

National Solo Rules

2008 EDITION

**Sports Car Club of America
Solo**

**P.O. Box 19400
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FOREWORD

Effective January 1, 2008, previous editions of the SCCA Solo Rules are superseded by the following SCCA Solo Rules. The SCCA reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time *at its sole discretion*. Changes of this nature will normally become effective upon publication in **SportsCar** Magazine; but may become effective immediately in emergency situations as determined by SCCA. Questions concerning Rules clarifications should include the information required by Section 2.2.B of the Introductory Section of these rules and be addressed to:

SCCA Solo Events Board
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Portions of these Rules differing significantly from the previous editions are denoted by the revised wording being shown *italicized*.

Finality of interpretation and application. The interpretation and application of the SCCA Solo Rules by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants, including competitors and officials, expressly agree that:

1. They are familiar with the SCCA Solo Rules and agree to abide by them;
2. Determinations by SCCA officials are non-litigable;
3. They will not initiate or maintain litigation of any kind against SCCA or anyone acting in behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination;
4. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

INSURANCE OR INCIDENT EMERGENCIES: 1-800-770-9994
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INTRODUCTORY SECTION

I.1 SOLO EVENTS

I.1.1 Definition

A Solo Event is any event (where an event is considered to be an entire program of competitions) in which one automobile at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one car at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation.

I.1.2 Revision of the Solo Rules

The SCCA may revise these rules or issue supplements to them at any time, via Tech Bulletins in the official SCCA publication and/or on the official SCCA Web site. All supplements will have a published effective date.

If circumstances create a situation where a rule clarification or change is found necessary to be implemented immediately, the Board of Directors may issue a memorandum stating the change and its effective date. These memorandums will be posted on the SCCA website and published in the official SCCA publication.

I.1.3 Replacement of the Solo Rules

Effective on January 1 of each year, all previous editions of the Solo Rules will be superseded by the current edition. No revisions previously published in the official SCCA publication will remain in effect unless included in the new edition of the Solo Rules.

I.1.4 Solo Event

A Solo Event is a non-speed driving skill contest such as, but not limited to, autocrosses and slaloms. These events are run on short courses that emphasize the driver's ability and the car's handling and agility. Competition licenses are not required, and hazards to spectators, participants and property do not exceed those encountered in normal, legal highway driving. All Solo events must be sanctioned by the SCCA, Inc. The Solo Rules (SR) are mandatory for use in SCCA Solo Divisional, Tour, and National Championship events, and standards set forth in the SR must be adhered to by all SCCA Regions who organize, sponsor, co-sponsor, or sanction a Solo Event.

While the right to protest in proper cases is undoubted, it should be remembered that Solo events are sporting events, to be conducted in

a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best, that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the competition.

I.2. SOLO EVENTS BOARD

I.2.1 Appointment

The SCCA Board of Directors (BOD) shall annually appoint the SCCA Solo Events Board (SEB). Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the "SCCA Directory", published in an early current-year issue of the official SCCA publication, and available from the National Office Solo Department.

I.2.2 Duties

- A. The SEB submits to the SCCA Board of Directors recommended rules and standards for the conduct of SCCA Solo Events. The SEB monitors the execution of these approved rules and standards for SCCA-sanctioned Solo Events, and maintains liaison with the Solo Events Stewards.
- B. The monitoring of these rules includes the issuing of clarifications regarding them. Requests for clarification or advance determination of legality must be accompanied by sufficient information to adequately describe the situation. The supporting documentation may include photographs (nine copies of each view, preferably in black and white), drawings, excerpts from factory shop manuals or parts catalogs, or similar information. A minimum of six weeks must be allowed. The requestor has the burden of adequately and accurately describing each situation and the desired action. Members are cautioned that rulings based upon information provided are not irrevocable if new information becomes available or if the underlying rules are subsequently changed. Send requests to the address on the "forward" page of the Rules.
- C. National Championship
 - 1. The SEB will annually make an on-site inspection of the Solo National Championship course(s) prior to giving final approval. The purpose of this inspection shall be to ensure a safe event, to assure protection of spectators and property, and to verify the use of appropriate courses and the suitability of the program (including the event's supplementary regulations).

2. The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees and approve Solo Safety Stewards and other Chiefs of Specialties such as Timing, Tech, Impound, and Chiefs of Course for the Solo National Championship events. Any SEB member in attendance at the Solo National Championship may serve on the Appeals Committee.

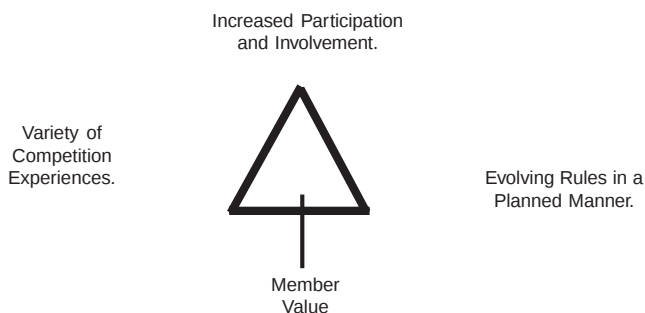
I.2.3 Core Values

The SEB's decisions are based upon three core values that together equate with member value. These core values are as follows: increased participation and involvement, providing a variety of classes to satisfy a range of economies and commitments, and evolving rules in a planned manner. Each topic before the SEB is compared to these core values to ensure an overall positive effect. It is recognized that an individual decision may at times result in a disadvantage or increased cost to some individual members, but that the decision reached is based on the long-term benefit for the majority of the members.

I.3. DIVISIONAL SOLO EVENTS STEWARDS

I.3.1 Membership

Divisional Solo Events Stewards are appointed annually by the SEB,



subject to approval by the SCCA BOD. Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the “SCCA Directory”, published in an early current-year issue of the official SCCA publication, and available from the National Office Solo Department.

I.3.2 Responsibilities

Divisional Solo Stewards are responsible to the SEB as follows:

- A. Maintain liaison with the SEB, Divisional SSS, Scheduling Representative, and other appropriate SCCA Officials in the Division.
- B. Appoint Deputy Divisional Solo Stewards, as required, for SCCA areas, etc.
- C. Recommend waiver of certain sanction requirements for qualified Regions.
- D. Develop and administer a Division Solo Competition Program including but not limited to a championship event or series or a non- championship series of events.
- E. Ensure that the program operates in accordance with the rules, policies and procedures established by the SEB.
- F. Notify the Solo Department of dates for Divisional Solo events as soon as they are determined.
- G. Appoint the Chief Steward and Protest Committee for Divisional Solo events.
- H. Assist the National Office in conducting National Solo events held within the Division.
- I. Serve as a resource to regions within the Division to assist them with operational challenges, including but not necessarily limited to event procedures and site acquisition.
- J. Assist Division Meeting organizers to provide informative and valuable education for solo participants such as: event processes, safety requirements, rule making processes, etc
- K. Serve as a resource to the SEB to share and propagate best practices as developed and performed by regions within the Division.

I.4. SOLO SAFETY STEWARD PROGRAM

I.4.1 Scope

The Solo Safety Steward (SSS) program is designed to provide reasonable precautions with regard to safety at all Solo Events. The SSS program is governed by this section and the SSS Guidebook (see Appendix E).

I.4.2 Duties

The primary duties of the SSS shall concern the safety of participants and non-participants. This includes course security, which is defined as maintaining control over non-participant access to the course. Course layout relative to driver and worker safety is also a concern of the SSS. Solo Safety Stewards are responsible to their Divisional Solo Safety Steward as follows:

- A. Serve as an SCCA representative on inspection of any Solo site.
- B. Serve as Safety Steward at all Solo events, with prime responsibility and vested authority to ensure all necessary safety precautions are taken with respect to spectator, worker and driver (i.e., course layout) safety. Control over course design extends only to such issues as on-course or near-course hazards and not to design philosophy. In Solo events safety issues are those such as listed in Solo Rules Sections 2.1 and 2.2.
- C. Verify that the certificate of insurance is correct and present at the event site. This should be done either by visual inspection of the certificate or by telephone confirmation with SCCA Risk Management. If certificate is not available call: 1-800-770-9994.
- D. In the event of an accident/incident during an event, notify all SCCA officials and the Club's insurance carrier as indicated in the Appendix E.XI.F and the Accident/incident report form. A preliminary report shall be mailed within seven days and a more complete report mailed within a reasonable time thereafter. The Safety Steward shall respond to all questions from SCCA officials assigned to investigate the accident/incident. However, no discussion on the accident shall be carried on with outside parties (except law enforcement authorities) without authorization by SCCA. In any discussion, only statement of fact, rather than opinion, should be offered. Mail all completed reports to the appropriate SCCA and/or insurance carrier offices.
- E. It is the responsibility of every SSS to file a report concerning the conduct of an event with the Solo Department (SD) if such conduct is substandard to the safety rules referenced in the Solo Rules.

I.4.3 Administration

The SSS for Solo Divisional Championships shall be appointed by the Divisional SSS having jurisdiction. The Regional Executive of

the region or his/her designated representative shall appoint the SSS for Solo regional events. He or she must be qualified to officiate at each event appointed and the SD shall be notified of such appointment at the time of the insurance application. Changes to the appointment can be made prior to the event by notifying the SD, or in emergencies, the next business day after the event. The Divisional SSS will advise the Solo Department of new SSS in his/her division so that licenses can be issued and the National list maintained.

The SSS may appoint a substitute SSS to act as the SSS during times that the regular SSS is competing. The substitute must hold the same or higher grade of SSS license.

The SSS may appoint a Deputy SSS if the course design cannot be visually observed by one person. The SSS shall use discretion in making these appointments. A list of all of those appointed shall be included with the post-event summary.

It is suggested that where Deputies are used, a radio network separate from that used for driver safety be used; but that the SSS have contact with the driver safety network as well.

The SSS shall appoint assistants for the purpose of on-the-job training at each event. This assistant may serve as a Deputy SSS when required.

In the event of a breach in course security, which might endanger any spectators, workers, or drivers (i.e., course layout), the SSS has the authority to stop the event until the breach is remedied.

I.5. SOLO SAFETY COMMITTEE

I.5.1 Membership

The Solo Safety Committee (SSC) will consist of six members plus a Chairman appointed annually by the SEB, subject to approval of the Board of Directors. Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the "SCCA Directory", published in an early current-year issue of the official SCCA publication, and available from the National Office Solo Department.

I.5.2 Duties

- A. Coordinate the Solo Safety program.
- B. Hold SSS training seminars as required. Appoint qualified members to serve as Instructors at seminars if a SSC

member or a DSSS cannot be in attendance.

- C. Shall appoint a DSSS for each SCCA Division and supervise the administration of his/her duties.
- D. Submit a written status report to the SEB 30 days prior to each scheduled meeting. This report will include an update for the Solo Events Program five-year Plan.
- E. Shall appoint a SSS, and deputies as required, for the Solo National Championship event, with the approval of the SEB.

I.6. DIVISIONAL SSS

I.6.1 Membership

Divisional Solo Safety Stewards (DSSS) are appointed annually by the SSC, subject to the approval of the SEB. Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the "SCCA Directory", published in an early current-year issue of the official SCCA publication, and available from the National Office Solo Department.

I.6.2 Duties

Divisional Solo Safety Stewards:

- A. Shall be appointed by the SSC, subject to the approval of the SEB.
- B. Shall hold the highest grade of SSS license necessary for the Division in which he/she serves.
- C. Issuance of license and subsequent routine renewals shall be handled by SCCA Central Licensing at the National Office.
- D. Shall maintain up-to-date records of all license holders within the Division and advise the SSC and the Solo Department of the names and address of members who have been issued new log books and who are approved for licenses.
- E. Shall ensure that each Solo Region within the Division has at least one qualified SSS.
- F. Shall appoint SSS for all Divisional Solo events held in his/her Division.
- G. Shall maintain a record of all Solo Safety Stewards appointed to Regional Events and upon notification of such appointment, verify proper license grade.
- H. Shall report to the SEB on the compliance with safety rules at Solo Events. Shall make recommendations concerning possible action toward a region or a SSS for failure to adhere to or implement safety rules contained within the Solo Rulebook or Solo Safety Publication.

I.7. CO-SANCTIONED/CO-SPONSORED EVENTS

The prohibition against co-sanctioning and/or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning Region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

I.8. SITE SAFETY PLAN

It is strongly recommended that each Region develop and implement an event site safety plan. Upon request, the SD can assist a Region in developing a plan by providing a sample of the plan used for the National Solo Championship. If a regional plan is developed, it should be submitted to the DSSS for review prior to implementation.

I.9. ENFORCEMENT BY THE SCCA

- A. All Solo events shall be subject to an unannounced inspection by a Divisional Solo Steward, a member of the SSC, a SSS, a SEB Member, or the Solo Department who will evaluate the event's compliance with the mandatory provisions of the Solo Rules. They have the authority to bring rule infractions to the attention of the Event Chairman for corrective action, and will file a written report with the SD noting whether or not corrective action was taken.
- B. Regions which solely or jointly organize, conduct, sanction or otherwise cooperate in the organizing of a Solo Event that does not comply with these Rules shall be subject to the following, as determined by the SEB. A hearing before one or more members of the Board designated for the purpose by the Chairman will be granted at a Region's request before the measures proposed are made final.
 - 1. Warning: During the period of which the Region must submit Solo courses to the Divisional Solo Steward, to other officials designated by the Board, for prior approval; and will be subject to unannounced inspection by the Solo Steward or Board Member, SCCA Risk Management Department or designee.
 - 2. Suspension: During the period of which the Region may not be involved, in any way, in the organizing of Solo Events.
- C. In addition to the foregoing, the Region is also subject to such other penalty as may be imposed by the Board of Directors.

I.10. INSURANCE REQUIREMENTS

I.10.1 Event Insurance Requirements

All SCCA-sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Insurance Handbook or by contacting the SCCA Risk Management Department. The Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event.

If a certificate is not available, call the following number immediately: 1-800-770-9994.

I.10.2 Insurance Application Procedures

The Event Chairman must submit an SCCA Sanction Application/ Master Insurance Plan Request Form at least 14 days prior to the event. Each Request Form must designate a SSS.

