 RS*) (20~~17~~*20*-25)

~~718 Cayman GT4 RS (2022-25)~~

A Street class (AS)

Chevrolet

Corvette Stingray (C8) (2020-26)

Lotus

~~Evora S (2011-14)~~

Porsche

718 Boxster (~~base,~~ T, S, GTS*, GTS 4.0*) (2017-25)

718 Cayman (~~base,~~ T, S, GTS*, GTS 4.0*) (2017-25)

Boxster (~~987.2 S,~~ Spyder) *(2011-12)*

Cayman (~~987.2 S,~~ R) (20~~09~~-12)

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

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

B Street Class (BS)

Acura

~~Integra Type S (2024-26)~~

Audi

~~S5 (2008-26)~~

Cadillac

~~CT4V (inc Blackwing) (2020-26)~~

Ford

~~Focus RS (2018)~~

Honda

~~Civic Type R (2023-26)~~

Lotus

Evora S (2011-14)

Mercedes-Benz

~~CLA45 AMG (2014-21)~~

~~GLA45 AMG (2015-19)~~

Porsche

718 Boxster (base, excl. T) (2017-25)

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

Boxster (987.2 base*, S*) (2009-12)

718 Cayman (base, excl. T) (2017-25)

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

Cayman (987.2 base*, S*) (2009-12)

Toyota

~~GR Corolla (excl. MORIZO Edition excl. Performance Shocks and Springs Package) (2023-26)~~

D Street Class (DS)

Acura

Integra Type S (2024-27)

Audi

S5 (2008-27)

BMW

~~128i (2008-13)~~

Ford

Focus RS (2016-~~17~~ *18*)

Honda

Civic Type R (2017-~~21~~ *27* excl. Limited Edition)

Mercedes-Benz

CLA45 AMG (2014-21)

GLA45 AMG (2015-19)

Toyota

GR Corolla (excl. MORIZO Edition excl. Performance Shocks and Springs Package excl. GRMN) (2023-27)

F Street Class (FS)

Cadillac

CT4V (inc Blackwing) (2020-26)

G Street Class (GS)

BMW

128i (2008-13)

PLEASE NOTE: the proposal to move the Lotus Emira from SS to AS has been withdrawn from this recommendation. Additionally, the moves of the Scion FR-S (with TRD suspension; incl. Release Series 1.0 and 2.0), Subaru BRZ tS and Toyota 86 (with TRD Lowering Springs, TRD Sway Bar Kit, and TRD 17- in. Forged Wheel) from CS to DS have been withdrawn due to the recommendation of 40182 that outlines changes for the 2028 season.

#40182 Future of C and E Street (2028 changes)

In conjunction with the feedback received for letter 40102 - the SAC is recommending the following changes to Appendix A effective 1/1/**2028**.

The SAC is recommending these changes a year early and in conjunction with 40102 (outlining changes for the 2027 season) to have full transparency with the current car owners so they can prepare well in advance of 2028 class changes.

C Street class:

Mazda

~~*MX-5 Miata (ND1/ND2 chassis; including RF) (2016-26)*~~

Scion

FR-S (all) (2013-16)

Subaru

BRZ (2013-27) including tS

Toyota

86 (all) (2017-20)

GR86 (without TRD equipment, without GR Performance Stabilizer Bars, without 18x8 Optional Wheels, excl. 10th Anniv. Edition) (2022-27)

D Street class:

Scion

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

Subaru

~~*BRZ (2013-20)*~~

~~*BRZ (2022-26) including tS*~~

Toyota

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

~~*GR86 (without TRD equipment, excl. 10th Anniv. Edition) (2022-26)*~~

E Street Class:

Mazda

MX-5 Miata (ND chassis; including RF) (2016-27)

#40543 Request to reclassify 2017 Malibu LT 1.5 from G Street (GS) to HS

The SAC is recommending the following changes to Appendix A effective 1/1/2027:

G Street

Chevrolet

~~Malibu (all) (2008-25)~~

H Street

Chevrolet

Malibu (all) (2008-25)

Street Touring Category

#38940 Camber Allowances

The STAC and SEB are recommending the following updated wording to replace 14.8:

"***14.8 SUSPENSION***

A. Ride height may only be altered by suspension adjustments, spacing blocks, leaf spring shackles, torsion bar levers, spring changes, camber plates, or coil spring perch replacements or modifications. Spacers which alter suspension geometry may not be used (such as between hub carrier/knuckle and lower suspension arm or "roll center correction kits".)

1. Springs may be modified or substituted but must be the same type as the original and must use the original spring attachment points except as specifically allowed in 14.8.A.4. Multiple springs are allowed as long as they use the original mount locations.

2. Suspension bump stops may be altered or removed.

3. Coil spring perches can be modified or substituted, and their position may be adjustable. Spring spacers are allowed above and below the spring. Coil springs may use spring rubbers.

4. Vehicles originally equipped with transverse leaf springs may change spring type to a coil spring and may add spring perches to the shock absorbers for mounting coil springs in a "coil over" configuration only.

