

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).

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#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.

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#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.

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**

Solo

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).

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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

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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)

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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.

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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).

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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 Chairmen, 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,

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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 ~~4~~ **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)~~

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~~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)~~

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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) (2002-0825)~~

~~Legacy 2.5GT (2005-12)~~

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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) (2002-05)~~

Lexus

~~IS 300 (2001-05)~~

Lincoln

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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-~~1924~~)

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-~~1421~~)

Jetta & GLI (2.0L Turbo) (2006-~~1225~~)

(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~~

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~~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)

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

(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 may be 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)

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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)

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Forced induction: $1.40 \times \text{displacement (cc)}$

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~~ $0.05 \times \text{displacement (cc)}$

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:..... $0.750 \times \text{displacement (cc)}$

Rotary Engines:..... $0.700 \times \text{specified displacement (cc)}$

Forced Induction:..... + $0.450 \times \text{displacement (cc)}$

Peripheral Port Rotary:..... + $0.050 \times \text{displacement (cc)}$

Weight Adjustments (lbs):

51% or more of weight on rear axle:..... + $0.040 \times \text{displacement (cc)}$

Wheel width greater than 10" up to 11": +50

Wheels greater than 11" wide up to 12" wide: +100

AWD:..... + $0.100 \times \text{displacement (cc)}$

FWD:..... - $0.100 \times \text{displacement (cc)}$

Solid Drive Axle:..... - $0.050 \times \text{displacement (cc)}$

Alternate Engine Allowance:..... + ~~0.10~~ $0.05 \times \text{displacement (cc)}$

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.

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

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

Weight formulas (lbs):

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

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

.....0.75 x displacement (cc) + 500 lbs.

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

Engines with 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 2026 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 2026 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 Pillar 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 ~~42~~, **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.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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)