

Solo

SOLO EVENTS BOARD | August 26

The Solo Events Board met online August 26th. Attending were SEB members Nick Dunlap, John Vitamvas, Chris DeLay, Doug Rowse, Laurie McCelvey, Rick Myers, and Brad Smith; Kim Whitener, and Peter Bollenbecker of the BOD; Andrew Benagh of the SCCA Staff. These minutes are presented in topical order rather than the order discussed. Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

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

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Modified Category

#36947 Front Diffusers for DM/EM

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

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

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

18.1.F.5. Diffusers are allowed ~~at the rear of the car only; The rear diffuser may protrude rearward beyond the top view outline of the car. The rear diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; this 25.0" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser.~~, the number and location are unrestricted with the exception of the following requirements. *Front diffusers may not start in front of the front splitter leading edge and may not extend rearward past the centerline of the front wheels. Rear diffusers may not protrude more than 12" rearward beyond the top view outline of the car. No part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle.*

A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed, ~~inside the diffuser;~~ side plates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules.

Street Touring Category

#39291 Mini Cooper Classing Move from BST to GST

The STAC is recommending the following change in Appendix A:

BST

Mini

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

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

GST

Mini

Cooper S & Cooper S JCW (2014-2026)

Cooper (non-S) (2014-24)

#39804 Emira I4 in SST

The STAC is recommending the following change in Appendix A:

SST

Lotus

Emira (I4)

#40179 Celica GT-S clarification

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

EST

Toyota

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

DST

Toyota

Celica (2000-2005)

Member Advisories

Event Operations

#36587 Ridin' Dirty

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

#37518 Number of classes per car

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

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#40972 Index Maintenance

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

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

Street Category

#40743 Rule clarification on brakes

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

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

#40762 A car will remain eligible for National events

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

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

Street Touring Category

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

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

#40664 C5 Corvette Tunnel Plate

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

#40671 C7 SST question

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

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

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

EVX

#40164 Vehicle eligibility tonale

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

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#40788 Classing the Slate Auto pickup

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

Change Proposals

Street Touring Category

#40162 Spice up BST?

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

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

SST

BMW

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

Porsche

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

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

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

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

Nissan

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

Toyota

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

BST

BMW

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

Porsche

Boxster GTS (981 chassis) (2015-16)

Boxster S (981 chassis) (2013-16)

Cayman GTS (981 chassis) (2015-16)

Cayman S (981 chassis) (2013-16)

Nissan

Z (incl. Nismo) (2023-2026)

Toyota

Supra, 4cyl (2021-26)

Additionally, the STAC requests member feedback on the following change to section 14.4 which is intended to improve the competitive balance in the class in consideration of the reclassifications above:

BST (*All except RWD N/A*).....11.0

BST (RWD N/A).....12.0

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The current tire allowances for BST cars would remain:

BST (AWD, RWD mid-engine, & RWD forced induction).....295 (all cars in proposed move fall here)

BST (RWD N/A & FWD).....315

Modified Category

#40872 Weight / Displacement additions for BM

Effective 1/1/2028 add to Modified Class B in Appendix A, following subsection C.5:

6. May use any engine up to 4000 cc.

• Minimum weight with driver (lbs.): 1602

7. May use any engine up to 5000 cc.

• Minimum weight with driver (lbs.): 1811

Not Recommended

Event Operations

#36600 Abolish Appendix A rule that bans NOC cars from National events

Thank you for your input. The SEB does not feel that allowing Not Otherwise Classified (NOC) cars to compete in National Events is in the best interests of the categories. Also, SCCA officials are not responsible for protesting mis-classed vehicles. If a NOC vehicle is running at a National Event it would be the responsibility of an entrant to protest the vehicle.

#37408 #37209 Developmental Classes Solo National Eligibility

Thank you for your input. Developmental status provides the ability to rapidly modify rules for a developing class without going through the full rule change process which generally takes over a year to be effective. This allows for rule changes while the class is being refined and members are providing input. The SEB does not feel that awarding these potentially rapidly changing classes a National Championship is appropriate.

#37592 Team Trophy

Thank you for your suggestion. The SEB does not believe that adding additional awards at this time is appropriate.

#39053 Nationals Practice Course Tire Policy

Thank you for your input. The SEB believes the practice course policies are appropriate as written.

Street Category

#40605 Please exclude JCW tune equipped F56 Mini Cooper S from HS.

Thank you for your letter. The SAC believes that the 2014-24 Mini Cooper S is appropriately classed at this time. Additionally, as the JCW Tuning Kit was a dealer-installed package and not specifically listed in Appendix A it would not be permitted unless those parts are authorized within the allowances of section 13.

#40660 Wheel Offset Requirements

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

#40663 Subaru WRX Classing

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

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#40705 Proposal for GS and HS

Thank you for your letter. The SAC is not considering any major car reclassifications from GS to HS at this time.