B. Bushings may be replaced with bushings of alternative materials as long as they fit in the original location without additional modification or changes. Offset bushings may be used per 14.8.C. Changing the type of a bushing (such as ball-and-socket bushing or spherical bearing replacing a cylindrical bushing) or using a bushing with an angled hole that differs from that of the original bushing is not allowed. Keys and pins may be used to prevent the rotation of alternate bushings but may serve no other purpose than to retain the bushing in the desired position. Specific allowances for suspension arm, differential mount, steering rack and subframe bushings are below:

1. Suspension arm bushings may use any material.

2. Differential mount bushings may not reposition the differential. Solid metal differential mount bushings are not allowed.

3. *Steering rack bushings may not change the position of the steering rack, nor may shims be used to relocate the rack. Solid metal steering rack bushings are not allowed.*

4. *Subframe bushings may not reposition the subframe relative to the chassis. Solid metal subframe bushings are not allowed.*

C. *Camber may be adjusted by any combination of the following approved methods, provided all modifications use the original, unmodified mounting points on the frame, subframe or chassis and comply with the restrictions of Section 14.5.B and 14.8.B. The suspension alignment allowances in section 14.8.C are intended to offer a limited set of adjustments to camber beyond factory limits. Changes in alignment parameters and ride height that result directly from the use of allowed components are permitted. Changes in suspension geometry are not allowed except as incidental to the allowances below.*

1. *Camber Plates – Adjustable camber plates may be installed at the top of strut-type suspensions. The original upper mounting holes may be slotted, and holes may be drilled to perform the installation. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Caster changes resulting from the use of camber plates are permitted.*

2. *Camber Bolts – Camber bolts may be installed, provided they use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.*

3. *Camber Kits / Compensators – Camber kits (also known as camber compensators) may be installed. These may include adjustable-length arms, arm mounts, or ball joints that provide lateral adjustment to the effective length of a control arm. The replacement arms or mounts must attach to the original standard mounting points. Intermediate mounting points (e.g., spring/shock mounts) may not be moved or relocated except as incidental to camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. Only upper or lower arms may be modified or replaced, but not both. Any other changes to suspension geometry are not allowed except as incidental to the effective arm length change.*

4. *Camber from Offset Bushings – Camber changes from allowances listed in 14.8.B are allowed. This does include factory replaceable ball joint bushings in the standard knuckle. This does not allow any structural modifications to the existing standard knuckle.*

5. *Beam Axle Shims - Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.*

6. *Trailing Arm Suspension – The main trailing arm cannot be replaced or modified.*

D. *Solid axle rear wheel drive (RWD) suspension allowances:*

1. *Addition or replacement of suspension stabilizers (linkage connecting the axle housing or DeDion to the chassis, which controls lateral suspension location) is permitted.*

2. *Traction bars or torque arms may be added or replaced.*

3. *A Panhard rod may be added or replaced.*

4. *The upper arm(s) may be removed, replaced, or modified and the upper suspension mounts on the rear axle housing may be relocated.*

5. *The lower arms may be replaced or modified and the lower suspension mounts on the rear axle housing may be relocated.*

6. Methods of attachment and chassis attachment points are unrestricted but may serve no other purpose (such as chassis stiffening). This does not authorize removal of a welded part of a subframe to accommodate the installation.

E. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body."

#40162 Spice up BST?

The STAC recommends the following changes to Appendix A and section 14.4:

SST

BMW

~~M2 (except Performance Edition ZL9)(2016-19)~~

Porsche

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

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

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

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

Nissan

~~Z (incl. Nismo) (2023-2026)~~

Toyota

~~Supra, 4cyl (2021-26)~~

BST

BMW

M2 (except Performance Edition ZL9)(2016-19)

Porsche

Boxster GTS (981 chassis) (2015-16)

Boxster S (981 chassis) (2013-16)

Cayman GTS (981 chassis) (2015-16)

Cayman S (981 chassis) (2013-16)

Nissan

Z (incl. Nismo) (2023-2026)

Toyota

Supra, 4cyl (2021-26)

Section 14.4:

BST *(All except RWD N/A)*.....11.0

BST (RWD N/A).....12.0

Street Modified Category

#39829 Future of SM and SSM

As published in the February 2026 Fastrack, with falling participation among SM and SSM and the popularity of other classes at similar preparation levels, the SEB is recommending to the BOD the dissolution of SM and SSM effective 1/1/2027. Specific rule book content changes are shown below.

In Section 16:

"**16. STREET MODIFIED CATEGORY**

CATEGORY OBJECTIVE

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

CATEGORY VALUES

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

CORE MODIFICATIONS

- Powertrain swaps.
- Open Engine Tuning.
- Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc.).
- Minimum weights based on displacement.
- Limited interior removal.
- SRS system removal.
- Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trunks/hatches for spoiler/wing mounting.
- DOT R-compound tires.
- Front splitters and rear wings.
- Custom suspension components.
- Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc.).

