



**SOLO**

**2026 Supplemental Rules**

**Revised 3/10/26**

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## **1. Governing Rules**

**1.1 Except as modified herein, the 2026 SCCA Solo Rules shall apply to all Texas Region Solo events.**

**1.2 Any rule herein may be changed only by majority vote of the Solo Board.**

**1.3 These Supplementary Rules shall be available at each event for review by competitors, and shall be posted on the Texas Region SCCA Solo web page.**

## **2. Solo Board**

**2.1 The Solo Board shall consist of members who volunteer for Board positions as enumerated below. The Assistant Regional Executive (ARE) for Solo shall regulate Board appointments.**

**2.1.1 The ARE/Solo Board shall have the ability to add and/or alter the positions described below as the need arises.**

**2.2 Board Composition: The Board may be comprised of the following positions.**

**2.2.1 Assistant Regional Executive for Solo (a.k.a. the Solo Chair)**

**2.2.2 Secretary**

**2.2.3 Chief of Registration/Registrar**

**2.2.4 Course Design Chief/Event Master**

**2.2.5 Chief of Protest**

**2.2.6 Worker Chief**

**2.2.7 Chief of Waivers**

**2.2.8 Chief of Timing & Scoring**

**2.2.9 Chief of Tech**

**2.2.10 Solo Safety Steward**

**2.2.11 Webmaster**

**2.2.12 Chief of Sound**

**2.2.13 Novice Chief**

**2.3 Removal from Board: Inasmuch as the Board is a volunteer group appointed by the Solo Chairman, the Solo Chairman has the right, with**

majority approval of the Board, to remove any Board member who is not acting in the best interest of the Texas Region Solo program.

### **3. Regional Series Championship**

**3.1 The Regional Series shall normally begin in March and, depending on availability of appropriate venues, is anticipated to consist of six to nine events which will normally be held on Sundays. The schedule of events for the year will be published on the Texas Region web site no later than the last day of February, however the number of events and the corresponding schedule is subject to change during the year in the event circumstances arise that are beyond the control of the Solo Board which prevent completion of the schedule as published. In the event of such changes, a revised series schedule will be published on the Texas Region web site.**

**3.2 Series points: A competitor's total points, to determine class position for the series championship, shall be determined by the sum of points earned in his/her best finish in at least 70% of the events actually held, as follows:**

**9 events, best 7 finishes**

**8 events, best 6 finishes**

**7 events, best 5 finishes**

**6 events, best 5 finishes**

**5 events, best 5 finishes**

**Fewer than 5 events, no series championship is awarded.**

**3.2.1 A score of "DSQ" (disqualified; for failing to work, as a result of protest, or for other reasons) will be assigned a zero point value and shall be counted as one of the scored events.**

**3.2.2 A score of "DNF" (did not successfully complete the course on any run) will be assigned a zero point value.**

**3.2.3 To be eligible for the series championship, each entrant must compete in at least five events in the same class. A score of "DNF" may be used to satisfy this requirement.**

**3.2.4 Points: points toward the series awards will be awarded for each class as follows:**

<b>1<sup>st</sup> Place</b>	<b>9 points</b>
<b>2<sup>nd</sup> Place</b>	<b>7 points</b>
<b>3<sup>rd</sup> Place</b>	<b>6 points</b>
<b>4<sup>th</sup> Place</b>	<b>5 points</b>
<b>5<sup>th</sup> Place</b>	<b>4 points</b>
<b>6<sup>th</sup> Place</b>	<b>3 points</b>
<b>7<sup>th</sup> Place</b>	<b>2 points</b>
<b>8<sup>th</sup> Place and lower</b>	<b>1 point</b>

**3.2.5 To qualify for a year-end trophy an entrant must have competed in a minimum of five events (regardless of the total number of events held) and have scored total points equal to at least 50% of the class winner's total points.**

**3.3 Ties: In case of a tie, the greater number of 1<sup>st</sup> place finishes from the competitors' seven best finishes shall decide, followed by greater number of 2nds, etc. If that fails to break the tie, the results of head-to-head competition in the seven best events shall be used.**

**3.4 Awards will be given at each event to the highest placed drivers in each class on the following basis: One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof.**

#### **4. Heats and Run Order**

**4.1 The Worker Chief shall determine the number of heats and the run order for the event, with the objective of balancing the worker assignments and length of each heat.**