#40750 Moving the 718T to BS with Base model

Thank you for your feedback. The SAC believes the Porsche Cayman 718 T is appropriately classed and is not considering it to be added to the listing of cars outlined in 40102.

#40756 Base Audi TT

Thank you for your letter. The SAC believes that the Audi TT is appropriately classed.

#40773 Create Money \$treet for the big money cars

Thank you for your letter. The SAC is not currently considering adding another class to the Street Category other than the proposal of 40103 for EV-Street.

#40775 Move 10th/11th Gen Honda Civic Si from GS to HS

Thank you for your letter. The SAC believes that the 10th and 11th generation Honda Civic Si is appropriately classed.

Street Touring Category

#38891 Move NB1 and NB2 Miatas from CST to DST

The STAC thanks the membership for its feedback. The STAC is withdrawing this proposal due to the mixed feedback from the membership. The STAC will continue to monitor competitive balance in ST.

The withdrawn proposal was a potential revision to Appendix A as follows:

CST

Mazda

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

DST

Mazda

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

#39970 Flywheel Modification

The STAC thanks the membership for its feedback and is withdrawing the proposed rule change due to the preponderance of feedback opposed to the proposal.

#40472 Elantra N and Veloster N to GST?

Thank you for your input. The STAC feels the Elantra N and Veloster N are appropriately classed.

#40529 Mazdaspeed Miata classification

Thank you for your input. The STAC feels the Mazdaspeed Miata is appropriately classed.

#40537 Reply to Letter #39069 on TLX A-Spec Street Touring Classing

Thank you for your input. The STAC believes that the TSX V6 AWD better fits the performance model of DST.

#40668 Request: Move 2022-23 Hyundai Kona N from BST to GST

Thank you for your input. The STAC feels the Kona N is appropriately classed.

Kart

#40204 Require FIA Anti-Launching Device

The nature of Solo competition does not present the wheel-to-wheel contact risks addressed by the FIA anti-launch device. We do not recommend additional rear bumper requirements at this time.

Other Items Reviewed

General

#40022 The Season is Too Short - Post Nationals Pro/Tours

Thank you for your input. The SEB will forward these ideas to the National Staff who are responsible for scheduling the National Tour and ProSolo events.

#40038 Solo Rulebook Appendix A

Thank you for bringing the mistake to our attention. The table of contents in the rulebook will be updated ASAP.

#40601 Vitour Tires Exclusion List

Thank you for your input. The SEB is monitoring the Vitour tire models and whether they are appropriate for SCCA competition in the 200tw categories.

Event Operations

#32807 Tire Eligibility Rules Update

Thank you for your input.

#33399 Replace cone numbering with camera usage

Thank you for your input. While there are cameras in use at National Tour and ProSolo Events the SEB does not feel they are yet adequate to replace cone numbering and corner worker radio calls. However, the SEB and National Staff is always looking for ways to move the sport forward and this is an area being worked when time permits.

#34741 Event Safety wrt Scooters and course walks

Thank you for your input. The National Staff is working to resolve these issues at National Events.

#38932 Contingency Plans for events that run out of time.

Thank you for your input. The SEB believes the current requirements around event timing in the rulebook are sufficient. However, the SEB and National Staff will discuss the importance of event operations and work to educate Chief Stewards, Operating Stewards, and event staff on the options available to them when it appears that events may not finish on time.

#39029 Thanks regarding the 96 SSCL protest decision

Thank you for your input.

Kart

#37524 Formally class electric kart as seen at 2024 Solo Nationals

Thank you for your input. The KAC believes we do not currently have sufficient participation or competition data to appropriately class electric karts.

#37527 Action plan for Kart category electric vehicles

Thank you for your input. The KAC believes we do not currently have sufficient participation or competition data to appropriately class electric karts.

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#40563 Update Appendix G for Kart Ground Warm Up

Motorsports involve inherent risks, both on course and in the grid and paddock areas. Competitors should exercise appropriate caution for the safety of themselves and those around them when operating or warming karts, whether on the ground or on a stand. We do not recommend a rules change at this time.

Solo Spec Coupe

#40594 SSC pro-camber 38519 and anti-tunes 39042

Thank you for your input.

#40687, 40688, 40710, 40711 Feedback regarding #38519 Tire/Strut contact, camber (various)

Thank you for your input.

#40718 #32727 and #38519

Thank you for your input.

Street Category

#40696, 40709, 40741, 40744 Input regarding #40182 Future of E Street and D Street (various)

Thank you for your feedback.

#40697 Re: #36803 Swap both eshocks AND controller?

Thank you for your feedback. Please see the response to letter 40555 published in the September 2026 Fastrack.