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SOLO RULES

1. SOLO EVENTS

1.1 MANDATORY PROVISIONS

Sections 1 (all), 2., 2.1, 2.3, 2.4, 2.5, 3.1, 3.3 (except 3.3.3.A), 3.6, 4.1, 4.3, 5.2, 5.3, 5.4, 5.5, and 5.8 are mandatory in all Solo Events that a Region solely or jointly organizes, conducts, sanctions or otherwise cooperates as a Region in organizing. The titles of mandatory sections are underlined herein. At events where kart classes (F125, FJr) are offered, Sections 2.7 and 2.8 are mandatory. Vehicle classifications are not mandatory. Regions should use classing structures which are best for the development of their programs. However, Regions may not allow faster karts per age group than those already described in Section 19. National vehicle classifications are located in Appendix A of these rules. Suggested optional classes and rules are located in Appendixes A (ST), G, and H. The entire SR are mandatory for Divisional and National Solo events. Additional rules governing the ProSolo NationalSeries are in Section 20 of these rules.

1.2 GENERAL DEFINITIONS

1.2.1 Solo Event

An automotive competition in which one car at a time negotiates a prescribed course, with finishing position based on the time required to complete the course plus any penalties incurred. Where course conditions permit, more than one car may be on course at a time if they are separated by adequate time and distance. A Solo event is a non-speed driving skill contest such as, but not limited to autocrosses and slaloms. These events are run on short courses that emphasize car handling and agility rather than speed or power. Competition licenses are not required, and hazards to spectators, participants, and property do not exceed those encountered in normal, legal highway driving. All Solo events must be SCCA-sanctioned.

1.2.2 Autocross

An event generally held on a paved, flat surface, wherein the course typically consists of straight sections and connecting turns or corners, generally resembling a miniaturized road course. The course layout should be such as to emphasize car handling, driver skill, and maneuverability rather than performance. The course is generally well enough defined so that memory is not required to remain on course.

1.2.3 Slalom

Typically refers to an event similar to an autocross, though the term may also refer to one particular serpentine portion of an autocross layout.

1.2.4 Entrant

A person who has completed the necessary requirements to enter the event.

1.2.5 Competitor

A driver who has started at least one run at an event.

1.2.6 SD

SD is the acronym for the SCCA Solo Department at the National office.

1.2.7 National Solo Events

A. Solo National Championship

The event at which the Solo National Champion for each class is determined. Managed by the Solo Department and administered by Club member officials.

B. Solo National Tour

A collection of National-level Solo events run at various locations across the country as preparatory events for the National Championship. Primarily planned and administered as a partnership between the local Region and the SD.

C. ProSolo National Championship

Solo National level events run at various locations across the country using a mirror image course format that incorporates a drag race type start system, including the use of "Christmas tree" starting lights. Organized and managed by the SD with the assistance of a host Region or club.

1.2.8 Divisional Solo Event

A Solo event that is part of the National Solo program, but is primarily planned and administered by the DSS using the broad policy guidelines of the SEB with assistance from the SD.

1.2.9 GCR

GCR is the acronym for the Club Racing General Competition Rules including the associated specification books.

1.3 EVENT OPERATING RULES

1.3.1 Insurance Requirements - Refer to Introductory Section I.10 of these Rules.

In accordance with the SCCA insurance guidelines, all competing and non-competing participants 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 (form MS-1). Those under the age of majority must have a completed Minor Release and Waiver of Liability and Indemnity Agreement (form MS-2A) on file with a Registrar/Region. All competitors, except participants in the Junior Driver program, must also have a valid driver's license.

For competitors, the Minor Waiver form must be signed by both parents/legal guardians if the minors are to be drivers/passengers. For non-competitors, the form may be signed by only one parent/legal guardian on a per-event basis. If signed by both parents/legal guardians, the form is valid at all Solo events held in that Region for the remainder of that calendar year unless otherwise notified.

All parent/legal guardian signatures must be witnessed by an adult SCCA member. The Region may, at its discretion, require that any form completed off-site be signed and witnessed in the presence of an adult SCCA member or a Notary.

Copies of the original Minor Waiver form may be used at individual events or a Minor Photo ID card may be issued by the Region. Minors may not attend non-spectator events without a properly completed waiver.

13.2 Other Operating Requirements

- A. All competitors *except those in Formula Junior classes* must have a valid driver's license.
- B. Competitors are required to wear seat belts and helmets when driving in competition. Roll bars are recommended.
- C. A passenger is allowed provided he/she: is no younger than twelve (12) years old; is in a vehicle which has passed tech inspection; is wearing a properly fitted seat belt and a properly fitted helmet; he/she (or parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint

newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. Passengers are not allowed during competition runs in Divisional, National Tour, and National Solo events.

- D. All cars shall be subject to a strict safety inspection based on the SR.
- E. Basic rules and standards for conduct of events must be drawn up before an event is run and be available to all competitors.
- F. Penalties for course deviations or course marker displacement shall be posted and available to all competitors.
- G. Car classifications to be used and distribution of awards shall be established prior to the event and available to all competitors.
- H. An event chief official must be appointed to supervise the running of the event. His duties should generally be those of the Chief Steward of a race event.
- I. All participants, including competitors, workers, crew, and guests, must sign the SCCA waiver form. Credentials must be issued to and displayed by those who have signed waivers. Any competitor found to have driven the course in any vehicle before signing the waiver will be disqualified from the event with no refund of entry fee and removed from the premises.
- J. Use of Alcohol or Narcotics. Any driver considered by the event chairman to be under the influence of alcohol or narcotics shall be disqualified.
- K. Unsportsmanlike Conduct. Any driver who drives unsafely at or near the event location, or displays unsportsmanlike conduct, shall be disqualified.
- L. Pressurized gas and air bottles with a pressure in excess of 200 psi must have a protective structure around their gauge and valves.
- M. It is strongly recommended that for emergency purposes, a public telephone or a cellular telephone be available at the event site or at a known nearby location.
- N. Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start/finish and course areas. Drivers from eight (8) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Section 19.2 are exempt from this prohibition during their run group. Otherwise they too are prohibited from these areas. Furthermore, staging, grid, start/finish, and course workers should be at least sixteen (16) years of age. Drivers from eight (8) to

sixteen (16) years of age should be assigned to other worker duties as outlined in Section 19.

- O. Smoking is not permitted in grid or staging areas.
- P. Cars may not be off the ground, in gear, while running for tire shaving/cleaning or other reasons. EXCEPTION: Vehicles such as Formula 440s, which have snowmobile-derived drivetrains, may be started with the rear wheels off the ground. If a car with a snowmobile-derived train is started with the rear wheels on the ground, a driver must be on board. Note: Karts may be serviced or have the engine running while on a kart stand without a driver on board.
- Q. In any areas of the event site designated for refueling of vehicles there will be at least one 10-lb. minimum Class B fire extinguisher, to be available in the event of a fire during refueling.

1.4 SANCTION PROCEDURES

1.4.1 Regional

Formal SCCA sanction is required for all Regional Solo events. Sanction requirements and all documents will be issued by the SD.

1.4.2 Divisional Championship

Formal SCCA sanction is required for all Divisional Championship Solo events. A sanction number and document will be issued by the DSS when all the requirements for sanction have been met. Sanction requirements will be determined by the DSS, and will include at a minimum, course designs, entry forms, event format, officials, dates, event supplemental regulations and program obligations. The event must be listed on the official SCCA calendar as published in the official SCCA publication and/or on the SCCA web site.

1.4.3 National Solo Event

- A. Includes Solo National Tour, ProSolo National Series, and Solo National Championship.
- B. Sanction will be issued by the SD and the event must be listed in the official SCCA calendar as published in the official SCCA publication and/or on the SCCA web site.

1.4.4 National Championship

- A. Formal SCCA sanction is required for the Solo National Championship. A sanction number and document will be issued only when all requirements listed below have been met and the

application approved.

- B. The event must be listed on the official SCCA calendar as published in the official SCCA publication and/or on the official SCCA website. It must be scheduled to start within ten days of September 15 and shall include in the name of the event the following as a minimum: "SCCA Solo National Championship".
- C. The course and supplementary regulations must be inspected and approved by the SEB.

1.5 SUPPLEMENTARY REGULATIONS

Supplementary regulations will be consistent with the SR and define the ground rules of competition for a specific event. They are recommended, but not required, for Regional events. They shall contain the following information, as applicable:

- A. The name, location, date(s), nature and classification of the proposed event.
- B. An announcement, conspicuously placed, reading "Held under the SCCA Solo Rules."
- C. A complete description of the proposed event.
- D. Schedules and locations of all activities, inspections, meetings, and competitions. If a separate event program is prepared, these items may be included there, rather than in the supplementary regulations.
- E. The name and address of the person to whom the entry is to be sent, the closing date for the receipt of entries, when entries will be accepted, and amount of entry fee.
- F. The manner of determining results.
- G. Hours during the day(s) when official scales will be available for competitors to check their vehicle weights.
- H. All information necessary for the proper conduct of the event.

No changes shall be made to the Supplementary Regulations, except for the schedule, after registration opens or, unless the SEB (at the SCCA Solo National Championship Event) or Divisional Solo Events Steward (at Divisional Championship Events) or the Solo Event Operations Manager (at National Tour events) so decides for reasons of safety or forces beyond their control.

2. COURSE

Solo courses should be open enough to allow good competition between larger and smaller cars, and should not emphasize high speed, power-to-weight ratio, extreme maneuverability, memory, or visual acuity. Divisional, Tour, and National Championship events shall be conducted on a paved surface.

2.1 COMMON SENSE AND SOLO COURSES

Although Solo events are non-speed events under the SR of the SCCA, speed alone is not the operative factor in determining what is and is not a proper Solo event. Hazard is the operative word, and hazards must not exceed those encountered in legal highway travel.

Generally, maximum speeds in the mid 50's to low 60's (mph) are contemplated for Stock and Street Prepared category vehicles, and **WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED**, since these are speeds with which the average driver is familiar from everyday road driving. But it is quite possible to set up a course on which speeds do not exceed 45 mph, but which is more hazardous than another course on which 65 mph is attainable.

The same sort of reasoning must be applied to cornering speeds. If, for example, there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees, and the other by 50 feet of flat, obstacle-free asphalt, the hazards involved are much different. The former is clearly not permissible in a Solo Event and the latter clearly is.

Each event chairman is cautioned to remember that entrants and workers that are not SCCA members in Solo events **ARE NOT** covered by catastrophic insurance, and to take appropriate precautions. Furthermore, by definition a Solo event is open to a total novice in any car that can pass safety inspection, and courses must take this into consideration.

It would be possible to set extremely strict and rigid limits on Solo events regarding speed and/or course dimensions. However, it is not the intent of these rules to outlaw event sites which cannot accommodate a course of certain stated dimensions, or create the impression that, so long as some magic speed limit is not exceeded, these rules are adhered to.

Basically, Solo event speeds are limited to what is "reasonable and prudent for the conditions encountered", **SUBJECT TO THE CONSTRAINT THAT TOP SPEEDS BE WITHIN AN ALLOWABLE RANGE AS DESCRIBED IN SECTION 2.2**. Laying out a course to comply with the safety requirements of these rules calls for the exercise of prudent good judgment and common sense. Failure to do so may subject an SCCA Region to severe sanctions.

2.2 COURSE SAFETY AND LAYOUT RULES

Courses must comply with Section 1 of these Rules, which is mandatory of all SCCA Regions. The following set of course safety and layout rules is also required for all Solo events. **WHEN THIS**

SECTION IS FOLLOWED, COMPLIANCE WITH SECTION 2.1 IS AUTOMATIC.

When laying out a course, the size of the vehicles competing should be taken in consideration and the dimensions specified in the following rules are only minimums:

- A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the low 60's (mph) for the fastest Stock and Street Prepared category cars. The fastest portions of the course shall be those most remote from spectators and property. Turns should not normally allow speeds in excess of 45 mph in unprepared cars. It must be remembered that sites themselves vary and not all sites will safely support the speeds shown in these guidelines (see Section 1.3). Conformity to these speed guidelines does not preclude reasonable and prudent consideration of the conditions encountered.
- B. The course as laid out shall be on a paved surface which contains no dangerous holes, loose gravel, gratings, oily spots, or other hazardous features. *Surface features (dips, crowns, etc.) which could cause a car to become airborne shall be avoided.*
- C. The course boundary shall not normally pass closer than 25 feet from solid objects.
- D. The Solo Safety Steward shall have the authority to disapprove a course or site for karts only, when there are upright solid objects (e.g. light poles, fence posts, etc.) on the site within 50 feet of the actual course. This does not include curbs. While safety systems for karts provide acceptable driver protection for most incidents, upright solid objects present potential hazard for which kart safety systems are not well suited. This rule gives the Solo Safety Steward the option of excluding karts without having to declare the site unsafe for everyone. It is up to the judgment of the Solo Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix. In most cases, the situation can be resolved by a course design change.
- E. *Special caution should be applied where negative-cambered turns are used.*
- F. A long straight (over 150 feet) should not terminate in an extremely sharp turn (e.g., a short radius U-turn).
- G. Except on permanent circuits such as go-kart tracks, the inner and outer limits of turns and corners should be marked by course markers, displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles,

trees, soft shoulders or other hazards likely to cause damage to a car, or likely to cause a car to overturn.

- H. Cars on the course simultaneously shall not run in close proximity to each other.
- I. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line.
- J. Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. *The finish section and course exit should be clearly and carefully defined to safely restrict speeds.* It is not recommended that competing cars be required to come to a complete stop immediately following the finish line. It is preferred that cars be required to slow to a walking speed within a controlled area before returning to the grid or paddock areas. A complete stop should be required only when unusual site conditions exist. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing car from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazard to participants and non-participants.
- K. Entrance and exit lanes shall enter the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.
- L. *Portions of the course where significant braking is necessary* shall not terminate at a point where participants, non-participants or obstacles are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.
- M. Participants and non-participants must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, non-participant areas must be roped off. SSS shall have the authority to set minimum viewing distances from the course but such minimum viewing distances may not be less than 75 feet from the course edge in unprotected areas (areas without adequate barrier protection such as concrete or tire walls). A Region may request a waiver of this minimum distance requirement from its DSSS.
- N. Appropriate fire extinguishers, flags and material for cleaning up fluid spills must be provided by the host Region.
- O. Video or still cameras are not permitted at course worker posi-

tions or other locations within the course area. Exceptions may be granted for media relations purposes by the SSS. Permission may be given only if the location is acceptable to the SSS and if the photographer is accompanied by a spotter to warn of approaching vehicles.