**4.2 Each competitor shall run with their class in the designated heat.**

##### **4.3 Heat Structure (typical)**

**4.3.1 Classes will be divided into heats, typically four, as deemed appropriate by the Worker Chief to balance the heats as evenly as possible. An effort will be made to rotate the time slots for the different classes at each succeeding event during the course of the year so that a class does not always run in the same heat. This is solely at the discretion of the Worker Chief based on entries and**

**worker requirements, with the primary object being the timely and efficient operation of the events.**

**4.4 Solo Board Member Allowance: Solo Board members may run out of turn provided it is a result of their duties and does not create a premeditated advantage. The intent of this allowance is to permit Solo Board members to a) run in the heat that best fits the demands of their responsibilities, and b) cut into the staging line so as to minimize the time away from their job. It is not intended to allow an individual to make all runs within the heat with the best course conditions unless doing so is a direct result of performing their job function. Example: if the T&S system experiences problems that take several heats to resolve, the Chief of Timing & Scoring could legitimately take all his/her runs in the last heat.**

## **5. Vehicle Safety Inspection Requirements**

**In addition to the requirements in Section 3 and other applicable sections of the Solo Rules, the following shall apply to vehicles competing in Texas Region Solo events.**

**5.1 Any vehicle found to be depositing fluids such as oil, brake or transmission fluid or antifreeze on any portion of the event site at any time, whether or not the vehicle previously passed Tech, may be disqualified from competition until effective repairs are completed.**

**5.2 With the exception of vehicles which have an annual inspection certification, a vehicle owner or driver may not inspect their own vehicle.**

**5.3 Vehicles must be presented for inspection in the same configuration as they will compete. This specifically includes, but is not limited to, any camera or recording device to be used during competition runs. Any such device must be present during Tech inspection; use of any such device installed after Tech will not be allowed under any circumstances without approval of the Chief of Tech or the Solo Chairman. Violation of this requirement will result in forfeiture of any runs made with such uninspected device.**

**5.4 In the event of any incident involving impact (other than normal cone hits) or loss of parts/pieces of a vehicle while on course during an event, the vehicle(s) involved must be re-checked by a Tech Inspector prior to making any run subsequent to the incident.**

**5.5 All required driver's safety equipment will be checked during Tech for compliance with Section 4.3 of the Solo Rules. Helmets determined to not meet current standards will be impounded by the Chief of Tech and may be picked up by the owner after completion of their competition runs.**

#### **5.6 Annual Inspection**

**5.6.1 Texas Region may offer an annual safety inspection program. Details of any such program will be made available on the Texas Region web site prior to the date(s) for implementation.**

**5.6.2 An annual safety inspection program, if offered, is a privilege not a right and does not alleviate each competitor's obligation to ensure the safety of his/her own vehicle. It is designed to be self-policing, and violation of program requirements may result in revocation of annual inspection privileges.**

### **6. Personal Conduct**

**6.1 At no time during the set-up and operation of an event shall any participant (including competitors, crew members, workers, guests, etc.) consume any intoxicating substance or illicit drug. The penalty for such action shall be the immediate suspension of the offender from all further Texas Region Solo events for the remainder of the year and loss of eligibility for series awards. Competitors shall be fully responsible for the actions of their guests or crew members in this regard.**

**6.2 All participants shall be responsible for maintaining the integrity and cleanliness of event sites and shall prevent the deposit of any trash or fluids (excluding water) anywhere at or on the event site. Failure to comply with this requirement will result in penalties which may include disqualification from the event and/or disqualification from further competition in Texas Region Solo events, at the discretion of the Solo Chairman. Competitors shall be fully responsible for the actions of their guests or crew members in this regard.**

**6.3 No form of tire warm-up will be permitted. The penalty for such action shall be disqualification from the event and ejection from the site.**

#### **6.4 Pets at Events**

**6.4.1 Bringing pets to Texas Region Solo events is strongly discouraged. Individuals who choose to bring a pet are responsible to see that it is leashed, supervised and under control at all times.**