#40698 Input regarding #39985 shock controller update

Thank you for your feedback.

#40699, 40701, 40706, 40719, 40722 Input regarding #39748 Brakes (various)

Thank you for your feedback.

#40700 Move Scion FR-S (With TRD Package) (2013-2016) From CS to DS

Thank you for your feedback.

#40713, 40714, 40720, 40770 Input regarding 40102 proposed changes (various)

Thank you for your feedback.

#40747 Re #40103 EV Street

Thank you for your feedback.

#40760, 40769 Input regarding 40102, Cayman/Boxster 718 moves

Thank you for your feedback.

Street Modified Category

#40639 Response to 40501

Thank you for your input. The SMAC is still reviewing proposals and will consider your feedback.

#40716 Combining SMF and EP

Thank you for your input. The SMAC is still reviewing proposals and will consider your feedback.

#40801 Response to #40501 Background for Proposed SM Changes

Thank you for your input. The SMAC is still reviewing proposals and will consider your feedback.

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Handled Elsewhere

General

#40795 Letter ID Number: #40601 (Screenshot Update)

Thank you for your input. Please see the response to letter #40601 in this Fastrack.

Street Touring Category

#39763, 40131 Feedback on #39291, Mini Cooper Classing Move from BST to GST (various)

Thank you for your letters. Please see the response to letter #39291 in this Fastrack.

#40166 Updated Status for Letter #39763

Thank you for your letter. Please see the response to letter #39291 in this Fastrack.

#40373, 40395, 40405, 40406, 40407, 40409, 40416, 40417, 40430, 40455, 40488, 40471, 40472, 40477, 40524, 40525, 40526, 40576, 40734, 40742, Feedback on Proposal #38891 NA/NB Miatas from CST to DST

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

#40393, 40583, 40587, 40590, 40591, 40592, 40593, 40595, 40596, 40597, 40598, 40602, 40603, 40604, 40614, 40617, 40620, 40623, 40624, 40625, 40626, 40628, 40647, 40673, 40752, 40817, Feedback on STAC's Proposed Flywheel rule change (various)

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

Tech Bulletins

Street Category

#40324 Car class inclusion

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

F Street

BMW

5 series (F10/F11/F07/F18 chassis, excl. M5) (2010-2017)

#40443 Requesting classification

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

G Street

Volkswagen

Arteon (all) (2019-2023)

#40761 C7 clarification request

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

B Street

Chevrolet

Corvette Stingray (C7, *incl. Z51*) (2014-2019)

Street Touring Category

#40746 Please save the 2020 tS wang

Thank you for your letter. The STAC recommends the following errors and omissions change to Appendix A:

DST

Subaru

BRZ excl **2018** tS (2013-2021)

Note: The intent of excluding the tS was to remove the eligibility of the large rear wing found only on the 2018 BRZ tS, therefore the STAC believes the 2020 BRZ tS which does not have the large rear wing is not at a competitive advantage.

Modified Category

#40345 Errors and omissions: BM engine and weight chart

Errors and Omissions: Section 18.2, 3rd paragraph references CSR and DSR classes that have not been present in the GCR for several years, making the minimum weights for those cars undefined. This change provides clarity and removes the need to reference outdated GCR specs. A more comprehensive update to BM rules to remove references to the GCR is presented separately.

18.2 Sports Racers

Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C (AM, BM, and CM). AM vehicles do not have to comply with any Club Racing GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on their entry form to which set of specifications ~~that~~ the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production-based automobiles whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at ~~Club Racing ASR, CSR, and DSR-BM~~ engine and weight rules as long as they do not exceed the DM/EM aero rule allowances and with the following noted specifics...

~~Appendix A, Modified Class B (BM) C. Sports Racers and all Open-Wheel Cars including Formula Atlantes~~ **All cars competing in B Modified:**

1. Turbocharged and supercharged engines are not permitted.
2. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
 - Minimum weight with driver (lbs.): 1020
3. May use any 2v/cyl automobile-based production engines up to 1615 cc.
 - Minimum Weight with driver (lbs.): 1110
4. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc or Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
 - Minimum weight with driver (lbs.): 1180
5. May use any engine up to 3000 cc.
 - Minimum weight with driver (lbs.): 1285
6. Minimum rim width:..... none
7. Maximum allowed rim width (in.):..... 15

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8. Transmissions: No restriction on mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT in any vehicle. 2026 SCCA® National Solo® Rules — 261 Appendix A - (BM) Modified
9. Minimum width for all cars shall be no less than 57" as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.
10. All prohibited cost control items in P2 per GCR Section 9.1.8.D.A apply to formula cars as well as sports racers with the following Solo® changes to the list:
 - a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96" wheelbase or 66" rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.
 - b. Direct injection for non-automobile engines incurs a weight adjustment of an additional 25 lbs.