- P. At any Solo event where Formula Junior uses the same course layout as all other classes: For any heat in which FJ is in competition, NO car in the grid may be in motion when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver in the class leaves the grid for the start line, until the last driver has returned his kart to the FJ grid, this rule shall apply.

2.3 COURSE DESIGN RULES

- A. All corners shall be negotiable without reversing by any car classified by make/model in these Rules.
- B. The course shall be at least 15 feet wide, and single-file slalom markers shall be at least 45 feet apart. Any series of course markers which are generally in a line and have the effect of a slalom are considered to be a slalom. Additional course markers associated with the slalom markers to form gates, "boxes", etc., do not cancel this limit.
- C. A Solo event, other than a gimmick event in which time is not the only consideration, shall be a test of driving skill, not memory.
- D. The course shall be well marked with pylons or other "markers". The base of each marker shall be outlined to permit accurate replacement if displaced.
- E. Cars should leave a gate/turn headed generally in the direction of the next gate/turn.

2.4 EVENTS AT RACE FACILITIES

Solo events planned for commercial race facilities, or planned for a private facility that could reasonably be construed to be similar in concept to a commercial race facility, must have approval from the current Divisional Solo Safety Steward. If in doubt, contact your DSSS.

2.5 SPECTATOR SOLO EVENTS

A spectator Solo event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio. Events where admission is charged are also automatically considered spectator events. A Region should exercise care in how both it and its sponsors advertise

an event if it does not apply for spectator event sanction and insurance. Spectator events, their site controls, layout, course and safety measures must be specifically pre-approved by the Chairman of the SSC and an additional insurance premium paid. Spectator events must employ site and course control barriers.

2.6 NON-SPECTATOR SOLO EVENTS-ADVERTISING

- A. Solo events may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the provisions of this section are met.
- B. Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language include: "Car buffs are invited to experience the SCCA", "Motorsports enthusiasts are invited to come see what the SCCA is all about." The focus of the advertising must be recruitment of possible future participants.
- C. Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: "spectators welcome", "spectators free", "come see the excitement - slides, spins, screeching tires!" (entertainment example).
- D. All advertising must include a statement on waiver signing such as, "everyone entering the event site must sign a release and waiver form".
- E. When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form, and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations, or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.
- F. It is highly recommended that a minimum of two Solo Safety Stewards be assigned to the event.
- G. Sanction application must be received by the National Office a minimum of 21 days prior to the event and must indicate that the event is a non-spectator advertised event.

2.7 KART SOLO EVENTS

Solo events which will have karts competing must so designate on the sanction application. Prior approval is not required. The rules for organizing and conducting a Solo event with karts are found in Appendix G.

2.8 JUNIOR DRIVER PROGRAM

A program is provided that allows regions to permit minors, under 16 years of age, to compete in Solo events in non shifter-based racing karts. The purpose of this program is to serve as a tool for membership recruitment and retention by providing competition opportunities for the entire family. The rules for organizing and conducting a Junior Driver program are in Section 19, Appendix G and Appendix H. As this program is still in the developmental phase, rule updates or clarifications may appear periodically in the FasTrack section of the official SCCA publication.

3. VEHICLES

3.1 ELIGIBLE VEHICLES

A Solo event is open to any vehicle that can pass safety inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116 inches may be excluded by the Event Chairman if he determines, at his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with these Rules.

Cars designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships, unless they have been specifically classed by the SEB. A newly-classed vehicle is not eligible for the current year's Solo National Championships unless its listing was published no later than the July issue of the official SCCA publication.

Unstable vehicles with a high center of gravity and a narrow track, including SUV's, minivans, and 4WD pickups, must be excluded (e.g. Suzuki Samurai, *Scion XB*, Jeep CJ series, and GEO Tracker/Suzuki Sidekick). Extra caution should be exercised with non-traditional vehicles, e.g. trucks using racing slicks.

Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle, and that the control mechanisms can stand up to competition use. A waiver from the SCCA Technical Department is required for the use of such equipment in Divisional and National events. Requests will be handled on a case-by-case basis.

3.2 VEHICLE CLASSIFICATION

New car makes, types and models will be classified by the SEB as

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soon as sufficient information is available to do so. The SEB may reclassify a car within the 12-month period following its initial classification, without the approval of the Board of Directors.

3.3 VEHICLE SAFETY

3.3.1 Driver Restraints

Seat lap belts are required in all cars, and must be installed in cars with passive restraint systems that do not include a lap belt. Installation and the use of shoulder belts or harnesses is strongly recommended, however non-factory upper body restraints may only be used in open cars, cars with targa-tops in the open position, or cars with T-tops in the open position when two conditions are met:

- a. The roll structure must meet either the requirements of Appendix C or Section 9.4 of the GCR.
- b. The top of the roll structure may not be below the top of the driver's helmet when the driver is in the normal driving position.

3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the General Competition Rules (GCR), is required in all A, B, C, and F Modified vehicles, and all open cars in Prepared Category and in D Modified and E Modified. The intent of this requirement is that all open cars using racing slicks must at a minimum have roll bars which meet Appendix C, regardless of Regional variations in category definitions and/or preparation allowances. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory specified hardtop or convertible top.

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car.

3.3.3 Safety Inspections

All vehicles must pass safety inspection on the following points prior to competing. Entry fees, if already paid, will be refunded if a car fails to pass safety inspection. Safety inspection is not concerned with the legality of a car.

The organizing Region may at its discretion provide an advisory inspection for vehicle classification and legality, in connection with technical inspection.

A. Annual Inspection

An Annual Safety Inspection for a calendar year may be available for vehicles presented for inspection by an SCCA member. When a vehicle has completed the requirements for an Annual Safety Inspection, an official Annual Tech card will be issued to allow Registration or other designated event officials to verify Annual Tech prior to the start of competition. An official Region SCCA Annual Tech sticker shall be placed on the vehicle in a location that will be visible to the starter when the vehicle approaches the start line for a competitive run. If the Annual Tech sticker has been removed, the card may be used to obtain a replacement. Alternatively, individual event tech stickers can be issued when the Annual Tech card is presented rather than the issuance of an Annual Tech sticker. The Annual Tech should be honored for all SCCA sanctioned Solo events in that Region. The following conditions apply to all Regional implementations of Annual Tech:

- 1) Regions have the option of placing additional restrictions on the Annual Tech process, such as limiting the classes allowed and/or restricting it to experienced drivers.
- 2) The Annual Tech inspection must be conducted by an experienced inspector appointed by the Regional Solo chairperson. It is strongly recommended the Region Tech Inspector appoint and train an adequate number of assistants.
- 3) The SCCA member presenting the vehicle for inspection is required to possess a current copy of the National Solo Rules.
- 4) The vehicle should be presented for Annual Tech in the same condition in which it will compete.
- 5) It is the responsibility of all competitors in a vehicle with an Annual Tech approval to verify that all items in 3.3.3 are in compliance.
- 6) The event technical inspector or chairperson may require a vehicle be presented for a re-inspection if there is good reason to believe that a vehicle is not in compliance with the sections of 3.3.3.
- 7) A vehicle must be re-inspected if modifications are made to the car after receiving an Annual Tech approval.

An official SCCA Annual Tech sticker may be affixed to helmets meeting the current standards in order to easily identify eligible helmets.

B. Inspection Requirements

- 1) All loose items, inside and outside the car, must be removed.
Hand held items, such as but not limited to, cameras and cell

phones are considered loose items.

- 2) Passenger's seat back and *all cushions, bolsters, headrests, etc. must be secured. All allowed aftermarket replacement seats (i.e. driver and passenger) must be securely and safely mounted. Special care should be taken when using other than OE mounting points and/or fabricated bracketry.*
- 3) Any cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, its mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers.
- 4) Snap-on hubcaps, detachable fender skirts, and trim rings must be removed.
- 5) Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
- 6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e. exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at any time during competition. *For categories other than Prepared and Modified, tires may not be regrooved, nor may grooves be added to the tread pattern where none existed on the original tire.*
- 7) Seat belts (and harnesses if used) must be properly installed with attaching hardware, in good condition, secure, tight, and in compliance with Section 3.3.1.
- 8) Throttle return action shall be safe and positive.
- 9) No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running. For all Prepared and Modified category vehicles, engine crankcase and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. All Prepared and Modified category vehicles must be equipped with an engine oil vent tank, and an engine coolant vent tank if coolant is used. Vent tanks are not required with systems which are completely closed, i.e. have no venting to the atmosphere. All oil lines passing through the driver/passenger compartment shall be made of metal braided hose with AN Series threaded couplings; or entirely covered and protected with a metal

cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

- 10) Steering "spinner" knobs shall not be permitted.
- 11) No broken or missing spokes or more than one loose spoke per wheel shall be permitted in wire wheels. No cracks shall be permitted in disc or cast wheels. Other than standard parts as defined by these rules, non-metallic wheel construction is prohibited (FSAE cars are exempt from this requirement since the FSAE rules allow non-metallic wheels).
- 12) Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks under pressure. Vehicles must have a brake mechanism acting upon each wheel. The braking system shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system. In the case of OE single systems, this requirement may be satisfied by a functional, redundant emergency brake. Karts are exempt from this requirement.
- 13) All swing axle cars, except Porsche, must have a camber compensator, or negative camber on the rear wheels, or have axle-limiting straps. Stock pre-1967 Volkswagen straps are not sufficient.
- 14) Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- 15) Exhaust must exit behind driver or to the side of the car.
- 16) On-board starters shall be provided.
- 17) Any wet-cell battery moved from the manufacturer's original location shall be in a non-conductive marine-type container or equivalent, and the hot terminal shall be insulated. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine-type container. NOTE: This will allow the use of gel cell or dry cell (AGM) batteries without a non-conductive marine-type container where applicable.
- 18) Roll bars, if installed, must meet the applicable portions of Section 3.3.2 and Appendix C, with specific attention to roll bar height.
- 19) Helmets for all occupants of the vehicle are to be inspected for condition, fit, and compliance with Driver's Safety Equipment - Helmets (4.3.1).
- 20) Flex fans are not allowed.
- 21) Alcohol may not be used in manifold injection or spray bottles

unless it is specified for this use by the OEM.

- 22) For cars competing on non-DOT-approved tires, the vehicle safety requirements as referenced in each category's rule set, in addition to those in mandatory sections of the Solo Rules, shall be adhered to by all entrants.

3.3.4 Vehicle Operating Condition

Any car that is judged by the Event Chairman to be in an unsafe operating condition at any time during the event shall be barred from further competition until the deficiency is corrected to the satisfaction of the Chief Technical Inspector.

3.4 LIMITED AVAILABILITY OPTIONS

The SEB may designate limited availability option packages as inappropriate for the Stock Category even though the base car is eligible for Stock. Such exclusions will be included in Appendix A (Automobile Classes).

3.5 MUFFLERS

Adequate mufflers are required for Solo events. The criterion of "adequacy" is not what the exhaust system consists of, but the sound level. Any car deemed by the Event Chairman or his designated representative to be excessively loud shall not compete without acceptable modifications installed on the car.

3.6 FUEL

- A. Stock and Street Touring Class vehicles will use service station pump fuel only. Pump fuel is defined as that which is "Federally approved for use on public highways." *This includes the pump fuel known as "E85,* but does not allow racing-type fuels which are available at service station pumps.
- B. *In addition to fuels which are allowed by 3.6.A,* Street Prepared, Street Modified, Prepared, and Modified class vehicles may use diesel fuel or any grade of gasoline. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors and lead alkyl compounds such as tetraethyl lead. Oxygen and/or nitrogen bearing additives are prohibited, except for those originally present in service station pump fuel. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.
- C. Propane or CNG (compressed natural gas) fuel may be used in any category provided that the following conditions are met:
 - 1. The tank must be located in a safe location on the car, and be

firmly and securely mounted. This does not permit the cutting of vehicle sheet metal, e.g. the trunk floor, for tank installation in Stock, ST, SP, or SM.

2. The tank must conform to Federal and local container standards, and have an emergency relief/cut-off control.
3. For use of propane or CNG as fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor or fuel injection. There may also be no other engine parts changed.
4. The entire system must meet local ordinances covering the use and transmission of compressed gas.
5. Propane or CNG may not be used in combination with another fuel.

3.7 VEHICLE IDENTIFICATION

- A. All vehicles must display numbers and class letters on both sides, which must be readable by Timing & Scoring, Course, and Grid workers at all times.
- B. Only one set of numbers and class letters may be visible while the vehicle is running.
- C. Class shall be represented by the upper-case abbreviated form rather than be spelled out. Ladies' classes shall be indicated by the letter "L" following the class letters. (Example: "BSPL" instead of "B Street Prepared Ladies").
- D. Numbers and class letters should be positioned next to each other. All letters and numbers must be on body panels, not on windows. All numbers and class letters must use the same typeface and the same color, and this color must provide adequate contrast to the background color (see Appendix F for examples).
- E. Numbers must be a minimum of 8" high with a 1.25" stroke. Class letters must be a minimum of 4" high with a 0.75" stroke. In all cases, the height of the class letters must be between 25% and 75% of the height of the numbers. Stroke width must be at least 10% of the height. (See Appendix F.)
- F. The "1" on two-driver cars and the "L" on Ladies class cars are subject to all of the above requirements with regard to placement, color, size, and stroke.
- G. Karts may use numbers and class letters of reduced size provided that the following conditions are met: 1) Numbers must be displayed on the front and rear in addition to both sides; 2) Class letters must be on both sides; 3) In no case may the numbers be smaller than 6" in height with $\frac{3}{4}$ " stroke, using a high-contrast

color and background.

- H. For National Championship, National Tour, and Divisional competition, current official SCCA required decals must be displayed on each side of the vehicle in a prominent location. For *National* Tour and National Championship events, one official SCCA approved National sponsor identification logo must be displayed in an upright position, in a prominent location on each side of the vehicle. Further information is contained in Appendix F.

3.8 REQUIRED DOCUMENTATION

The entrant has the burden of proving that the vehicle conforms to these Rules by the required documentation for the category/class, as noted below. The required documentation should be considered as an extension of these Rules.

