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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).