**6.4.2 Pets are not allowed in the grid or course areas at any time.**

**6.4.3 Pets may not be left tied and/or unattended.**

## **6.5 Waivers and Credentials**

**6.5.1 A wristband will be issued to every individual present during a Texas Region Solo event, upon signature of the event waiver or *confirmation of a SCCA Annual Waiver*. The wristband will be worn on the wrist and will be visible at all times during the event, to allow event officials and site owners to confirm the SCCA insurance requirements have been satisfied.**

## **7. Protest Fee**

**The protest fee shall be \$25.00.**

## **8. Car Classification**

**8.1 Determination of the proper class/category of a vehicle is the responsibility of the entrant of that vehicle, however any vehicle which cannot be assigned to a specific class per the Solo Rules must be referred to the Chief of Tech for review to ensure compliance with the Solo Rules prior to competition.**

**8.2 Car numbers and class letters must be on the bodywork of the vehicle, must be displayed on both sides of the vehicle, and must be easily readable by all course workers, Timing & Scoring, etc. All vehicles will be checked for compliance with this requirement during Tech Inspection, and may be checked for continued compliance during competition while in Grid.**

**8.3 Car numbers or class letters will not be allowed on any vehicle windows.**

**8.4 The Chief of Tech or, in his absence, the Solo Chairman, will have the final authority in the event of any dispute regarding legibility and compliance with this requirement.**

## **9. Drivers per Car**

**Cars may be entered with more than two drivers in one class, however in such cases entrants are responsible for discussing procedures for running such cars with the Chief of Timing & Scoring, the Worker Chief, the Grid Marshall for their assigned heat, and the Solo Chairman prior to the start of the event.**

## **10. Registration and Drivers Meeting**

**10.1 Unless changed in an event supplemental and posted on the Texas Region Solo web site, registration will begin at 7:30 AM and close no earlier than 8:30 AM.**

**10.2 No entrant will be registered after 9:00 AM unless special arrangements are made with the Chief of Registration. A late registrant is responsible for (i) ensuring that the Chief of Timing & Scoring is aware of the late registration, (ii) having the entered vehicle inspected by the Chief of Tech or his designee prior to competition, and (iii) checking in with the Worker Chief to receive a work assignment. Competitors who arrive for Check-In or Tech Inspection during or after the Drivers Meeting may be refused entry or may be subject to penalties that could include but are not limited to forfeiture of runs, at the discretion of the Solo Chairman.**

**10.3 There are no guaranteed pre-assigned worker positions. Every effort will be made to accommodate preferences and special needs, but smooth operation of the event will take precedence.**

**10.4 Pre-registered entrants must check in with Registration by the 8:30 AM close of registration.**

### **10.5 On-line Pre-registration**

**10.5.1 Event pre-registration will require payment. Event pre-registration must be completed by 11:59 PM CT on Friday prior to the event, or such alternate time as deemed appropriate by the Chief of Registration.**

**10.5.2 Participants will be able to pre-register for the event by several different means:**

- 1) Online, at a web site designated by the Chief of Registration, with payment via PayPal or other online payment method**
- 2) Annual prepaid program**

**10.5.3 There will be no refunds after the event pre-registration deadline, unless specific exception is made by the Solo Chairman.**

**10.5.4 All methods will have a provision for indicating work assignment preferences (i.e. what work assignment you would prefer), however work assignment or heat cannot be guaranteed prior to the event. There will also be a provision for indicating special circumstances (such as medical conditions, couples who can't be working/running at the same time due to childcare issues, etc.).**

**10.5.5 Work assignments and class run order within heats will be determined by the Worker Chief based on event pre-registration. Every effort will be made to post this information on the Solo web site prior to the event.**

## **10.6 On-site Registration (walk-ups)**

**10.6.1 Except for any Road Course event i.e any event held on the TMS Infield Course or at Eagles Canyon, which event(s) is/are pre-registration only, participants may register on-site the day of the event.**

**10.6.2 The Solo Board reserves the right to limit the number of walk-up entries.**

**10.6.3 On-site registration will incur a \$5 surcharge in addition to the regular fees listed in Section 13 below.**

**10.7 The Solo Chairman may impose a cap, or limit, on the number of entries for an event.**

**10.8 There will be a mandatory drivers meeting at each event, starting at approximately 9:00 AM. All drivers are REQUIRED to attend. Failure to**

attend may result in disqualification (DSQ) and forfeiture of runs at the discretion of the Solo Chairman.