- A. Stock, Street Touring, Street Prepared, Street Modified:

The official manufacturer's service documentation for the make, model, and year of the vehicle as entered, if ever available to the consumer from the manufacturer. Additional official manufacturer's service documentation for other years and/or models may also be required to cover equipment and/or specifications authorized by update/backdate allowances. Other official manufacturer's documentation, such as the owner's manual, shop manual, parts catalogs, technical bulletins, sales and marketing literature, or Monroney window sticker may be provided as supporting information. All manufacturer's documentation must be for non-competition purposes.

- B. Cars prepared to SCCA Club Racing rules (Showroom Stock, Improved Touring, American Sedan, Touring, Spec Miata, Production, GT, and Formula and Sports Racing cars):

Current year GCR, and appropriate Category Specifications, plus any additional documentation required by those rules. Log-books are not required.

- C. Prepared, A Modified, D Modified, and E Modified:

No additional documentation required.

- D. Formula 125, Formula Junior:

For World Formula karts:

Briggs & Stratton Performance Guide and Racing Log, which includes specifications and part numbers.

For other approved karts:

Technical manual including the specifications to which the kart was prepared.

- E. Formula SAE:

Current or previous year Formula SAE Specifications.

4. DRIVERS

4.1 DRIVER'S CREDENTIALS

- A. Drivers must possess a currently valid automobile driver's license. Any underage driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete in a Stock, Street Touring, or Street Prepared class at Regional events, as long as the restrictions of the driving license or permit are met. If those restrictions require a passenger, and the Region allows passengers, that passenger must be either the driver's parent or legal guardian or an approved instructor. That instructor must be approved by both the event chairman and the event Solo Safety Steward on a case-by-case basis. He/she must have the written permission of the driver's parent/legal guardian (signed at the event) to ride as a passenger, and the restrictions imposed by the underage driver's state must allow the instructor to ride as a passenger. Drivers need not be SCCA members except as otherwise provided.
- B. Drivers must possess a current copy of the Solo Rules at the time of registration at Divisional and National Solo events.
- C. Any competitor or worker with a known medical condition (including pregnancy) which could affect his/her ability to compete may do so only with the concurrence of his/her personal physician.
- D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat.

4.2 EVENT ENTRY

Entry into all SCCA Solo events is limited to those individuals meeting the mandatory sections of the SR. Additional entry requirements follow.

A. Regional Events

Requirements are determined by the Region organizing committee.

B. Divisional Events

Drivers in Divisional events must be regular, family, spouse, or First Gear SCCA members. A weekend membership meets these requirements.

C. National Solo Events

- 1. Drivers in National Solo events must be regular, family, spouse, or First Gear SCCA members. A weekend membership meets these requirements, except for the Solo National

Championship.

2. Eligibility to enter the Solo National Championship is limited to persons having competed in either a Divisional Solo or a Solo National Tour event in the previous twelve months, current National Solo Champions, or event officials as listed in Section 5 of either a Divisional Solo or a Solo National Tour event conducted in the previous twelve months.

A waiver of these eligibility requirements may be granted, upon showing of reasonable cause, by the SEB. All requests for waivers must be received in writing by the SD, by the date specified in the Supplementary Regulations and accompanied by a check or money order in *an amount which is twice the current National Tour event entry fee*, payable to SCCA. The fee will be *held by the National Office and earmarked for Divisional Solo program use*.

D. NATIONAL SOLO ENTRY FEES

1. The entry fee shall be paid only with cash, check, money order, Visa, or Master Card. There will be a \$75.00 handling charge for phone entries. **Cancellations must be made in writing to the SCCA National Office on or before the Tuesday preceding the specific event to receive a refund.** Entry forms for all events will be on the SCCA web site, www.SCCA.com. Completed entry forms are to be sent to the SCCA Solo Department by the indicated deadlines. Entries will not be accepted after 7:00 p.m. the Friday of the event.
2. The maximum entry fee shall be \$110 per driver at the Solo National Championship, unless otherwise authorized by the SEB. A \$75.00 late fee will be charged for entries postmarked later than 21 days prior to the first day of on-site registration. A \$150.00 late fee will be charged for entries received by the registrar fewer than seven days prior to the first day of on-site registration.
3. Please contact the Solo Department 800-770-2055 or go to www.scca.com for current entry fees and entry forms.

4.3 DRIVER'S SAFETY EQUIPMENT

4.3.1 Helmets

Helmets meeting the following standards must be worn while on course: All helmets meeting the current or two immediately preceding Snell Foundation standards (SA, K, or M), or SFI standards 31.1A, 31.2A, 41.1A, or 41.2A are acceptable. *Helmets meeting British spec BS6658-85 type A/FR are also acceptable.*

For maximum protection, helmets must fit securely and should

provide adequate peripheral vision. The chin strap must be securely fastened. Loaner helmets should be available to vehicle occupants not having their own.

4.3.2 Seat Belts

Driver restraints complying with 3.3.1 shall be worn while on course. The "CG-Lock" lap belt device is considered legal for use in all applicable categories.

4.3.3 Eye Protection

Face shield, goggles or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in a sports racing car, formula car, special, or in any car with less than a stock size windshield.

4.3.4 Footwear

Shoes covering the entire foot shall be worn.

4.4 CAR/DRIVER LIMITS

- A. A driver may enter an event only once.
- B. A given car may be entered by no more than two drivers in the same class.

4.5 CAR/DRIVER CHANGES

If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her/their runs in another vehicle which is legal in that class. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the Operating Steward.

A driver may change cars prior to the beginning of competition until the driver's class heat begins, at the discretion of the Chief Steward or Chief of Registration in consultation with the Chief of Timing.

4.6 RESPONSIBILITY FOR CAR CLASSIFICATION

The driver is responsible for the correct determination of the car's class/category. If in doubt as to classification or concerning the conformity of the car or its equipment to the rules governing the class, he may submit a Request for Clarification to the Protest Committee, which will determine the matter under the procedures of Section 8. It is the driver's responsibility to assure the proper number is on the car prior to competing.

4.7 LADIES CLASSES

- A. Parallel Ladies classes will be provided for females who wish to enter them.
- B. Females will have the option of running in the Open classes.
- C. Scoring for the Ladies classes will be handled in the same manner as for the Open classes.

4.8 DEFINITION OF CLASS TYPES

- A. National Class Any class defined in this rule book that is recognized as eligible for a National Championship. This explicitly does not include Supplemental classes. These classes are automatically offered at Divisional, Tour, and National Championship events. In determining whether or not a class will achieve National Class status, that class will be evaluated on whether it (1) has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships and (2) fits with the long-term vision for the continued growth of Solo according to Introductory Section I.2.3 of the Solo rules.
- B. Supplemental Class Any non-National class running under a proposed rule set for purposes of evaluation. It may be run alone or within a parent class. Its drivers may or may not be eligible for awards.
- C. Regional Class Any class not listed in these Solo rules but created by a Region or other entity for local purposes.

4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES

If in two consecutive years at the Solo National Championship a class fails to field a combined total (Open and Ladies) of at least seventeen (17) entrants, then for the following year that class will be consolidated, eliminated, or restructured, using competition adjustments (for example, weights and/or wheel sizes) if necessary and applicable within the affected category. This is not intended as the only criterion for class consolidation, elimination, or restructuring; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes.

4.10 CONFLICT OF INTEREST

No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except that a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid (which does not include a bicycle) traveling at normal walking

speed to accomplish the requirements of rule 6.3. All event officials, whether competing in the event or not, must use caution to avoid individual conflict of interest situations during the event.

4.11 MEDICAL

Any competitor with a known medical condition (including pregnancy) which could affect their ability to compete, may do so only with the concurrence of their personal physician.

4.12 LICENSES

- A. A voluntary Solo license is available for a fee of \$20.00.
- B. All licenses will expire on the membership anniversary date and will be renewed by Member Services upon receipt of a completed application and license fee.

5. OFFICIALS

5.1 CHIEF STEWARD (DIVISIONAL, TOUR, AND NATIONAL CHAMPIONSHIP)

A Chief Steward shall be appointed for all Solo Divisional, National Tour, and National Championship events. This person shall be responsible for ensuring that the general conduct of the event is in accordance with the SR and the supplementary regulations for the event. After the start of the event, the authority of the Chief Steward shall supersede that of the Event Chairman regarding the effectiveness of event administration procedures in achieving the intent of all applicable rules. However, selection of event administrative procedures remains the responsibility of the Event Chairman as long as those procedures achieve compliance with the SR and event supplementary regulations. The Chief Steward is recommended to be a member of an SCCA Region other than the host Region.

The Chief Steward shall:

- A. Be appointed by the DSS - Divisional events; SD - National Tour events; and the SEB - Solo National Championship event. Examples of individuals qualified to be appointed to this position are past or present SEB members, DSS, or National and Divisional Chief Stewards from the Club Racing program with a working knowledge of the SR's.
- B. Prohibit entry of any vehicle not meeting Tech requirements, as reported by the Chief Technical Inspector.
- C. Report to the Protest Committee any vehicles found illegal at Impound, as reported by the Chief of Impound.

- D. Not serve in any other official capacity during the event.
- E. Appoint an Operating Steward for the event.
- F. This position shall be filled by an SCCA member.

5.2 OPERATING STEWARD

The Operating Steward is responsible for executing the plans and procedures established by the Event Chairman and DSSS to successfully complete the program of competition. The Operating Steward will be appointed by the Chief Steward and may be a member of the host Region. Should the Operating Steward believe a change in event procedures is necessary to achieve compliance to the SR and supplementary regulations, the Operating Steward shall recommend appropriate modifications to the Chief Steward for approval. If approved, the Operating Steward will implement the modifications.

This position shall be filled by an SCCA member.

5.3 EVENT CHAIRMAN

The Event Chairman is the chief planner and organizer of the event. The Event Chairman shall design and establish, or oversee development of, all necessary event administrative process including:

- A. Establishing event administration procedures that achieve compliance with all applicable SR and supplementary regulations, including a waiver signing system.
- B. Formulating procedures to implement the DSSS's plans for ensuring spectator, driver, and worker safety.
- 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, of the National Office for Tour events, and of the Divisional Solo Stewards for Divisional events.)

At controlled-access event sites, appointing of SCCA members to control entry access by having all persons sign the release and waiver form and receive a signature credential (wristband or similar means of identification) before entering the event site.

For uncontrolled-access event sites appointing of SCCA members to assure that competitors, workers, crew, and guests have signed the release and waiver form and received a signature credential (wristband or similar means of identification). Shall also appoint workers equipped with forms and credentials to continually survey the event site for non-credentialed people.

The SSS will verify that the Event Chairman has a system in

place to assure that persons at the event site have signed the release and waiver form and received a signature credential. Further, the SSS will ensure that the release and waiver form has the event, the date, and the signatures of the SCCA member witnessing the participant's signatures.

D. This position shall be filled by an SCCA member.

5.4 SAFETY STEWARD

The SSS will also verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the SSS must confirm corrections or issuance of the certificate with SCCA Risk Management prior to the start of the event. If outside of business hours, the SSS must call the Insurance/Incident Emergency Number, 1-800-770-9994.

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 SR 1.3 and 2.1. This includes course security, which is defined as maintaining control over spectator access to the course.

This position shall be filled by an SCCA member who is 18 years of age or older.

5.5 CHIEF OF WAIVERS

The Chief of Waivers shall be responsible for ensuring that the waiver function complies with the requirements of the SCCA insurance coverage as regards Solo events. Specifically, the Chief of Waivers shall ensure that the following are met:

- A. The waiver function follows the Solo department guidelines.
- B. All waivers used at an event are correctly signed, witnessed, and completed, including the event designation, location, date, and all required signee and witness information.
- C. Necessary supplies and equipment are maintained as applicable.
- D. Waiver workers are on duty from the time the gate or site is opened until the event has been completed.
- E. Waiver workers have been recruited, trained, and assigned in cooperation with the Chief of Workers.
- F. Waiver workers are SCCA members.
- G. Communication is provided between the waiver station(s) and event administration.
- H. Waivers are properly stored for the number of years required by

Solo department guidelines and local laws.

This position shall be filled by an SCCA member. It is strongly recommended that the Chief of Waivers perform no other duties for the event.

5.6 CHIEF TECHNICAL INSPECTOR

The Chief Technical Inspector shall be responsible for ascertaining that the vehicles comply with the requirements of the SR and the Supplementary Regulations. Specifically, the Chief Technical Inspector shall ensure that the following tasks are performed:

- A. Inspect for and certify that vehicles and driver safety equipment comply with all safety regulations.
- B. Conduct inspections of automobiles at the request of the Chief Steward.
- C. Report to the Chief Steward any automobiles that he finds do not conform with requirements of the SR or the Supplementary Regulations.
- D. Ensure that the appearance of each automobile is neat and clean. Automobiles that are not presentable will not be allowed to compete.

The Chief Technical Inspector is not responsible for car classification; that responsibility falls to the entrant as described in Section 4.5.

This position shall be filled by an SCCA member.

5.7 CHIEF OF TIMING AND SCORING

The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event and preparing the official results. This position shall be filled by an SCCA member.

5.8 CHIEF OF COURSE

The Chief of Course is responsible for observation of competing cars on course, lining cars up for entry onto the course, providing starting signals, directing cars off the course at the conclusion of a run, crowd control, and for roping off the course or otherwise providing barriers so that the course complies with Section 2. This position shall be filled by an SCCA member.

5.9 CHIEF OF IMPOUND

The Chief of Impound is responsible for procedures described in 6.10 to verify vehicle compliance with the SR and Supplementary

Regulations. The Chief of Impound will conduct inspections of vehicles independently or at the request of the Chief Steward, and will report to the Chief Steward any vehicles found not to be in compliance with the SR or Supplementary Regulations. This position will be filled by an SCCA member.

5.10 CHIEF OF PROTEST

It is the Chief of Protest's duty to provide leadership to the Protest Committee, and to provide notification of protest decisions to the parties involved, i.e. the protestor(s) and protestee(s). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event.

5.11 PLURALITY OF DUTIES

The same person may hold more than one official position except that the Chief Steward and the SSS may not serve in any other official capacity.

6. EVENT OPERATION

6.1 ENTRANTS AS WORKERS

At National Solo events the entrants may be required to work. The method by which the entrants may be required to work will be described in the event's Supplementary Regulations. Failure to work will result in disqualification from the event. This procedure also applies at Divisional Solo events.

6.2 COURSE MAP

A map of the course, showing all markers, the proper course, approved optional courses, solid objects and potential problem areas will be posted prior to the start of the event. The course configuration must be the same for all drivers in a class.