CLASSES

- ~~SUPER STREET MODIFIED (SSM) – 2-seat vehicles, FWD, RWD, and AWD.~~
- ~~STREET MODIFIED (SM) – 4-seat vehicles, FWD, RWD and AWD.~~
- STREET MODIFIED FWD (SMF) – FWD vehicles only.

The purpose of this category is to serve as a membership recruitment and retention tool by providing a natural competition outlet for auto enthusiasts using streetable sport sedans equipped with drivetrain and suspension modifications that are beyond those allowed in the Street Prepared category.

Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

See Sections 3.8 and 8.3.1 for documentation requirements."

In Appendix A:

"**Appendix A - Street Modified**

STREET MODIFIED CATEGORY

ENGINE CLASSIFICATIONS

1. 4-stroke cycle and 2-stroke cycle naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. ~~Supercharged/Turbocharged SM and SSM engines will be classified on a basis of adding 1.4L to the actual displacement.~~ Forced induction SMF engines will add 1.0L to the actual displacement.
3. Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to 0.9 liters times the number of rotors, plus the volume determined by the difference between the maximum and minimum capacity of the working chamber times the number of rotors.
4. Electric Motors – Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight (~~2900 lbs. for SSM,~~ 3100 lbs for ~~SM/~~SMF). ~~Category weight adjustments (e.g., tire size) are allowed.~~

~~Super Street Modified class (SSM)~~

~~ELIGIBLE VEHICLES:~~

- ~~All 2-seat cars not excluded below.~~
- ~~All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.~~
- ~~All SM eligible vehicles.~~
- ~~McLaren MP4-12C~~
- ~~Porsche (all)~~
- ~~Lotus Elise, Exige, Evora, & Esprit~~

~~EXCLUDED VEHICLES:~~

- ~~Lotus (all except Elise, Exige, Evora, & Esprit)~~
- ~~All 2-seat cars not eligible for Street Prepared Category.~~
- ~~Vehicles not meeting specifications to have been delivered in the US~~

~~MINIMUM WEIGHT CALCULATIONS WITHOUT DRIVER (LBS.):~~

- ~~FWD 1350 + 125 per liter~~
- ~~RWD 1600 + 200 per liter~~
- ~~AWD 1600 + 300 per liter~~
- ~~Supercharged/Turbocharged SSM engines: +1.4L to the actual displacement~~
- ~~Tire width 275 mm or less -200~~
- ~~Regardless of the weight formulas above, no car will be required to weigh more than 2900.~~

~~Street Modified class (SM)~~

~~ELIGIBLE VEHICLES:~~

~~All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts), all FWD (front wheel drive) cars, and pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).~~

~~SAMPLE VEHICLES:~~

- ~~CHRYSLER: Neon, Stratus/Breeze~~
- ~~FORD: Contour, Escort, Probe, Mustang~~
- ~~GENERAL MOTORS: Cavalier, Sunfire, Camaro~~
- ~~HONDA: Civic, Accord, Integra~~
- ~~HYUNDAI: Elantra, Tiburon~~
- ~~MAZDA: Protege, MX-6, 626~~
- ~~NISSAN: Altima, Sentra~~
- ~~TOYOTA: Celica, Corolla, Camry~~
- ~~VOLKSWAGEN: Golf, Jetta~~

~~EXCLUDED VEHICLES:~~

- ~~Porsche (all *except 924, 928, 944, 968*)~~
- ~~JDM spec cars~~
- ~~Lotus (all)~~
- ~~MGB GT~~
- ~~Triumph (all)~~

~~MINIMUM WEIGHT CALCULATIONS WITHOUT DRIVER (LBS.):~~

- ~~FWD 1550 + 125 per liter~~
- ~~RWD 1800 + 200 per liter~~
- ~~AWD 1800 + 300 per liter~~
- ~~Supercharged/Turbocharged SM engines: +1.4L to the actual displacement~~
- ~~Solid axle RWD -25 per liter~~
- ~~Tire width 275 mm or less -200~~
- ~~Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.~~

Street Modified Front-Wheel-Drive class (SMF)

ELIGIBLE VEHICLES:

All FWD vehicles

MINIMUM WEIGHT CALCULATIONS WITHOUT DRIVER (LBS.):

- All 1750 + 125 per liter
- Supercharged/Turbocharged SMF engines: +1.0L to the actual displacement
- Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

- ~~Cars running in SMF using tires with a nominal width of 275 mm or less will NOT receive the weight adjustment as stated in the SM class.~~"

In Appendix F:

"**STREET MODIFIED CATEGORY CLARIFICATIONS**

BODYWORK, FRONT

The intent of the wording "front bodywork" in Section 16.1.M is to include all exterior body panels and attachments forward of the centerline of the front wheels.

FIAT / YUGO PARTS

Fiat and Yugo components may be mixed as permitted under Section 16.1.