## **11. Region-Level Classes**

Texas Region has added several classes to those found in the current SCCA Solo Rules, as region-only classes. Each such additional class will stand alone for trophies and will not be incorporated into any “bumping” arrangements for existing classes.

### **11.1 Novice Class**

**11.1.1** An entrant in the Novice class should be someone who has not competed in a regular class.

**11.1.2** A competitor who runs in the Novice class during any Regional Series event may continue to run in Novice class for the balance of that calendar year series, however the competitor must then move to a regular class for the following calendar year series (regardless of the number of events he/she ran in Novice class during that previous calendar year series).

**11.1.3** Scoring will be based on the current year PAX index. This means that each competitor’s best run is multiplied by a handicap factor that converts the time into a number that can be compared directly to the time for a car in a different class. As with all classes, lowest number wins.

**11.1.4** Class designation for the Novice class is “N” followed by the letters for the class the car would normally compete in (e.g. NASP for a novice running an A Street Prepared car). Novice entrants will run in the same heat with their “base” class.

**11.1.5** All Solo rules for the “base” class (i.e. the class the vehicle would normally compete in) will apply to vehicles entered in Novice class. Exception: Novice class does not allow the use of DOT “R” compound autocross or road race tires, regardless of legality of such tires for the base class.

## **11.2 X Class**

**11.2.1 X will be an indexed class using the current year PAX index. Anyone competing in a Solo-eligible vehicle shall be eligible for X Class. The class winner at each event will be determined by the fastest PAXindexed time.**

**11.2.2 All Solo rules for the “base” class (i.e. the class the vehicle would normally compete in) will continue to apply (example: if street tires are required in the “base” class, they will continue to be required in X Class).**

**11.2.3 Class designation for the X Class is “X” followed by the letters for the class the car would normally compete in (e.g. XASP for a competitor running an A Street Prepared car).**

## **11.3 Women’s Class**

**11.3.1 Women’s Class will be an indexed class using the current year PAX index. Any female competing in a Solo-eligible vehicle shall be eligible for Women’s Class. The class winner at each event will be determined by the fastest PAX-indexed time.**

**11.3.2 All Solo rules for the “base” class (i.e. the class the vehicle would normally compete in) will continue to apply (example: if street tires are required in the “base” class, they will continue to be required in Women’s Class).**

**11.3.3 Class designation for the Women’s Class is “W” followed by the letters for the class the car would normally compete in (e.g. WASP for a competitor running an A Street Prepared car).**

## **11.4 Masters Class**

**11.4.1 Any person aged 62 or older and competing in a Solo-eligible vehicle is eligible for the Masters Class.**

**11.4.2 Class designation for the Masters Class is “M” followed by the letters for the class the car would normally compete in (the “base class”), e.g. MAS for an A Street car competing in the Masters Class.**

**11.4.3 Vehicles will be classed according to the Solo Rules and all Solo Rules applicable to the base class will apply to Masters Class vehicles. Masters Class entrants will run in the same heat as their base class.**

**11.4.4 Scoring will be based on the current year PAX index for each base class i.e. each competitor's best run is multiplied by a handicap factor that converts the time into a number that can be compared directly to the time for a car in a different base class. The class winner at each event will be determined by the fastest PAX-indexed time.**

## **12. Passengers**

**12.1 Unless prohibited by regulatory authorities and announced during the mandatory drivers meeting, a passenger is allowed for the purpose of driving instruction or to introduce new people to the sport, provided they are eligible to be an entrant in the event.**

**12.1.1 All passengers must be a SCCA member. A temporary weekend membership satisfies this requirement.**

**12.1.2 All passengers must wear an approved helmet, use a seat belt or harness, and must have signed the SCCA insurance waiver.**

**12.1.3 Children ages 12 – 15 may also ride if a correctly executed minor waiver is on file. In addition, it is the parents' responsibility to see that: (i) a properly fitting helmet is worn; (ii) the seatbelt or harness securely restrains the child; and (iii) the child is properly supervised at all times.**

**12.2 Competitors may ride as passengers in any vehicle that meets Solo safety requirements for carrying a passenger, including presence of a proper seat and passenger restraints, at any time regardless of whether or not they have previously completed their competition runs. Only one passenger is allowed during any competition run.**

## **13. Fees for 2024 Texas Region Solo Events**

**13.1 Entry fees shall be determined by the Solo Board prior to the beginning of the season, and shall be posted on the Texas Region web site**

as well as incorporated into all forms of event entry. Entry fees shall not be changed after the beginning of the season, except as noted below.

