

## Solo

### SOLO EVENTS BOARD | April 22

The Solo Events Board met online April 22nd. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, Clay Turner, and Peter Bollenbecker of the BOD; Andrew Benagh of the National Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

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

### Member Advisories

#### Street Touring Category

##### #39912 Clarification on 14.5.B

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

##### #40029 Legality of Various ECU/TCU Tuning Solutions

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

##### #40161 STAC member stepping down

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

### EVX

##### #37442 Vitour P1 in Exhibition Classes

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

##### #38781 Asking for clarification front upright rule

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

### Change Proposals

#### Event Operations

##### #39056 tire blankets and tire warming.

Modify 6.11 as follows:

##### "6.11 TIRE TEMPERATURE MANAGEMENT

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

# Fastrack® news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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

Water may be used to cool tires."

## Street Category

### #40102 2027 Changes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Super Street class (SS)

Chevrolet

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

Porsche

718 Boxster (GTS 4.0, Spyder)

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

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

## A Street class (AS)

### Chevrolet

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

### Lotus

*Evora S (2011-14)*

### Porsche

*Boxster (987-2 S, Spyder) (2011-12)*

*Cayman (987-2 S, R) (2011-12)*

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

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

*718 Boxster (GTS 4.0) (2020-25)*

*718 Cayman (GTS 4.0) (2020-25)*

## B Street Class (BS)

### Cadillac

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

### Lotus

*Evora S (2011-14)*

### Porsche

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

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

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

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

## F Street Class (FS)

### Cadillac

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

In summary, the above includes the following changes:

### Cars moving into A Street:

Chevrolet Corvette Stingray (C8) (2020-26)

Porsche 718 Boxster and Cayman GTS 4.0

### Cars moving into B Street:

Lotus Evora S (2011-14)

Porsche Boxster 987 (S) (2009-13)

Porsche Cayman 987 (S) (2009-12)

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

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

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Cars moving into F Street:

Cadillac CT4V (inc Blackwing) (2020-26)

#### #40103 Street class specifically for EV vehicles

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

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

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

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

Feedback can be structured as follows:

1. Yes, put all EV's into a new EV Street class.
2. Yes, put 'fast' EV's into a new EV Street Class but keep lower-performance variants in their respective Street class.
3. No, don't create a supplemental class for EV's - class them all with traditionally-powered vehicles.

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

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

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

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

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

B Street Class:

Acura

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

Ford

~~Focus RS (2018)~~

Honda

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

Toyota

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

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

## D Street Class:

Acura

*Integra Type S (2024-26)*

Ford

Focus RS (2016-~~2018~~)

Honda

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

Scion

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

Subaru

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

~~BRZ (2013-20)~~

Toyota

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

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

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

## E Street Class:

Scion

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

Subaru

~~BRZ (2013-20)~~

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

Toyota

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

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

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

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

'FL5' Civic Type R and Integra Type S

2018 Focus RS

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

Moving to E Street (effective for 2028):

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

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

Option 1: 'Yes, move them for 2027'

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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

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

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

## Street Touring Category

#38891 Move NB1 and NB2 Miatas from CST to DST

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

CST

Mazda

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

DST

Mazda

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

#40162 Spice up BST?

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

SST

BMW

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

Porsche

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

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

~~Boxster Spyder (987 chassis)~~

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

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

Nissan

~~Z (incl. Nismo) (2023-2026)~~

Toyota

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

BST

BMW

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

Porsche

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

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

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

*Boxster Spyder (987 chassis)*

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

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

Nissan

*Z (incl. Nismo) (2023-2026)*

Toyota

*Supra, 4cyl (2021-26)*

## **Not Recommended**

### **Street Touring Category**

#39099 C8 Corvette Base/Z51 for SST?

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

#39952 SSC legality

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

#39981 Ignition systems

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

#40151 2002-2005 Civic Si

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

## **Handled Elsewhere**

### **Event Operations**

#37050, 38178 Sound Limit Protocol (various)

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

### **General**

#39830, 39994 Sound limit comments (various)

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

### **Street Category**

#36240 718 GTS to AS

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

### **Street Touring Category**

#39146 Make NBs great again

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

## Tech Bulletins

### Event Operations

#30699 deadline for mechanical calls

Clarify 6.8.D as follows:

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

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

### General

#40275 Clarification of Required Officials

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

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

Change Section 5.4 Solo Safety Steward as follows:

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

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

#### *5.11 Solo Course Designer*

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

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

### Street Touring Category

#39575 2017-2019 Corvette Grand Sport

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

SST

Chevrolet

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

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

#39909 Requesting street touring classing for my car

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

BST

Kia

*K5 GT (2025- 2026)*

## Kart Category

#36487 Clarify conflict in rule book for learners permit

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

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

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

Update 4.13.A as follows:

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