~~LOTUS ELISE CLAMSHELL (FRONT)~~

~~Per Section 16.1.I, a Lotus Elise front clamshell may be replaced. However the entire rear clamshell may not be replaced, as there is no allowance to replace the trunk.~~

~~PORSCHE FASCIA~~

~~With regard to a Porsche 911, the fascia is the painted plastic part and was not present on earlier years of the model. The attachment points behind the fascia may only be modified per Section 16.1.O to permit installation of an allowed alternate fascia. An early 911 may only use a substitute fascia if the car can be legally updated per Section 15.1.C (Street Prepared) to a later bumper configuration employing a fascia.~~

SUBARU ANTI-LIFT-KIT HOUSING

Control arm brackets that do not move with vertical wheel displacement are considered suspension attachment points and are not permitted to be modified per 16.1.E"

CAM/XS

#40267 CAM/XS rules

The SEB is recommending the following updated change to the CAM/XS rules. Of note, the restriction of Jeeps in CAM was removed from this change and the wheelbase was changed from 88 to 86 inches.

Modify Appendix A as follows:

Classic American Muscle

Excluded from all CAM classes: Vehicles with a wheelbase of 86 inches or less

Excluded from XA/XB:

- Vehicles with a wheelbase of 86 inches or less

Modified Category

#36947 Front Diffusers for DM/EM

The MAC is recommending the following updated proposal for changes to 18.1:

18.1.F.3.d. Front splitters are allowed ~~but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft~~. The splitter trailing edge must be fully sealed to the front bodywork/fender fla*re*/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car. ~~The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less.~~ The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

~~e. A front splitter and its associated features shall not function as a diffuser.~~

18.1.F.5. Diffusers are allowed ~~at the rear of the car only; The rear diffuser may protrude rearward beyond the top view outline of the car. The rear 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 and may not extend rearward past the centerline of the front wheels. Rear diffusers may not protrude more than 12" rearward beyond the top view outline of the car. No part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle.*

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

#40962 Grid spacing and tools for use during competition runs.

The SEB does not feel it necessary to codify in the rulebook acceptable locations of additional equipment brought to grid at Solo Nationals. Competitors are permitted to bring extra tires and tools to grid for use during their runs and there are currently no restrictions on their location provided they do not impede the operations of the event. Competitors are encouraged to work together to utilize the space they are provided, and any concerns should be brought to Safety or the Grid workers. As a general rule competitors should not move equipment owned by someone else without approval from the equipment owner.

Street Category

#40869 Light Bar G Street Installation question

Thank you for your letter. As the light bar referenced uses attachment points on the front bumper that would not have an effect on performance and/or handling - it would be permissible under the allowances of 13.2.A. However, using any light bar that increases chassis rigidity would not be permissible.

#40965 Anti-Buffeting Wind Deflectors

Thank you for your letter. The SAC believes that side window wind deflectors which have no effect on performance and/or handling are allowed under 13.2.A.

#41041 Mini Cooper Clubman 2020-2024

Thank you for your letter. The 2020-2024 MINI Cooper Clubman all4 would be included in the current H-Street listing of:

H Street (HS):

MINI

Cooper Clubman (incl. S, non JCW) (2016-24)

Street Touring Category

#40810 Clarification on Fog Light Removal

Thank you for your input. The STAC interprets that 14.2.C allows removal of the fog lamp bulb and the housing of the lamp itself but there is no allowance to remove other running lights or the trim bezel mounted to the bumper. There is no allowance to fill the hole created in this way with a blanking plate. The STAC assesses that a blanking plate is not a comfort and convenience item, and therefore 13.2.A does not apply.

Prepared Category

#39543 Committee Personnel - PAC

The PAC is anticipating vacancies and is seeking members with Prepared category experience who are interested in serving on the committee. Those who are interested are invited to submit their qualifications in writing via letters.scca.com, with Send Letters To: set to Solo Events Board.

Change Proposals

Street Touring Category

#39845 Current Interpretation of 14.10.E

Per the clarification request in letter #39845, the STAC has evaluated the current wording of the catalytic converter allowance and is requesting feedback on the following potential change to 14.10.E:

Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. *The substrate of the catalyst in* ~~inlet(s) of~~ the replacement converter(s) must be located between the cylinder head and a point *12 inches* ~~6"~~ (*304.8* ~~152.4~~ mm) further along the exhaust flow path from *the end of the substrate* ~~original exit~~ of the final OE converter. For vehicles that were delivered with multiple exhaust configurations (i.e. California vs 49-state legal cars) any of the OE exhaust configurations may be used for the purpose of determining the location of the aftermarket catalytic converter.

For the purposes of this allowance, the extent~~s~~ of *a replacement converter is defined as the portion of the converter where catalyst substrate is actually present, as determined by measuring the temperature of the converter while up to normal operating temperature*. ~~an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections.~~ Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

#40160 Request for Classification of 2023-present BMW M2 (G87) in SST

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

SST

BMW

M2 (G87) (non CS) (2023-2025)

#40207 Induction Charge Heat Exchanger Allowance in DST

The STAC is requesting feedback on the following potential change to 14.10.C.1-2:

1. ~~SST, AST, BST and GST only:~~ As utilized only on engines originally equipped with forced induction, induction charge heat exchangers(also known as "intercoolers" or "charge air coolers" [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting.