6.3 COURSE FAMILIARIZATION

Each driver will be provided an opportunity to walk or drive through the course, or to have a parade lap, before his first official run. See also Section 4.10.

6.4 LEMANS STARTS FORBIDDEN

No start or finish shall be used wherein the driver is not seated in the vehicle with seat belt buckled.

6.5 TIMING POINTS

- A. A car will commence its run at least 15 feet before the point at which timing begins.
- B. Time at the end of the run will be taken in a manner which complies with Section 2.1.J.

It is recommended that an official be assigned to control the finish area. A complete stop is not required at the finish if sufficient area is available to safely halt any competing car without locking brakes or wild maneuvering (from the highest possible speed attainable at the finish). Particular care must be exercised in the finish area to keep it free from hazard to participants and non-participants.

6.6 REPLACEMENT OF MARKERS

Displaced markers will be replaced before the next competitor enters that portion of the course. Where an official run covers all or part of the course twice, course marshals should have extra markers so that markers displaced during the first part of the run can be replaced before the competing car returns to that section. If a driver encounters his/her own displaced marker(s), he/she may not stop and *receive* a rerun.

6.7 VISUAL OR ORAL INSTRUCTION

No visual or oral instruction shall be given to a driver during his timed runs except in an emergency situation.

6.8 ORDER OF RUNNING

Cars may run in any of the following orders, as specified in the supplementary regulations:

- A. All cars will take their first runs, then all cars will take their second runs in either the same or reverse order.
- B. Cars will run in heats of a specified number (approximately 25 is recommended), with all cars in the heat taking all runs before the next heat begins its runs.
- C. Cars will run by classes, with each class taking all of its runs before the next class takes its runs. The advance publicity shall specify the earliest time each class will run. Drivers will be responsible for being present for their runs, and no out-of-class runs will be granted.
- D. Cars will run by groups of classes, for example: A Stock (AS), B Stock (BS) and C Stock (CS), with all cars in AS taking their first runs, then BS taking its first runs, followed by CS, before AS takes its second runs, etc. The group will take their runs before

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the next group begins its runs. NOTE: In National Championship, Tour, and Divisional events all cars shall run in class, whatever method is used. The supplementary regulations shall clearly indicate the method of running, the order in which the classes will run, and the procedure for two-driver cars.

Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under 9.1.F.

- E. It is strongly recommended that a Ladies' Class not be run in close proximity to its appropriate Open Class. If both classes are running in the same heat, the Ladies' Class should be separated by as much time as possible from the appropriate Open Class; however, it is still preferable to run the two classes in different heats whenever possible.

6.9 SCALES

Host Regions of Divisional events and the SD for National Solo events will make provisions to have certified scales available for weighing of cars. The location of the scales will be included in the event supplementary regulations, and the scales will be available during the event, though not necessarily free of charge.

6.10 IMPOUND

All competitors (vehicle with driver or driver's representative) will be impounded with their class after competing until released by the Chief of Impound or an official designee. While in Impound, vehicles in all categories except Modified, F125, and Formula Jr. must have hoods and trunks fully opened. During this time competitors may visually inspect each other's vehicles.

The SCCA reserves the right of its designated representatives to ensure the legality of competing vehicles.

All vehicles in classes subject to weight requirements and in trophy positions as determined by the official results will be weighed. If there is any question about compliance with weight requirements, the vehicle must be weighed in both directions and the scales should be recalibrated with test weights.

The Chief of Impound or designated representative(s) may conduct other inspections as allowed by 5.9.

The Chief of Impound will notify the Chief Steward of any illegalities or irregularities discovered in these inspections, or of any entrants or competitors who do not follow Impound procedures.

6.11 PREHEATING TIRES

Pre-heating of tires prior to competition by electrically heated covers or by similar means is prohibited.

7. TIMING AND SCORING

7.1 STANDARDS

7.1.1 Timing Standards

Events shall be timed to the nearest 1000th of a second.

7.1.2 Scoring Standards

For a multi-course event, a competitor's score shall be the total of his/her best time on each course. In the event a competitor does not have a time on a course, he/she shall receive a DNF for the event.

7.2 TIMING SYSTEMS FOR CHAMPIONSHIP EVENTS

7.2.1 Solo National Championship and Solo National Tour Events

There shall be at least two operable electronic timing systems per course at the Solo National Championship. The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized. Alternate systems and procedures may be approved by the SEB.

7.2.2 Solo Divisional Championships

It is recommended that the timing system for National events be used for Divisional events. However, stopwatches may be used as the secondary system.

7.3 MINIMUM OF THREE RUNS

Each driver shall be allowed at least three official timed runs per course, subject to severe circumstances beyond the control of the event organizers. Reduction in the number of runs offered at the National Championships may be done only with the concurrence of the Chief Steward, Event Chair, SEB Chair, and the Solo Department. Only the fastest official run per course will be scored.

7.4 RERUNS

Reruns will be granted only for timing failure or object on the course, and will not be given because of mechanical or other failure of the competitor's car. A minimum of five minutes must have elapsed, before a competitor may take a rerun.

Pylon penalties are not carried over to the rerun. A DNF on a run for which a rerun would have been given shall stand and no reruns shall be given.

7.5 TIMER FAILURE

If the timer fails to start, or fails during a run, the driver must be flagged off the course as soon as possible.

7.6 TIES

Ties for trophy or point scoring positions shall be broken by comparing the next fastest runs from each course. The times will be combined and then compared to break a tie. If the tie persists, it shall be broken by a runoff, provided both contestants agree. If agreement is not reached, the tie shall stand. The additional run shall be used only to break the tie, and shall not be used to place either contestant in a position other than those tied for.

7.7 LUCK OR CHANCE

Luck or chance, or gimmicks such as balloon bursting, may not be deliberately included as a factor in judging in Divisional, Tour, and National Championship events. Regional events may use such gimmicks if that fact is clearly stated in advance publicity and the supplementary regulations for the event.

7.8 SCOREBOARD

A scoreboard must list the driver's name, car number, class, corrected times and penalties. In Divisional and National events the times and penalties for each competitor must be posted prior to the next run of that competitor.

7.9 PENALTIES

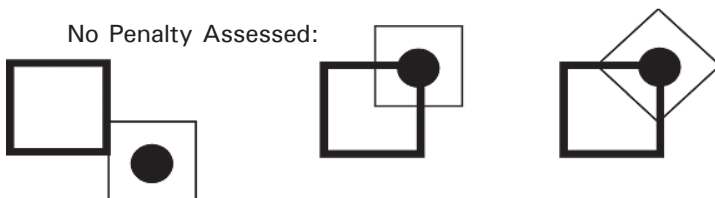
7.9.1 Course Markers (Pylons)

A line two inches wide or two lines two inches apart will describe the location of each pylon. (If two lines are used the distance between the inner edge of the inner line to the outside edge of the outer line will be two inches plus or minus 1/4".) The inner edge or inner line will be used to describe the outer edge of the pylon base as accurately as possible and the outer edge or outer line will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed.

Penalty Assessed:



No Penalty Assessed:



7.9.2 Pylons Down on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed directly and slowly off course and will then be granted a rerun. However, if the competitor completes the run, the time will stand.

In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to

exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.

Reruns for downed cones after the timing finish line will only be given at the discretion of the Chief Steward

7.9.3 Course Deviation

A “DNF”, or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

If the finish trip beam is broken while the front two wheels of the car are off-course, the run will be scored as a DNF. Additionally, if after breaking the finish trip beam a driver causes the finish trip beam to be broken again, stopping the timer for the following driver, the time for the first driver will be scored as a DNF and the second driver may be granted a rerun.

7.9.4 Range of Penalties

Any car or driver found to have competed illegally in an event will be penalized. Penalties assessed by the Protest Committee may range from written reprimand and/or time penalties to disqualification (see Section 9.4.1).

7.9.5 Mechanical Did Not Finish

A Mechanical Did Not Finish (MDNF) will be charged to any competitor who completes their run with the physical assistance of another or leaves the driver’s seat. This may be shown in the official results as a DNF. A driver may leave the seat to restart a stalled F125 or FJr kart without incurring this penalty.

7.10 OFFICIAL RESULTS

Official results shall be typed and printed by class and position in class in order of best time, and must include (at least) the driver’s name (first and last), hometown, car number, car make, model, year, class, tire manufacturer, Region affiliation, designation of trophy winners, corrected time for each run, and penalty for each run (if any). (Event organizers are encouraged to also include the competitor’s sponsors’ names.)

The general outcome of protests and appeals at Divisional, Tour and

the National Championship events shall be included in the official results or published in the official SCCA publication. For example:

Car #3 HS-Contested for illegal suspension modification. Protest disallowed.

Car #18 AM-DSQ, did not report to impound. Car #6 BSP-DSQ, driver failed to report for required worker assignment.

Official results shall be mailed to the event competitors and the SD within two weeks after the event. If an appeal has been filed, preliminary results must be mailed within two weeks only to the SD. Final official results must be mailed within two weeks of the decision of the Appeals Committee to the event competitors and the SD.

8. PROTESTS

While the right to protest in proper cases is undoubted, it should be remembered that Solo events are sporting events, to be conducted in a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best, that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the competition.

8.1 WHO MAY PROTEST

The right to protest shall rest with any entrant, driver or official taking part in the competition in question. Each may protest any decision, act, or omission of the organizers, an official, entrant, driver or other person connected with the competition, which the protestor believes is in violation of the Solo Rules, the Supplementary Regulations, or any conditions attached to the sanctioning of the event by SCCA (hereafter in this section collectively referred to as "the rules"). A protest against a car is also a protest against its driver and entrant.

8.2 LODGING A PROTEST

A protest shall be made in writing, specifying which sections of the Solo Rules or other applicable rules are alleged to have been violated, and signed by one protesting entrant or driver or official. It shall be delivered to the Chief Steward or to his designated representative, or to the chairman of the Protest Committee (PC). If delivered to the Chief Steward, it shall be promptly forwarded to the chairman of the PC.

8.2.1 Protest Fee

The protest shall be accompanied by a protest fee of \$25 at Divisional or National Tour events and \$50 at National Championship events. The fee will be doubled for protests against cars (see 8.3) that are filed after the car is released from impound on its first day of competition. The protest fee is waived for protests filed in an official capacity by the Chief Steward.

8.2.2 Time Limits

- A. A protest against a competition vehicle shall be lodged before it is released from Impound on its final day of competition.
- B. A protest against the actions of a driver, entrant, or official during class competition, including a protest against Timing and Scoring, shall be lodged not later than 30 minutes after the class is released from Impound on the day of the suspected violation of the rules.
- C. A protest against the actions of a driver, entrant, or official outside of class competition shall be lodged not later than 30 minutes after the last class is released from Impound on the final day of competition.
- D. A protest filed in an official capacity by the Chief Steward shall be lodged not later than 30 minutes after the last class is released from Impound on the final day of competition, except for a protest resulting from an Impound or Protest Committee inspection. Such protests shall be lodged within a reasonable time after discovery of the suspected violation of the rules.

8.3 PROTESTS AGAINST CARS

Entrants or drivers taking part in a competition may protest a car in the same competition and class as not conforming to the rules. The Chief Steward may protest any car in the competition. The protestor may request that the car be disassembled, inspected, or any other test made, provided he or she posts a cash bond with the PC sufficient to cover the expense of access to documentation, disassembly, inspection and reassembly. A protest may be reduced in scope but not added to at the time the bond is set. Once a bond is posted, the stipulated inspections shall be completed unless the protest is wholly or partially withdrawn by the protestor. The PC shall apportion the costs incurred, including reassembly, up to the point of withdrawal, provided no illegality has been discovered.

8.3.1 Burden of Proof

The entrant of a protested vehicle has the burden of proving that the vehicle conforms to these rules by the required documentation according to the class of the vehicle, and must present the required

documentation to the PC at the time that the protest is heard, or else be disqualified.

If the required documentation does not include sufficient information on a protested item or specification, the burden shifts to the protestor to prove the equipment or specification illegal.

8.3.2 Impounding of Protested Cars

Protested vehicles held in Impound must remain there until one hour after announcement of the decision of the PC. If no appeal or intent to appeal has been filed by the end of that period, the car shall be released. If an appeal or intent to appeal is filed, the Appeals Committee shall be given the opportunity to inspect the vehicle before it is released. For cars with multiple drivers, the car shall be released if needed for competition purposes under the supervision of the Chief Steward or their designated representative.

8.3.3 Establishment of Bond

- A. The bond shall be established by the PC after consulting separately with the protestor and the protestee, and with the Chief Technical Inspector and any other experts whose advice the PC believes shall be useful.
- B. Items covered by the bond may be priced individually, with consideration given to possible logical linking of some items. This cost schedule shall be set up prior to initiation of the inspection. The bond may be awarded after teardown on a predetermined apportionment basis. Apportionment of the bond after the fact is not permitted, except where the protestor has withdrawn all or part of the protest.
- C. The bond shall be paid by cash, traveler's check or approved credit card.
- D. Where the circumstances warrant, the PC may require the protested party to post bond or sign a repair order with a service establishment to cover the costs of access to documentation, disassembly and inspection, in the event judgment goes against him or her. The bond shall be established in the same manner as a protestor's bond.

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervision of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have

authority to impose penalties upon finding any additional illegal item(s) during an inspection.

8.3.5 Refusal to Allow Inspection

Refusal of an entrant or driver of a protested car to allow inspection under the terms established by the PC shall result in immediate disqualification.

8.3.6 Disposition of Bond and Protest Fee

If the car conforms to the rules, the protestor shall forfeit the bond and protest fee. After compliance with 8.3.6 the bond will be paid to the protested party. The protest fee will be retained by SCCA. If the car does not conform to the rules, the entire protestor's bond and protest fee shall be returned and the protested party shall stand all expenses.

8.3.7 Time of Disbursement of Bond; Appeal Escrow

If an Intent to Appeal has been filed, the teardown bond and protest fee shall be sent to the Solo Department National Office to be held in escrow until the time limit for appeal has passed, an appeal has been rejected (See 10.5, Decision to Hear Appeal), or an appeal has been finally decided by SCCA.