**13.2 Entry fees for Texas Region Solo events shall be as follows:**

<b>Members</b>	<b>\$ 50.00</b>
<b>Non-members</b>	<b>\$ 70.00</b>
<b>Road Course event(s)</b>	<b>\$ 20.00 adder for all entries</b>
<b>Solo School</b>	<b>\$ 80.00 (non-member, \$90.00)</b>

**Note 1: Non-member fee includes \$25.00 membership.**

**Note 2: \$20.00 Solo School discount for those that do annual pre-registration.**

**Note 3: On-site registration will incur an additional late entry fee of \$5.00.**

**Note 4: All LSP events will have a \$5.00 fee for the required EMS.**

**13.3 Annual Pre-registration: The 2026 season is expected to consist of eight events, including one Road Course event. Competitors (SCCA members or non-members) may register for that full 8-event season by paying for all eight events at the beginning of the season. *If, due to unforeseen circumstances, fewer events are offered during the season, annual pre-registrants will have the option of a refund or credit for future events.* Annual pre-registrants will receive a discount of 20% from the fees noted above.**

**13.3.1 The 8-event pre-registration fee for Members shall be \$335.00.**

**13.3.2 The 8-event pre-registration fee for non-members shall be \$455.00.**

**13.3.3 Entrants may request a specific work assignment with their annual registration and the Worker Chief will make every attempt to honor such requests, however there is no guarantee and work assignments may be changed to satisfy individual event requirements.**

**13.4 Solo Board members shall pay a 9-event pre-registration fee of \$200.00. No reduced entry fee will apply to any Solo Board member for non-regional and/or special events.**

## **14. Texas Region Special Procedures**

### **14.1 Soloist of the Year**

Each year a special trophy shall be awarded to an individual who has displayed special and inexhaustible energies for the benefit of the Solo program.

**14.1.1 This person may be nominated from the group as a whole or from the Solo Board, and will be chosen by vote of the Solo Board. The recipient may not be that year's Solo Chairman. It is highly recommended that this person have at one time served on the Solo Board. The vote is to be secret, and the results held in confidence until the annual Texas Region Awards Banquet. A perennial trophy has been provided that will carry the names of past winners and will be retained by the award winner until the following year's banquet. The recipient should also receive a yearend plaque inscribed with the words "SOLOIST OF THE YEAR" and bearing that year's date.**

#### **14.1.2 Past Winners of the SOLOIST OF THE YEAR award**

<b>1984 Richard Bonheim</b>	<b>2006 Gerry Terranova</b>
<b>1985 Steve Finigan</b>	<b>2007 Greg Piper</b>
<b>1986 Bill Thompson</b>	<b>2008 Bob Neff</b>
<b>1987 Peter Fehn</b>	<b>2009 Tim Bergin</b>
<b>1988 Neal Bellamy</b>	<b>2010 Mark Berry</b>
<b>1989 Craig Hamilton</b>	<b>2011 Mark Wortham</b>
<b>1990 Pat Laurie</b>	<b>2012 Jerrett Jan</b>
<b>1991 Tommy Saunders</b>	<b>2013 Jennifer Maxcy</b>
<b>1992 George Curl</b>	<b>2014 Sherrie Ledbetter</b>
<b>1993 John Banks</b>	<b>2015 Gary Kramar</b>
<b>1994 Peter Fehn</b>	<b>2016 Hal Collins</b>
<b>1995 Jim Griffin</b>	<b>2017 Ann Bergin</b>
<b>1996 Marty Smith</b>	<b>2018 Taylor Burnidge</b>
<b>1997 Neal Bellamy &amp; Bud Collins</b>	<b>2019 Miles Furlong</b>

<b>1998 Marty Smith</b>	<b>2020 Tim Bergin</b>
<b>1999 Kurt Janish</b>	<b>2021 The Bass Family</b>
<b>2000 Donaleigh Engstrom</b>	<b>2022 Tim Boesche</b>
<b>2001 Eddie Hernandez</b>	<b>2023 Brian Brooks &amp; Kevin Garpne</b>
<b>2002 Dennis Rothermich</b>	<b>2024 Darryl Paul</b>
<b>2003 Janis Hernandez</b>	<b>2025 Jerrett Jan</b>
<b>2004 Phil Adams</b>	
<b>2005 Matt Lucas</b>	