2. ~~SST, AST, BST and GST only:~~ Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds ("noisemakers"). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.

#40880 14.10R modification

The STAC is requesting feedback on the following potential change to 14.10.R:

Engines may be re-bored up to a maximum overbore of 0.020" (0.508 mm). Sleeving is allowed to repair *up to* this *bore limit* ~~standard bore~~. Only OE-type pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed. Employing standard overbore increments is highly recommended within the limit of the overbore limit above, consistent with the availability of OE-type parts.

Street Prepared Category

#41131 Street Prepared Category Consolidation

Any change would be effective 1/**1/2028 or later.**

The SPAC is requesting member feedback on a proposal to consolidate the Street Prepared category from five classes to two, effective 1/1/2028. Under this proposal, CSP and FSP would remain, while SSP, DSP, and ESP would be discontinued. Cars currently eligible for DSP and ESP would become eligible for CSP. While SSP would not be absorbed into CSP, many SSP cars may have other competition options within Solo.

This is not a recommendation the SPAC makes lightly; however, participation within Street Prepared has declined over time due to multiple factors.

The SPAC believes consolidation is necessary to concentrate participation and preserve a healthy Street Prepared category. Consolidating DSP and ESP into CSP will provide an ongoing competition outlet for those cars while concentrating participation into a smaller number of sustainable classes.

The SPAC intends to continue supporting CSP and FSP as long as participation remains sufficient to sustain those classes.

The SPAC welcomes member feedback on this proposal.

Prepared Category

#39809 Sequential Shifter

The PAC is seeking member feedback on the following revision to 17.10 P

P. Transmission

1. The standard transmission without modification may be used.

2. Any ~~mechanical~~ shift linkage or mechanism for changing gears may be used including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of an alternate shift linkage.

3. Level 1 Preparation (Full Prep) Vehicles

a. Any ~~non-sequential manual~~ transmission is allowed. ~~Any automatic sequential transmission employing a torque converter is allowed.~~

~~b. Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.~~

~~c~~*b*. Pneumatic, hydraulic, or electronically-controlled shifting is not allowed for manual transmissions, except for electronically-controlled overdrive manual transmissions in cars which were originally equipped with them.

~~d~~c. Gear ratios may be modified.

~~e~~d. A functional reverse gear is not required.

~~f~~e. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.

Modified Category

#40961 Wheel width change to match what's in grid

The MAC is soliciting member input on the following addition to Appendix A:

Modified Class F (FM)

A.12. Wheels shall not exceed 8 inches in width.

Not Recommended

Event Operations

#25258 Phone use while working course.

Thank you for your letter. The SEB is not in favor of specifying penalties for phone use while working.

Street Category

#38415 Classification for 2025 911 GTS

Thank you for your letter. The SAC does not believe that the 2025 Porsche 911 GTS is appropriate for Street category classing at this time.

#39937 Introducing 992 GT3 to SS

Thank you for your letter. The SAC does not believe that the Porsche 992 GT3 is appropriate for Street category classing at this time.

#40103 Street class specifically for EV vehicles

Based on member feedback, the SAC is withdrawing the proposal for a provisional EV-only Street class. The SAC will continue to class EV-powered vehicles into appropriate Street classes and will be reviewing popular EV vehicle classing for potential 2028 proposed changes.

#40808 Please don't lump 981 base and S together

Thank you for your letter. The SAC believes that the Porsche Cayman/Boxster 981 base is appropriately classed at this time and believes the 987 S exceeds the performance envelope of C-Street.

#40809 991.2 to AS

Thank you for your letter. The SAC believes that the 991.2 911 Carrera is appropriately classed.

#40834 Braided brake lines in street.

Thank you for your letter. The SAC believes the brake allowances in 13.6.B are adequate as written and is not considering cars manufactured after model year 1992 to be included in this allowance.

#40936 Propose moving Base, 4, 4S Taycans to FS from SS

Thank you for your letter. The SAC believes that the Porsche Taycan is appropriately classed.

#40949 Add Lotus Evora Track Pack dealer installed option to Appendix A

Thank you for your letter. The SAC does not believe the Lotus Evora with the dealer-installed 'Track Pack' is appropriate for Street category classing.

#40964 Coding unlimited Launches on BMW DCT transmissions

Thank you for your letter. The SAC does not believe that the recoding/reprogramming or any other modification to the transmission/ECU in the spirit of allowances in the Street category.

#41026 Allow

Thank you for your letter. The SAC does not believe that the removal of passenger seats is in the spirit of allowances in the Street category.

#41037 Caymans to BS

Thank you for your letter. The SAC believes that the 718 Boxster/Cayman GTS is appropriately classed.

#41058 Z4 m reclass

Thank you for your letter. The SAC believes that the 2006-08 Z4 M Coupe/Roadster is appropriately classed.