8.3.8 Preservation of Evidence

Any recorded evidence such as technical data or inspectors' reports or measurements shall be forwarded to the SD. The protest form with disposition of protest, and complete records from the Protest Committee hearing, shall be forwarded to the SD. A summary of protest findings will be provided to the event Chief of Timing and Scoring for inclusion in the official event results. The Chairman of PC shall accept any parts found illegal and tendered by the owner for safekeeping pending appeal. The PC shall have the authority to impound parts found illegal until the protest and appeals process is complete.

8.4 PROTEST COMMITTEE

The protest will be decided on the day of the event by a PC of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within one week. The delayed protest decision will be mailed by certified mail, return receipt requested, to both parties of the protest. The names of the committee members shall be specified in the supplementary regulations or prominently posted on the day of the event. The

Chief Steward or Event Chairman shall not be members of the Committee. For Divisional events the PC shall be appointed by the Divisional Solo Events Steward in advance of the event. For the National Championship event, a PC shall be appointed by the SEB in advance of the event.

8.4.1 Duties

It is the function of the Protest Committee (PC) to adjudicate protested violations of the SCCA Solo Rules in a fair, unbiased and timely manner. Members of the PC may also be drivers in the same event, but will not perform any other duties than those of the PC. If a protest is received in the same class as a PC member, or if a committee member has some other personal interest in the class affected, he/she must disqualify himself/herself from the protest ruling. This committee may confer with the SEB members present on a protest where the SEB's input would be deemed necessary. For the National Championship event, the PC may include the DSS's in attendance at the event and/or others as the SEB deems necessary, with the exception of the PC Chairman who shall be appointed by the SEB.

8.5 HEARING OF THE PROTEST

The PC shall hear the protest as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In the absence of a party, judgment may go by default. Each party or witness shall be heard separately or in private. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and method by which the decision shall be conveyed. (All parties must stay until the end of the hearings.)

8.6 DISTRIBUTION OF AWARDS

- A. Distribution of awards may commence after the period for receiving protests has elapsed. When a protest which would affect distribution of awards has been lodged, distribution of awards for positions which could be affected shall be withheld until the protest has been settled. The PC, if it has received an intent to appeal their decision, shall order awards which may be affected by the outcome of the appeal to be withheld pending the decision of the National Appeals Committee (NAC).
- B. Pending the decision of the NAC, the results of the competition shall be considered provisional.

8.7 JUDGMENT

All parties concerned shall be bound by the decision given, subject only to appeal as provided in Section 10.

8.8 REASONABLENESS

It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable men or women may differ. A protest may be well-founded even if not upheld.

8.8.1 Forfeiture of Protest Fee

If a protest is judged to be not well-founded, the protest fee shall be forfeited.

8.8.2 Vexatious Or Bad Faith Protests

A protestor who has acted in bad faith or in a vexatious manner may be penalized by the PC.

8.8.3 Return of Fee

The fee for a protest that is not upheld but is determined by the PC to be well founded may be returned to the protesting party upon the decision of the PC.

9. PENALTIES

All participants shall be subject to control by SCCA, the organizing SCCA region or other organizers, and all appointed officials of the event. This Section provides the penalties for violation of the Solo Rules and the Supplementary Regulations.

9.1 BREACH OF THE RULES

In addition to any other offenses or violations of specific rules each of the following shall be deemed a breach of the Solo Rules.

- A. Bribery or attempt to bribe anyone connected with the event; and the solicitation of, acceptance of, or offer to accept, a bribe.
- B. Any fraudulent proceeding or act prejudicial to the interests of the SCCA or of car competition generally.
- C. Reckless or dangerous driving, either on course or in the pits and paddock.
- D. Failure to obey a direction or order of an official.
- E. Refusing to cooperate with, interfering with, or obstructing the actions of the Chief Steward, the PC, the National Solo Appeals Committee or an appointed Appeals Committee in the performance of their duties.

- F. Unsportsmanlike conduct.
- G. Physical violence toward any other participant or spectator at the event.

9.2 WHO MAY BE PENALIZED

Any organizer, entrant, driver, crew member, official, worker or guest of the above, or SCCA member may be penalized. If a car is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all drivers of the car in that category even if they were not specifically named in the protest.

9.3 HEARING

No penalty shall be imposed by the PC except after a hearing that follows the procedures set out in Section 8.

9.4 IMPOSITION OF PENALTIES

9.4.1 Penalties

The penalties in increasing order of severity are as follows:

9.4.1.1 Reprimand

A reprimand against an SCCA member shall be noted in the official results of the event.

9.4.1.2 Time or Position

Penalties expressed as addition of time or loss of finishing position may be imposed.

9.4.1.3 Disqualification from Competition

Disqualification from competition may be imposed on an entrant, driver or car.

9.4.1.4 Expulsion from SCCA

Expulsion from the SCCA may be imposed as provided by the SCCA by-laws.

9.4.2 Multiple Penalties

Multiple penalties may be imposed.

9.5 LOSS OF AWARD

Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

9.6 AMENDMENT OF RESULTS

When an entrant or driver is disqualified, the subsequent competitors in the finishing order shall be advanced.

9.7 PUBLICATION

The SCCA shall have the right to publicize a notice that any person, organization, or car has been penalized and the reasons for the action. Any person or organization referred to in the notice shall have no right of action against SCCA or against any person for publishing such notice or for its contents.

10. APPEALS

10.1 RIGHT TO APPEAL

Any person, entrant or organization named as a party to a protest in any SCCA Solo event shall have the right to appeal to the National Appeals Committee (NAC) any decision or penalty imposed. In addition the Chief Steward of the event shall have the right to appeal any decision or penalty imposed.

10.2 INTENT TO APPEAL

For a protest decided on the day of the event, a written intent to appeal or a formal appeal accompanied by the appropriate appeal fee shall be submitted to the Chief Steward or Appeals Committee (AC) within one hour after the announcement of a decision on a protest, or the right to appeal is forfeited. For delayed protest decisions, an appeal and appropriate appeal fee must be received by the SD within ten days of notification of the protest decision. The time period starts on the date of the return receipt of the certified mail notification of protest decision.

10.3 TAKING AN APPEAL

An appeal permitted hereunder shall be taken by filing a written appeal with the SD. The notice of appeal shall specify the party or parties making the appeal; shall designate the decision or portion thereof appealed from; shall explain the reason or reasons why the appeal should be heard; and if applicable, which part(s) of the Solo Rules are considered to have been enforced in a manner that was not fair or equitable to the appellant; and shall be received at the SD within ten days after submission of the Intent to Appeal, and shall

include the appropriate appeal fee of \$50 payable to SCCA, Inc. A minimum of \$25 of the appeal fee may be retained to defray expense of hearing the appeal by the SCCA on all appeals that are filed. An appeal properly taken hereunder may be withdrawn, without penalty, by written notice to the SCCA, Inc. prior to the acceptance of the appeal by the NAC. Under the SR Section 10.6. the AC, in their judgment, may decide that the penalty or other decision of the PC's or other committee appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but it shall not order a competition to be rerun.

10.4 COMPOSITION OF THE NATIONAL SOLO APPEALS COMMITTEE

The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this section. The NAC will be appointed by the SEB. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo matters.

10.5 DECISION TO HEAR

The NAC will make the final decision whether or not the appeal is well founded and should be heard, and whether the appeal fee should be returned or forfeited. Appeals not received within the specified time limit will not be heard. Said decision shall be final, binding, and not subject to appeal. In reaching this decision, they may review the findings of and documentation provided to the PC, the written appeal, and any other material they deem pertinent. The officials designated herein shall use every effort to make their final decision within seven days of the receipt for the written appeal.

10.6 CONVENING THE APPEALS COMMITTEE

The NAC will determine if it shall hear the appeal or if it will be heard by another AC, which they will appoint. No member of either committee shall have been directly or indirectly interested or involved in the matters under consideration. The Chairman of either committee shall not be a member of the appellant's Region of Record.

10.6.1 Hearing The Appeal / National Appeals Committee

The NAC will use its best efforts to hear an appeal within a reasonable length of time from notice to all parties. The method of hearing the appeal will be determined by the NAC.

10.6.2 Appointed Appeals Committee

The appointed AC shall be convened in the Division in which the event was held, with due consideration given to the geographical convenience of the parties to the appeal and the members of the committee. The appointment of the committee, and written notice to the appellant(s) shall occur within seven days of the decision to hear the appeal. The Chairman of the AC will notify the Chairman of the PC of the appeal.

10.6.3 Hearing The Appeal

The appointed AC shall use its best efforts to convene and hear the appeal no earlier than two weeks from notice to the parties and no later than four weeks from said notice. At a hearing all parties concerned shall be entitled to call witnesses and present, within reason, other evidence of their choice. They may present their case personally, be represented by an advocate, or may submit the case to the committee on documents without personal appearance. The AC may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances.

10.7 JUDGMENT OF THE APPEALS COMMITTEE

After considering all material they deem relevant, the AC shall meet privately, reach its decision and prepare a written opinion. It may decide that the penalty or other decision of the PC be nullified, mitigated, affirmed, increased or a different penalty imposed, but shall not order a competition to be re-run. The committee shall order the return or forfeiture of appeal fees. The committee shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the PC decision is nullified.

10.8 PUBLICATION AND EFFECT OF DECISION

The SCCA will distribute all final NAC decisions, including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision shall have no right or action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the AC shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the AC shall be effective immediately as stated in its

decision.

10.9 BAD FAITH APPEALS

If the committee determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a breach of the Solo Rules and impose an additional penalty for said breach.

11. AWARDS

Awards shall be awarded to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations.

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 (e.g., six awards for 18 entrants).

12. AUTOMOTIVE DEFINITIONS

The following definitions shall apply to these Rules regardless of any other definitions or interpretations.

12.1 AUTOMOBILE (CAR)

A self-propelled land vehicle, running on at least four wheels, not in a line, which must be in contact with the ground when at rest.

12.2 SEDAN

A car capable of transporting four or more average-size adults in normal seating positions.

12.3 MODEL

A group of cars of a given make which have virtually identical bodies and chassis but are readily distinguished from other models of the same make by virtue of a major difference in body appearance and/or chassis design. The names by which the manufacturer designates these groups have no bearing on this definition even though two groups may be designated identically.

12.4 STANDARD PART

An item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or

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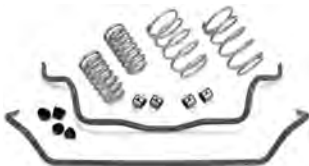
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12.5 TRACK

The distance between the centerlines of the wheels as competed without driver, measured as follows: From centerline to centerline of wheels. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two dimensions obtained are to be added together and divided by two to obtain the average. Measurements are to be taken at both front and rear of the wheels and averaged to compensate for toe in/out. Wheel rim width shall be measured at the base of the bead seat.

12.6 OPEN AND CLOSED CARS

- A. An open car is a convertible (with or without a full windshield), a targa-top-type car with less than a full windshield, or a t-top-type car with less than a full windshield.
- B. A closed car is one with a full roof, a targa top-type car with a full windshield, or a t-top type car with a full windshield.

12.7 FLOOR PAN

The floor pan is defined to include all surfaces which would support the driver's or passenger's feet, body, or seat in the original car, extending laterally from (but not including) door sill to door sill and longitudinally from (but not including) front bulkhead to rear bulkhead.

12.8 DRIVER/PASSENGER COMPARTMENT

The interior area of the car in which original driver control devices and all original seating were/are located.

12.9 WING AREA COMPUTATION

The area of a wing shall be computed by multiplying the width and depth of the wing without regard to the curvature of the wing. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation.

12.10 ACTIVE/REACTIVE SUSPENSION

A suspension system in which the weight of the car is carried or assisted by an actively adjustable/programmable medium such as a hydraulic or pneumatic ram.

12.11 TRACTION/STABILITY CONTROL

A system that adjusts engine power, braking force, or torque distribution when wheelspin, understeer, or oversteer is detected or predicted. Conventional limited slip differentials (e.g. viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but “active” differentials *and their controllers* are included.

12.12 MID-ENGINE

A mid-engine configuration is defined as one in which the engine is located behind the passenger compartment and in front of the rear axle.

12.13 BLOW-OFF VALVE (BOV) / POP-OFF VALVE (POV)

A device intended to limit maximum boost pressure in the engine inlet system by opening to vent the inlet system to the outside atmosphere when a preset boost value is reached.

12.14 COMPRESSOR BYPASS VALVE (CBV)

A device intended to allow a supercharger or turbocharger’s compressor output to recirculate back to the supercharger or turbocharger inlet when the throttle plate is closed. The purpose of this recirculation is to reduce boost lag when the throttle plate is reopened. A CBV is referenced to intake manifold vacuum and opens when manifold vacuum exceeds a preset value. It is closed under boost. CBVs installed by OEMs operate as described above. Some aftermarket CBVs vent to the atmosphere, and are marketed as Blow Off Valves or Pop Off Valves, although their operation is otherwise identical to the OEM CBVs.

12.15 SOLID REAR AXLE

A dependent rear suspension system in which the wheels are mounted at each end of a solid, or undivided, axle or axle housing; includes live axles and beam axles as found on both RWD and FWD cars.

12.16 VARIABLE VALVE TIMING (VVT)

Any system that dynamically alters the timing of valve events while engine is operating.

13. STOCK CATEGORY

Cars running in Stock Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Car models not specifically listed in any Stock Category class must have been produced, and must meet the above requirements and been sold through normal U.S. dealerships, in quantities of at least 1,000 in a 12- month period in order to be eligible for the Stock Category.

Except for modifications authorized below, Stock Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be totally complete and the resultant car must meet all requirements of this Section. *These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.*

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, etc.) may be used provided they are essentially identical to the standard parts (e.g. have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g. "Total Seal") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and

locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a 'higher performance' alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are not legal in Stock Category, except as specifically provided elsewhere in these rules.

Cars listed as eligible in and prepared to the current national Showroom Stock Club Racing rules are permitted to compete in their respective Solo Stock Classes. This does not include Showroom Stock cars with installations of post-factory "performance packages" otherwise known as "trunk kits". Neither Showroom Stock nor Solo Stock cars are permitted to interchange preparation rules. Showroom Stock cars may use tires which are eligible under current SS rules, even if they are not eligible in Stock.

Specific vehicle classifications are located in Appendix A of these rules.

13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules it is not allowed. It is not permitted to use illegal parts even if they have been set to stock specifications.

Refer to Appendix F for past clarifications of these rules.