#### **14.2 SOLO MEMORIAL EVENT**

**Starting in 2015 and continuing each year thereafter, the first event of each season shall be named the SOLO MEMORIAL EVENT.**

**The Solo Memorial Event is so named to honor and remember prominent members of the Texas Region Solo community that have passed away. The names of these individuals will be announced at the event, along with their successes in and contributions to the sport of autocross.**

**The year and name of each such member will be recorded in the Texas Region Solo Supplementary Rules as an ongoing memorial to those contributions.**

**1986 - David Wade** - the first National Tech Inspector in Texas

**1996 - Paul Weaver** - was involved in many aspects of the Solo program including the Solo Dogs program, also acted as unofficial social ambassador for registration and events

**2008 - Tom Ramey** - served for a number of years as the Solo ARE

**2012 - Ed Kramar** - a Texas Region Solo participant for over 25 years, and also served as Texas Region Tech Inspector

**2014 - Bill Thompson** - a Texas Region Solo participant for over 40 years, and a two-time National Champion

**2014 - Tommy Saunders** - a Texas Region Solo participant for over 30 years, the “father” of the Region Junior Kart program, and a nine-time National Champion

**2014 - Kierstin Eaddy** - an active multi-year participant in the Junior Kart Program, and a mentor and inspiration to others in the program

**2014 - Jim Harris** - long-time member of Texas Region and a true ambassador of the sport

**2019 - Bob Strange** - a Texas transplant from Dodge City, KS and an SCCA member since 1972, Bob was a long-time participant in the Texas Region Solo program and earned multiple National Championship trophies.

**2021 - Kenny Baker** - a dedicated Solo participant whose quiet demeanor belied a fierce competitive spirit. Kenny also served as webmaster for both Texas Region and SOWDIV, and was given the 2021 Engelman Award in recognition of his long and valued service to the Solo community.

**2022 - Kurt Janish** - a Texas Region member for 35 years who was a friend to everyone he met. A former National Champion, he was a perennial competitor in the CP class and kept the Region Solo trailer in good mechanical condition for many years.

**2024 - Phil Osborne** - a SCCA member for more than 40 years. He lived several places during that time, but was best known in KY and TX Regions. He served in numerous leadership positions in both regions, including leading Autocross programs, region board member and most recently chief of safety.

**2025 - Jimmie Stewart** - Jimmie started autocrossing in the late 1990's while in his 60's. He was a regular with all of the local DFW clubs – SCCA, ER, S2K, and later NTAX. Don't assume that his age meant he was slow – he was a contender for several Regional championships in the 2000's. He was most famous for his 2nd generation Toyota MR2, but he also had a 1st gen MR2, and multiple Honda Civic Si's. He was a true ambassador for the sport of autocross, and was responsible for recruiting at least 3 first time drivers to the Solo National Championships.

### **14.3 CARROLL SMITH MEMORIAL**

**The July event of each season will be named the Carroll Smith Memorial.**

**Carroll Smith was the premier engineer of racecars. He was counsel to Carroll Shelby for the suspension engineering of the Cobra. He was an engineer, author, designer and friend of the Soloists of the Texas Region.**

**Many times he traveled to Texas to confer with his good friend Dr. Bob Woods of UTA. When here, he would listen to our members' car problems and offer solutions and advice. In his retirement no amount of money could buy his expertise, but he would give it gladly to our members. He helped a few of us become National Champions, and more than a few of us to become faster.**

**Carroll died in 2004; he will be missed for his experience and his generosity.**

#### **14.4 ROOKIE OF THE YEAR**

**The Solo Chairman may choose to acknowledge a first-year participant with a “Rookie of the Year” award at the annual awards ceremony. Any such recipient is selected by the Solo Chairman, who may or may not solicit inputs/nominations from the Solo Board at his or her discretion. Candidates will have displayed a high level of success or improvement throughout the year as well as a willingness to be a good ambassador for the sport. Other characteristics may include: a willingness to get involved in club operations, consistently assisting with event preparation and/or management, excellent sportsmanship, and a general willingness to get involved and advance the club and the sport.**