#41059 Move Supra back to AS

Thank you for your letter. The SAC believes that the 2020-26 Toyota Supra is appropriately classed.

Street Touring Category

#40806 Allow factory torsen miatas into EST

Thank you for your input. Based on the recent feedback from the membership regarding the classing of the NB Miata in Street Touring, the STAC feels that the NB is appropriately classed at this time. The STAC feels the performance potential of the NB Miata in CST has not been clearly demonstrated. The STAC will continue to monitor participation and competitive balance across Street Touring.

#40839 Move Hyundai Elantra N, Veloster N, and Kona N to GST

Thank you for your input. The STAC feels the performance potential of the Hyundai Elantra N, Veloster N, and Kona N has not been clearly demonstrated in BST and does not feel there is sufficient evidence to re-class them at this time. The STAC will continue to monitor participation and competitive balance across Street Touring.

#40896 Take back light batteries in ST

We received your letter. The STAC has revisited this several times and feels the allowance is appropriate. See the response to letter #32184 in the December 2022 Fastrack.

#40918 Request for reclassing

Thank you for your letter. The STAC believes the Kia K5GT is appropriately classed in BST.

#40919 Fuel Injector Modification Clarification

Thank you for your letter. The STAC feels that modifications to the fuel system beyond those currently allowed, are beyond the scope of Street Touring.

#40999 #39291 Response - MINI Cooper Reclassing

Thank you for your letter. The STAC believes the classing of the various Mini Copper models is aligned with their performance potential. As a reminder, the STAC does not have any input into or reference towards PAX indexes.

#41043 Mini Cooper Classing Move from BST to GST

Thank you for your input. The STAC continues to believe the 2007-2013 Mini Cooper S is appropriately classed in BST based on its demonstrated performance potential.

Street Modified Category

#40313 Allow removal of parking brake

The previously published SM rule proposals #40313 through #40320 are not being recommended. After considering member requests, examining participation data and including newly planned operational changes; the SEB is working on an alternate proposal for the future of SMF. The SMF ruleset will be unchanged for the 2027 competition season as we develop and incorporate these operational changes.

#40314 Allow removal of AC and Heater components

See the comment in item #40313.

#40315 Clarify Electrical System Allowances

See the comment in item #40313.

#40316 Clarify Sway Bar allowances

See the comment in item #40313.

#40317 Allowance for modifications to the steering column

See the comment in item #40313.

#40318 Exterior Mirrors and louver allowances

See the comment in item #40313.

#40319 Allowances for vehicle interior

See the comment in item #40313.

#40320 Allowances for front lights and ducting

See the comment in item #40313.

Prepared Category

#40995 Consider striking 17.1

The PAC believes that Rule 17.1 is critical in defining how the remainder of the rules should be interpreted and applied. Removing 17.1 would encourage tortured interpretations of individual allowances and compromise the foundational intent of the ruleset.

#41051 Ford 2.3 aftermarket block availability

17.10 H 1 lists engine block deck height as one of the critical dimensions. Due to this the PAC does not see that a tall deck version of a production engine is legal. Allowance for tall deck engines is not something that the PAC feels is a good direction for the category at this time.

Other Items Reviewed

General

#26325 Letter Feedback Improvements

Thank you for your suggestions. The SEB and Staff frequently consider potential improvements to the member communication process, within the constraints of resource limitations such as personnel, infrastructure, and available volunteer time.

#39566, 39823, 39975 SEB Applications

Thank you for your applications. The SEB has filled the open role for 2027 but will keep your resumes on file for future openings.

#40327, 40336, 40462, 40473 Heart of Solo nominations

Thank you for your nominations. Tom Holt was awarded the Heart of Solo for 2026. The SEB will keep your nominations on file for consideration in future years.

#40535 Tours and National Solo 75-year-old and up Worker Waiver

Thank you for your input. This feedback will be forwarded to the National Office for discussion as they are responsible for the National Tour event operations and worker assignments.

#40589 Award Nominations

Thank you for your nominations. The award winners were announced at Solo Nationals, and further details are in this SCCA article: https://www.scca.com/articles/2020893-scca-solo-program-revealed-major-award-winners-wednesday-night

#40657, 40659 Ladies bump class

Thank you for your inputs. The National Office is responsible for the management of Ladies Bump Classes at National Tour events, and these comments will be discussed with the National Staff.

#40982 Impound / compliance checks and wheel removal while hot

Thank you for your input. The SEB will consider your concerns when discussing compliance checks for future Solo Nationals.

Street Category

#40793 Now I ain't cheap, but I (981) can be had

Thank you for your feedback.

#40796 In favor of 39748 Discussing Disc-using

Thank you for your feedback.

#40797 In support of #40102

Thank you for your feedback.

#40818 Brake rotor allowance

Thank you for your feedback.

#40840 #40103 EV Street Feedback

Thank you for your feedback.

#40853 #40102 feedback

Thank you for your feedback.

#40856 suspend 30 year sunset

Thank you for your feedback. The SAC does not believe it is in the best interests of the Street Category to change the 30-year eligibility standard or exempt certain classes from it.

#40885 Move 718 base and T to BS

Thank you for your feedback.

#40904 981 Cayman S to B Street

Thank you for your feedback.

#40915, 41000, 41036 Feedback on C8 corvette to AS (various)

Thank you for your feedback.

#40950 Feedback to letter #40103 Street class specifically for EVs

Thank you for your feedback.

#40992 ES Class Changes

Thank you for your feedback.

#40996 The SCCA is Ruining ES

Thank you for your feedback.

#41020 Cayman GTS 4.0 too expensive for AS

Thank you for your feedback.

#41034 Responding to 40182 future of E street and D street

Thank you for your feedback.

#41073 BS to DS changes

Thank you for your feedback.

#41080 # 40103 from June

Thank you for your input.

Street Modified Category

#40928, 41057, 41061 Feedback about proposed rule changes (various)

The SMAC has reviewed and thanks you for your feedback.

Handled Elsewhere

Event Operations

#40816, 40859, 40861, 40721, 40854, 40855, 40868, 40870, 40871 Feedback on tire blanket change proposal (various)

Thank you for your letters. This proposal was withdrawn as published with letter #39056 in the September Fastrack.

Street Category

#38778 Request to put the 992.1 GT3 into SS

Please see the response to letter number 39937 published in the current Fastrack.

#39071 Request to put the 992-2 Porsche 911 GTS in SS

Please see the response to letter number 38415 published in the current Fastrack.

#39138 Request to put the 992.1 GT3 into SS (Update)

Please see the response to letter number 39937 published in the current Fastrack.

#40860 Request to class Porsche 718 T Models in B Street

Please see the response to letter 40750 published in the October 2026 Fastrack.

#40927, 41013, 41120 Clarification on DS Rules and Port-Installed Options (various)

Thank you for your letters. Please see the response to letter 40958 published in the current Fastrack.

#40959 GR and STI Parts on GR86 and BRZ

Thank you for your letter. Please see the response to letter 40958 published in the current Fastrack.

#41018 Please class the 2026 BMW M2 CS

Thank you for your letter. Please see the response to letter #40424 published in the August 2026 Fastrack.

#41074 Kia K5 GT classification

Thank you for your feedback. Please see the response to item #39788 in this Fastrack.

#41075 Chevy Malibu to HS

Thank you for your feedback. Please see the response to item #40543 in this Fastrack.

#41040 2026 BMW M2 CS class

Thank you for your letter. Please see the response to letter 40424 published in the August 2026 Fastrack. The SAC does not believe that the 2026 BMW M2 CS is appropriate for Street category classing due to low production quantity.

Street Touring Category

#40411 Response to #40162 Evo to SST Fixes this?

Thank you for your letter. Any requests for changes beyond those in the 40162 change proposal will not be addressed for the 2027 change to ST allowances. Please see final response to letter #40162 in the this Fastrack.

#40413, 40447, 40453, 40511, 40565, 40944, 40951, 40988 Feedback on #40162 BST Moves (various)

Thank you for your letters. Any requests for changes beyond those in the 40162 change proposal will not be addressed for the 2027 change to ST allowances. Please see final response to letter #40162 in the this Fastrack.

#40378, 40431, 40512, 40559, 40610, 40715, 40771, 40804, 41010 BST proposal responses (various)

Thank you for your letters. Please see the final response to letter #40162 in this Fastrack.

#40499 Proposal + Tire BOP

Thank you for your letter. Any requests for changes beyond those in the 40162 change proposal will not be addressed for the 2027 change to ST allowances. Please see final response to letter #40162 in the this Fastrack.

#40940 Feedback for #39970 Flywheel Modification

Thank you for your letter. This proposal was not recommended; please see the response to letter #39970 in the October Fastrack.

#40544 Say no to NB Miata

Thank you for your letter. Please see the response to letter # 38891 in the October Fastrack.

#40857 add NB to EST

Thank you for your letter. Please see the response to letter #40806 in this Fastrack.

#40873 2023+ BMW M2 to SST

Thank you for your letter. See the response to letter #40160 in this Fastrack.

#40328 Responses to #38940 - May 2026 Camber Allowance in ST feedback

Thank you for your letter. Please see the revised proposal for Letter #38940 in the September Fastrack.

#40200 Comments on Suspension Section Rewrite

Thank you for your letter. Please see the revised proposal for Letter #38940 in the September Fastrack.

#40897, 40898, 40899 Take back lightweight batteries

See the response to letter #40896 in this Fastrack, and to letter #32184 in the December 2022 Fastrack.

Tech Bulletins

General

#41129 Addition to 13.3.C.4, Street Category Tire Exclusion List

Per the SEB, make the following change to 13.3.C.4 effective 1/1/2027:

Add to the list of excluded tires: *Vitour Tempesta Sonic*

#41135 Accepted Helmet standards

The Snell 2010 Helmet standards are now no longer an accepted standard. Effective 1/1/2027 Section 4.3.1 shall read as follows.

4.3.1 Helmets

Helmets meeting the following standards must be worn while on course:

Snell Memorial Foundation standards SA2025, EA 2016, SA2020, SA2015, ~~*SA2010, SAH2010,*~~ M2025D, M2025R M2020D, M2020R, M2015, ~~*M2010,*~~ K2025, K2020, K2015~~*, K2010*~~; SFI standards 31.1/2020, 31.1/2015, 31.1/2010, 41.1/2020, 41.1/2015, 41.1/2010; FIA standards 8859-2020, 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010.

Street Category

#38406 911 Turbo S 991.2 add to SS

Per the SAC, please make following modifications to Appendix A to provide initial Street Category classing of the 991.1 and 991.2 Porsche 911 Turbo S, effective 1/1/2027.

Super Street

Porsche

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

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

#40892 2002-2005 MINI Cooper S JCW Clarification

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

G Street

MINI

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

Cooper Hardtop S & Convertible S (2002-13)

Cooper Hardtop JCW (2006-13)

Cooper Convertible JCW (2009-13)

#40958 GR and STI Parts on GR86 and BRZ

Thank you for your letter.

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

B Street (BS)

Toyota

GR86 (with GR Performance Stabilizer Bars, with 18x8 Optional Wheels) (2025-2027)

D Street (DS)

Toyota

GR86 (without TRD equipment, *without GR Performance Stabilizer Bars, without 18x8 Optional Wheels,* excl. 10th Anniv. Edition) (2022-27)

#40998 4th Gen Mini Cooper

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

G Street

MINI

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

PLEASE NOTE: This car was previously listed in both G-Street and H-Street. Per letter 37014 published in the December 2025 Fastrack, the car was moved to H-Street.

Street Touring Category

#40799 Classing Request – 2017–2021 Honda Civic Hatchback LX 1.5T to GST

Thank you for your letter. The STAC recommends the following change to Appendix A:

GST

Honda

Civic *all except Type-R (2017-2026)*

~~Civic Si (2017-26)~~

~~Civic Sport (1.5 Turbo, 2017-22)~~

~~Civic Sport (2.0, 2017-26)~~

Note: This change adds lower trim level Civics to GST and simplifies the existing listing.

Electric Vehicle Experimental

#40835 Cadillac Optiq-V SSF & Eligibility

Thank you for your documentation on the Cadillac Optiq-V. As the Optiq-V meets the SSF requirements published in section 3.1, update the EVX rules with the following new vehicle listing

Cadillac

Optiq-V (2026-2027)

CAM/XS

#39824 Please define Mopar

The CAM/XS Committee is recommending a clarification to the CAM rules replacing Mopar with Chrysler, and making it more clear that vehicles eligible for CAM-T or CAM-C can also compete in CAM-S.

Update Eligible Vehicles of Appendix A for CAM-C as follows:

Eligible vehicles: All vehicles manufactured *in* ~~by~~ North America~~n manufacturers~~ *by (Chevrolet, Buick, Cadillac, Oldsmobile, Pontiac, GMC, Dodge, Plymouth, Chrysler, American Motors (AMC), Saturn, Ford, Mercury, Lincoln, Studebaker, Jeep)* with a front-engine rear-wheel-drive configuration and body style originating newer than 2000 (no electric or hybrid-electric vehicles)

Update Eligible Vehicles of Appendix A for CAM-S as follows:

Eligible vehicles: All vehicles manufactured *in* ~~by~~ North America~~n manufacturers~~ *by (Chevrolet, Buick, Cadillac, Oldsmobile, Pontiac, GMC, Dodge, Plymouth, Chrysler, American Motors (AMC), Saturn, Ford, Mercury, Lincoln, Studebaker, Jeep)* with a front-engine rear-wheel-drive configuration and 1965-67 Cobra roadster replica “kit cars”. *Vehicles eligible for CAM-T or CAM-C may run in CAM-S at the appropriate CAM-S minimum weights.*

#39892 Frame and Unibody allowance?

The CAM/XS Committee is recommending an Errors and Omissions clarification that makes it more explicitly clear that the rules allow for firewall and rear bulkhead modifications. Previously it may have not been clear that the intention was to allow modifications to these surfaces for body-on-frame cars as well as unibody cars, and this should clear up that uncertainty. Modification to vehicle roof or floor is covered under the allowance to modify exterior body panels.

Modify the following bullet point in the Body and Bodywork section of the CAM/XS Rules:

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

Modified Category

#40943 BM GCR reference corrections

Errors and Omissions:

Appendix A

Modified Class B (BM)

C.10. All prohibited cost control items in P2 per GCR Section 9.1.8.~~D~~C.A apply to formula cars as well as sports racers with the following Solo® changes to the list:

...

F.1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer P2 GCR maximum height (45.25” per P2 GCR 9.1.8.~~D~~C.D.2).