13.2 BODYWORK

- A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks", a.k.a. "tie-down loops". Delayed shutdown devices such as the "Turbo Timer", which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g. a "Wink"), but does not allow the removal of the original mirror. "Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.
- B. *Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no purpose during the run other than real-time display and data recording.*
- C. Hood straps or fasteners may be added.
- D. Any fuel tank cap may be used.

- E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.
- F. 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.
- G. Spare tires, tools and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with 3.3.3.B.1.
- H. Roll bars and roll cages may be added (See Appendix C). It is strongly recommended that roll cages be constructed according to the GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. Roll bars may be welded in. A roll cage has more than four attachment points to the body or frame, or has bracing both fore and aft of the main hoop.
- I. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints. It may serve no other purpose (e.g., structural enhancement).
- J. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs may be removed to facilitate hitch installation.
- K. Tow bar brackets may be installed but may serve no other purpose.
- L. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

13.3 TIRES

Any tire which is OE on a car eligible for Stock Category may be used. Non-OE tires must meet the following requirements to be eligible for use in Stock category:

- A. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership.
No tire models are currently listed.
- B. No tire models will be approved for competition during the rest of the year after April 30 of each calendar year. Each eligible tire model must meet all requirements of Section 13.3 by April 30, and must continue to meet them thereafter. A tire model will normally be determined by the designation in the Tire Guide. However, any of the following changes or similar changes (as

determined by the SEB) will also be considered to represent a new model for eligibility purposes, even if the designation does not change: change of tread pattern at either full or partial tread depth; characterization by the manufacturer or distributor of a tire as “new” after April 30.

A tire model which was previously allowed by these rules continues to be legal until specifically disallowed. This follows years of precedence on eligibility for discontinued tire models.

If a manufacturer reintroduces a tire model which was previously discontinued, that tire will be considered a new model. Therefore, it will have to meet the rules specified in SR Section 13.3 including the April 30 introduction date.

- C. The model of tire must be listed in a current or previous two years of the Tire Guide and Tread Design Guide, or otherwise be approved by the SEB. The tire model must have Department of Transportation approval.
- D. Within each tire model, the sizes which are available must be equally available to all competitors. Tire model variations differing from standard specification, delivered only on a limited basis, or only to selected competitors, may not be used.
- E. No racing tire or recap (on any casing) may be used. *Siping or re-grooving of tires is not permitted.*
- F. Each tire model must be sold in at least four rim diameters, with a total of at least six sizes.
- G. Tire must fit the allowable wheels and fender wells without modification.
- H. Each tire must have non-zero measurable tread depth (i.e., points where it is possible to obtain positive measurement values) as described in Section 3.3.3.B. Tires may not have cord visible at any time during competition.

13.4 WHEELS

Any type wheel may be used provided it complies with the following: it is the same width and diameter as standard, and as installed (including wheel spacers if applicable) it does not have an offset more than ± 0.25 inch from a standard wheel for the car. The resultant change in track dimensions is allowed.

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, and/or bolt length may be changed.

Vehicles equipped with rims having metric specifications may use alternate rims as determined by using the following procedure:

Diameter: converting the metric measurement to inches and using the nearest smaller inch diameter rim.

Width: converting the metric measurement to inches and using the nearest smaller 1/2-inch width rim. Offset and track must still comply with the requirements of this section.

13.5 SHOCK ABSORBERS

- A. The make of shock absorbers may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:
1. No more than two separate external shock damping adjustment controls. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g. via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.
 2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers.
 3. Adjustable spring perches are allowed, but the spring load-bearing surface must be in the same location relative to the shock mounting points as on the standard part. Shims may be used to achieve compliance.
 4. The fully extended length must be within plus or minus one inch of the dimension of the standard part.
 5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of 13.5. Non-standard electronically controlled shocks are not allowed.
- B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

- C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met: (1) the enlarged hole must remain concentric with the original configuration; (2) the enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate); (3) neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

A bonded shock bushing/plate assembly is considered a shock mount assembly and not a bushing. It may not be replaced with an aftermarket performance part. It is not permissible to replace the bonded bushing material.

- D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.
- E. A hole may be added through the bodywork to route the line from the reservoir to the shock absorber body. Such holes may serve no other purpose.
- F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

13.6 BRAKES

- A. The make and material of brake linings may be changed.
- B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model

year 1992.

- C. Alternate brake bleeder fittings such as "Speedbleeders" are permitted. They may serve no other purpose.

13.7 ANTI-ROLL (SWAY) BARS

- A. For front anti-roll (sway) bars:
 - 1. Substitution, addition or removal of any front anti-roll bars is permitted.
 - 2. Substitution, addition or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.
 - 3. The use of any bushing material is permitted.
 - 4. No modification to the body, frame or other components to accommodate anti-roll bar addition or substitution is allowed, except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.
- B. Rear anti-roll (sway) bars may not be removed, replaced, or modified in any way.

13.8 SUSPENSION

- A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened or collapsed. Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest, and may use a camber compensator. Spring perches may not vary from the OE shape within the working part of the perch.
- B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters, if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual for non-competition purposes.
- C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.
- D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections

12.4 and 13.0.

- E. If authorized by the manufacturer, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

13.9 ELECTRICAL SYSTEM

- A. The make of spark plugs, points, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor.
- B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.
- C. Ignition settings may not be adjusted outside factory specifications.
- D. No changes are permitted to electronic engine management systems or their programming.

13.10 ENGINE AND DRIVE TRAIN

- A. The engine air filter element may be removed or replaced. A replacement element which is taller than standard may not be used to hold the air cleaner cover open. No other components of the air induction system may be removed, replaced or modified.
- B. Engines may be rebored to the manufacturer's first standard overbore, not to exceed 0.020". Sleeving is allowed to repair to the standard bore. Only OE-type standard or first overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.
- C. Rotating and reciprocating parts may not be balanced.
- D. Port matching is not allowed.
- E. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted provided the system meets the requirements of 3.5. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the

system must be operable. *Replacement catalytic converters must be OE.*

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

- F. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.
- G. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the PCV system is not altered.
- H. A scattershield may be added. This does not permit bell housing substitutions.
- I. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.
- J. Silicone replacement hoses are permitted as alternate components, provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.
- K. A device for locking out reverse gear may be used.
- L. Limited-slip differential, transmission and differential ratios, clutch mechanisms and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.
- M. Any oil or grease, including synthetic, is permitted.
- N. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.
- O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.

14. STREET TOURING CATEGORY

The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports sedans equipped with common suspension, engine, and appearance modifications which are fully legal and compatible with street use anywhere in the country. "Dress-up" items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.

Vehicles eligible for this category must meet the Stock category eligibility requirements, and include all coupes/sedans with a minimum of four seats and four seat belts, that are non-sports car based with a maximum engine displacement of 3.1 liters, are normally aspirated; and the small-displacement turbocharged sedans referenced in Appendix A. No limited slip differentials are permitted except for factory standard viscous coupler type units.

A sports car based vehicle would include those that are 2 + 2 variants of 2 seat sports cars. As a guideline, eligible cars would typically come from the D, F, G or H-Stock classes. Note that 3.2 'VEHICLE CLASSIFICATION', also applies to the Street Touring Category, including adding or removing cars from the exclusion lists.

Vehicle eligibility lists are now in Appendix A.

Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the ST concept which meets their local needs.

If these rules contain errors, oversights, or omissions, the Solo Events Board and the National Office will make the necessary corrections through the use of Technical Bulletins in the official SCCA publication at the earliest possible date.

See Sections 3.8 and 8.3 for documentation requirements.

14.1 AUTHORIZED MODIFICATIONS - STS

- A. All Solo Rules Stock Category allowances, plus all allowances contained in 14.1 through 14.10.
- B. Air conditioning systems may be removed in whole or in part. This rule should not be interpreted to allow modification of the heater system.

14.2. BODYWORK

- A. Pedal kits and other interior cosmetic accessories may be added.
- B. The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered: The top of the seat, or an attached headrest, may not be



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below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added.

- C. *Factory rub strips, emblems, and mud flaps may be removed.*
- D. Alternate steering wheels are allowed except that steering wheels with an integral airbag may not be changed.
- E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. Flares that are part of body kits may be attached to the stock fenders. Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The intention is to permit fitting the maximum allowable tire size, and the modifications may serve no other purpose (e.g. air intake, brake ducts, etc.). No other changes to the stock fenders or wheel wells are permitted.
- F. Addition of spoilers, splitters, body kits, rear wings and non-functional scoops/vents is allowed. The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds. Body kits are limited to bumper covers, valances, side skirts, and fender flares. Standard parts may not be removed except for the substitution of spoilers, rear wings, bumper covers and valances. Rear wings must attach only aft of the rear wheel centerline.

The allowances regarding wings and spoilers only allow swapping like for like if the original device was not an OE option as configured by the factory, i.e. a spoiler for a spoiler or a wing for a wing. If a vehicle is available without a wing or spoiler from the manufacturer then either can be installed.

Total surface area of all spoilers, splitters and rear wing may not exceed 5 square feet as seen from above (see 12.9). Substitution of rear spoilers or wings must retain any original third brake light functionality unless otherwise equipped. No underbody panels may be added or substituted. The drilling of holes for the purpose of mounting these pieces is permitted.

- G. Strut bars are permitted with all types of suspension. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. No other configuration is permitted. Additional holes may be drilled for mounting bolts. Only bolt-on attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or

unibody beyond the allowed mounting holes.

14.3 TIRES

Tires must meet the eligibility requirements of the Stock category (excluding 13.3.F), with the following additional restrictions:

- A. Tires may have widths up to and including 225.
- B. Tires must have a minimum tread wear rating of 140.
- C. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa

14.4 WHEELS

- A. Any wheels up to 7.5" in width that fit over stock brakes.

14.5 SHOCK ABSORBERS

- A. Shock absorber bump stops may be altered or removed.
- B. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added, or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as Stock. No shock absorber may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel.

14.6 BRAKES

- A. Cross drilled and/or slotted brake rotors are permitted, same size and type as standard.
- B. Brake lines may be substituted with alternate DOT approved flexible brake lines.
- C. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. They may serve no other purpose.

- D. Original equipment ABS braking systems may be electrically disabled, but may not be removed or altered in any other way.

14.7 ANTI-SWAY BARS

Substitution, addition, or removal of any anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. Components such as anti-roll bars and strut housings that serve dual purposes by also functioning as suspension locators may not be modified in ways that change the suspension geometry or steering geometry. Non-standard lateral members which connect between the brackets for the bar, *including allowed strut bars per 14.2.G, are permitted.*

14.8 SUSPENSION

- A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (coil, leaf, torsion bar, etc.) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered, and their position may be adjustable. Spacers are allowed above or below the spring. Suspension bump stops may be altered or removed.
- B. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing), or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the Stock bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.
- C. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling

of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.

- D. Differential mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.
- E. Transmission mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Transmission position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of metal found in a standard mount for the particular application. Solid metal mounts are specifically prohibited.
- F. Steering rack bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.
- G. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in 14.5.B. Caster changes resulting from the use of camber bolts are permitted.
- H. *Solid* axle suspension allowances:
 - 1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or DeDion to the chassis, which controls lateral suspension location) is permitted.
 - 2. Traction bars or torque arms may be added or replaced.
 - 3. A Panhard rod may be added or replaced.
 - 4. The upper arm(s) may be removed, replaced, or modified, and the upper pickup points on the rear axle housing may be relocated.
 - 5. The lower arms may not be altered, except as permitted under 14.8.C, or relocated. Methods of attachment and at-

tachment points are unrestricted, but may serve no other purpose (e.g. chassis stiffening). This does not authorize removal of a welded-on part of a subframe to accommodate the installation.

- I. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:
 1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
 2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by paragraphs 14.8.B, C, or G may be used, but not both.
 3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
 4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of 14.8.B. Intermediate mounting points (e.g. shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

Note: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 88+ Honda Civic/Integra, Neon, E36 BMW, and most "multi-link" and are covered by 14.8.I.1.

- J. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the stock location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.
- K. Changes in alignment parameters that result directly from the use of the allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing that meets the restrictions of 14.8.B are allowed,

including those resulting from a change in the pivoting action to:

- (1) about the mounting bolt, or
 - (2) about the bushing itself.
- L. Subframe mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

14.9 ELECTRICAL SYSTEM

- A. The make, model number, and size of the battery may be changed but not its voltage. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed, or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer cables may be substituted to permit relocation. The number of battery or batteries may not be changed from stock. The area behind the rearmost seat is not considered to be within the passenger compartment.
- B. The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. Holes may be drilled for mounting only. This does not permit the use of electrical enhancement components such as condensers, voltage controllers, etc.

14.10 ENGINE

Engine and transmission must remain unmodified, including emissions equipment, except as noted below. *All emissions monitoring system hardware and software must be operationally functional as originally intended by the manufacturer. Tampering with emissions system software and/or hardware to create or cloak non-compliance is not permitted. Some examples of emissions system tampering are O2 foolers, disabling or deactivating Check Engine Light (CEL) code indication, backdating ECU internals from OBD2 to OBD1, etc.*

- A. Internal baffling of oil pans may be added or modified. Addition or modification of windage trays, crankshaft scrapers, and oil pump pickups is not allowed.
- B. Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.
- C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified

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15x7	12.6
17x7	13.7-14.6
17x8	15.0-15.5
17x9	16.0
18x7.5	15.9-16.8
18x8	16.5-17.2
18x9	18.4-19.2



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17x7	15.5-16.2
17x8	16.7-18.0
18x7	16.5-17.5
18x8	18.4-19.0
18x9	19.4-20.8
19x8	20.0-20.6
20x8	22.0-22.5
20x8.5	22.5-25.0
20x10	24.5-25.5
20x11	26.0-27.0



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for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve, or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

- D. Exhaust manifolds and headers may be replaced with alternate units which are emissions-legal. Relocation of the oxygen sensor on the header is permitted. Alternate oxygen sensors, including heated types, are permitted. This allowance does not permit relocation of the catalytic converter (see 13.10.E). Exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components.
- E. *Catalytic converters may be replaced by aftermarket units. Replacements must:*
 - 1) *Be certified for use in that vehicle application by the manufacturer or reconditioner,*
 - 2) *Bear correct EPA-mandated labeling,*
 - 3) *Be of the OE quantity and type (i.e. oxidation, three-way, etc.) and*
 - 4) *Be used in the same location(s) as the OE converter(s).**This does allow for high performance replacements, provided they meet all restrictions herein.*
- F. The engine management system parameters and operation may be modified only via the methods listed below. Any and all modifications must meet or exceed the applicable *EPA tailpipe* emissions standards for the year, make, and model of the car. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited.
 - 1. Reprogrammed ECU (*via hardware and/or software*) may be used in the standard housing. Traction control parameters may not be altered. Altered engine controllers may not alter boost levels in forced induction engines.
 - 2. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.

3. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
 4. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
 5. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.
 6. All *ST* vehicles must comply with the *EPA* tailpipe emissions test requirements as a minimum.
- G. Any mechanical shift linkage may be used.
- 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, 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.
- I. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic function.
- J. Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. The volume of metal in a replacement mount may not be increased relative to the volume of metal found in a stock mount for the particular application. Solid metal mounts are specifically prohibited. Any non-metallic inserts may be used.
- Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part, or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type. No solid mounts may be substituted.)

14.11 STS2

STS2 follows the STS rule set, but the eligible cars will be restricted to two-seaters with engine displacements of 1.9 liters or less. This class includes a number of popular vehicles, including the Honda CRX and del Sol, Mazda Rx-7 (non-turbo, '79-'92) and Miata ('90-

'97), Toyota MR2 ('85-'89), as well as other similar vehicles. STS category rules 14.1 to 14.10 apply. Further, as in STS, only original equipment viscous limited-slip differentials are legal in STS2. Excluded vehicles include Lotus (all), Mazda Miata ('99+), and Toyota MR2 ('91-'95 and '00+).

14.12 STX

The STX class expands the vehicle eligibility limits beyond those specified for STS, and adds a limited number of allowed modifications. The allowances are as follows:

1. All allowances in STS carry over, including street tires, emissions, etc.
2. All restrictions regarding body type carry over.
3. Engine size allowance: up to 5.1, normally aspirated and 2.0, forced induction (single turbo or supercharger).
4. Rim restriction: maximum width of 8", diameter/offset unrestricted. Tire restriction: max width 245 mm.
5. Only standard (as defined in Section 12.4) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket LSD may be added. 2WD vehicles may use any LSD unit.
6. *Any* high flow catalytic converter(s) are allowed, but must attach within six inches of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter.
7. Brake rotors may be replaced with any rotor of equal or larger diameter made from a ferrous or aluminum alloy. Calipers are unrestricted, but must mount to the original attachment points. Drum brakes may be replaced with disk brakes of a diameter equal to or greater than the inside diameter of the standard drum part. Brake backing plates (dust shields) may be modified the minimum amount necessary to accommodate allowed alternate rotors and calipers.
8. Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.
9. Additionally excluded cars: Audi S4 V8 ('04+), BMW M3 (E36 and E46), BMW M5 (all), Mazda RX-8, Mitsubishi Evo ('03+), Subaru WRX STi.

14.13 STU

STU follows the STX rule set, but raises the displacement limit for otherwise STX-legal vehicles to 3.1 liters for forced induction and to unlimited displacement for natural aspiration. Restrictions on wheel width are lifted and the maximum tire width is increased to 275 for FWD or RWD vehicles (but remains at 245 for AWD vehicles). Other than these limited exceptions, the STX ruleset as described in 14.12 applies. This class extends the Street Touring concept to cars including the Audi S4, BMW M3 (E36), Chevrolet Camaro, Dodge Neon SRT-4, Ford Mustang, Mazda RX-8, Mitsubishi Evo ('03+), Pontiac Firebird and GTO, Subaru WRX STi, Volvo S60R, and Toyota Supra. Excluded vehicles include the BMW E46 M3 and E39 M5.

15. STREET PREPARED CATEGORY

Cars running in Street Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars not specifically listed in Stock or Street Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12 month period to be eligible for Street Prepared Category.

A vehicle may compete in Street Prepared Category if the preparation of the vehicle has not exceeded the allowable modifications of Stock Category, except as specified below. However, the distinction between different years/models used in Stock Category does not apply in Street Prepared Category. Example: Porsche 911 models that are listed on the same line are considered the same.

Cars listed as eligible in and prepared to the current national Improved Touring rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.

Cars listed as eligible in and prepared to the current American Sedan road race rules are permitted to compete in Class B Street Prepared. Neither Street Prepared nor American Sedan cars are permitted to interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.

Cars listed as eligible in and prepared to the current national Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.

Cars listed as eligible in and prepared to the current national Street Touring (ST) class rules are permitted to compete in their respective Street Prepared classes, with the additional allowance that they may use any tire which meets the requirements of 15.3 and fits on the ST-legal wheels and within the ST-legal bodywork.

Cars eligible for the current Spec Miata rules are permitted to compete in class D Street Prepared, with the additional allowance

that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata allowed wheels and within the allowed bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.

While the rules of the Street Prepared Category have remained essentially the same, the laws governing various aspects of street-driven vehicles have changed over time. The original concept of this category as made up predominantly of street-driven vehicles has been rendered inappropriate. The SCCA does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

See Sections 3.8 and 8.3 for documentation requirements.

Specific vehicle classifications are located in Appendix A of these rules.

15.1 AUTHORIZED MODIFICATIONS

- A. All Allowable modifications permitted in Stock Category are allowed.
- B. Street Prepared vehicles may only be modified in excess of Stock Category rules in the following ways. Any modification not specifically authorized by the Stock Category or Street Prepared rules is prohibited. No unauthorized modifications are permitted in order to accommodate authorized modifications (e.g., non-stock hood scoops or holes necessary for carburetor clearance). Structural modifications, such as the addition of members known as “jacking rails”, are not permitted unless specifically authorized herein.
- C. Equipment and/or specifications may be exchanged between different years and models of a vehicle if (a) the item is standard on the year/model from which it was taken, and (b) the years/models are listed on the same line of Appendix A (Street Prepared Classes). The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined or otherwise changed to facilitate the updating/backdating allowance. Standard factory installation methods, locations, and configurations are allowed. The updating and/or backdating of engines, transmissions or transaxles must be done as a unit; component parts of these units may not be interchanged. Cars not listed in the Street Prepared sections of Appendix A may not

be updated/backdated until approved by the SEB and published in the official SCCA publication.

- D. Alternate computer control modules may be used whenever an equivalent change to the conventional system is allowed. For example, alternate computer module control of ignition settings or fuel injection is allowed.
- E. Air conditioning systems may be removed in whole or in part. This rule should not be interpreted to allow modification of the heater system.
- F. On all forms of suspension, camber/caster adjustment within factory specifications may be achieved by the use of shims or eccentric bushings. The intent of this allowance is to permit cars to be restored to within factory-allowed specification ranges, not to provide an additional method beyond those permitted in Section 15.8 to obtain alignment settings beyond the factory specifications.

Refer to Appendix F for past clarifications of these rules.

15.2 BODYWORK

Vehicles may only exceed the allowances of 13.2 as specified herein.

- A. Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the *chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead)*. Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified for tire clearance and for installation of fender flares as allowed herein.
- B. *Factory rub strips, emblems, and mud flaps may be removed*
- C. Strut bars are permitted with all types of suspension. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. No other configuration is permitted. Only bolt-on attachment is permitted. Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

- D. Subframe mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.
- E. *Longitudinal (fore-aft) subframe connectors ("SFCs") are permitted with the following restrictions:*
1. *They must only connect previously unconnected boxed frame rails on unibody vehicles.*
 2. *Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).*
 3. *SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.*
 4. *No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.*
 5. *No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.*
 6. *SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.*
- F. *The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 20 pounds and must be attached using the standard body mounting holes/studs. Additional mounting points may be added. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements.*
- G. Any steering wheel may be used. An alternate wheel which replaces an airbag-equipped wheel is not required to have an airbag. An alternate wheel is not required to have a horn button.
- H. Driver and front passenger airbags may be electrically disabled but not removed.

I. *Spoilers/splitters* and cosmetic trim pieces are permitted. Side skirts may not be used. *Spoilers/splitters* must comply with the following subsections. The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds.

1. A *spoiler/splitter* may be added to the front of the car below the bumper. It may not extend rearward beyond the front most part of the front wheel well openings, and may not block normal grille or other openings, or obstruct lights. *Splitters may not protrude beyond the bumper*. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing.

2. A spoiler may be added to the rear of the car provided it complies with either of the following:

a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.

b) It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

J. Roll bars must comply with Section 13.2.H in Stock category. Roll cages must comply with the following:

1. The roll cage need not be removable. It shall be bolted or welded to the car.

2. The cage shall attach to the car at no more than 8 points, consisting of the basic cage with 6 attachment points, and 2 additional optional braces.

3. The forward part of the cage shall be mounted to the floor of the vehicle. If used, the 2 optional braces referred to in (2) shall be mounted, one on either side, from the forward section of the cage to the firewall or front fender wells. No braces

shall pass through the front firewall.

Installation of roll cages in Street Prepared cars must follow the same standards for interior modifications to accommodate the cage installation as those which are applicable to Showroom Stock *or Touring* cars in Club Racing.

- K. The use of a fuel cell which complies with GCR requirements is permitted, provided all of the following additional restrictions are met:
 - 1. The capacity of the cell may differ by no more than 20% from that of the original tank.
 - 2. The location of the cell may differ from that of the original tank by no more than six inches in any direction.
 - 3. The car meets all applicable Club Racing Time Trials safety standards, including those for rollover protection and the installation of a fire extinguisher.
- L. Fuel tank changes are permitted only as allowed under 15.1.C and 15.2.J. No additional tanks or reservoirs may be used.
- M. Accelerator, brake, and clutch pedals may utilize substitute covers of unrestricted origin, shape, and size, provided they meet the following requirements: covers must be securely attached, provide a non-slip surface, not interfere with each other's operation, and must be deemed safe at Tech Inspection.
- N. The OE radio may be removed. The OE sound system components, except wiring, may be removed. Any visible holes which result from the removal of such equipment must be covered.
- O. Sunroof-equipped cars may be converted to a solid-roof configuration provided a model without a sunroof is listed on the same line in Appendix A.

15.3 TIRES

Tires must meet the eligibility requirements for Stock Category with the following exception: the list of non-eligible tires in Section 13.3.A is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.

15.4 WHEELS

Vehicles may only exceed the allowances of 13.4 as specified herein.

- A. Wheels of any diameter, width, or offset may be used. Aftermarket wheels may be modified to install OE tire pressure sensors.
- B. Wheel spacers are permitted. Wheel studs and knock-off wheel

drive pegs may be changed in length and diameter. Wheel bolts may be replaced with studs and nuts.

15.5 SHOCK ABSORBERS

Vehicles may only exceed the allowances of 13.5 as specified herein.

- A. Shock absorber bump stops may be altered or removed.
- B. On cars with lever-type shock absorbers, a tube-type shock absorber may be added. If the lever-type shock serves no other purpose, it must be removed. If the lever-type shock serves any other purpose, it must be retained.
- C. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as Stock. No shock absorber may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel. This allowance differs from Improved Touring Allowance 9.1.3.D.5.b.1.

15.6 BRAKES

Vehicles may only exceed the allowances of 13.6 as specified herein.

- A. Any brake line, single or dual master cylinder, vacuum brake booster, or brake proportioning valves may be used. This does not allow multiple separate cylinders, but does allow for any single, dual-circuit cylinder. "Safety brakers" and units such as the "Brake Guard System" are permitted. ABS braking systems may be disabled, but not removed; brake boosters may be removed or added. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.
- B. Cross-drilled and/or slotted brake rotors may be used, provided the replacement rotors have the same dimensions as standard rotors and are of a standard-type construction and of ferrous metallic material. This does not permit the use of a two-piece

hat/rotor assembly unless the standard configuration is two-piece.

15.7 ANTI-ROLL (SWAY) BARS

Vehicles may only exceed the allowances of 13.7 as specified herein.

Substitution, addition, or removal of any anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. This does not authorize removal of a welded-on part of a subframe to accommodate the installation, or the cutting of holes to route the bar or links. Non-standard lateral members which connect between the brackets for the bar, *including allowed strut bars per 15.2.C*, are permitted.

The bar may serve no other purpose which is not explicitly permitted elsewhere herein. Components such as anti-roll bars and strut housings which serve dual purposes by also functioning as suspension locators may not be modified or substituted in ways which change the suspension geometry or steering geometry, and may not be installed in positions (e.g. upside down) other than that of the original configuration.

15.8 SUSPENSION

Vehicles may only exceed the allowances of 13.8 as specified herein.

- A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers which alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (coil, leaf, torsion bar, etc.) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered, and their position may be adjustable. Spacers are allowed above or below the spring.
- B. Suspension bump stops may be altered or removed.
- C. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing), or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the Stock bushing accommodated multi-axis motion via compliance of the

component material(s), the replacement bushing may not be changed to accommodate such motion via change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position. Differential mount bushings are not considered to be suspension bushings and are not covered by this allowance.

- D. Differential mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.
- E. Steering rack bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.
- F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut, and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted, but the center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.
- G. Camber bolts may be installed, providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.
- H. *Solid* axle suspension allowances:
 - 1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or De Dion to the chassis, which controls lateral suspension location) is permitted.
 - 2. Traction bars or torque arms may be added or replaced.
 - 3. A panhard rod may be added or replaced.
 - 4. The upper arm(s) may be removed, replaced, or modified,

and the upper pickup points on the rear axle housing may be relocated.

5. The lower arms may not be altered, except as permitted under 15.8.C, or relocated.

Methods of attachment and attachment points are unrestricted, but may serve no other purpose (e.g. chassis stiffening). This does not authorize removal of a welded-on part of a subframe to accommodate the installation.

- I. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the stock location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.
- J. Changes in alignment parameters which result directly from the use of allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing which meets the restrictions of 15.8.C are allowed, including those resulting from a change in the pivoting action to (a) about the mounting bolt, or (b) about the bushing itself. Eccentric bolts are permitted for suspension adjustment only if they are as specified by the factory, per the last paragraph of 13.8.

15.9 ELECTRICAL SYSTEM

Vehicles may only exceed the allowances of 13.9 as specified herein.

- A. *Any ignition setting, adjustment, or system may be used, subject to the requirements of 15.10.D. This does not prohibit the use of 'two-step' rev limiters used when the car is stationary.*
- B. The make, model number, and size of the battery may be changed but not its voltage.
- C. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed, or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer cables may be substituted to permit relocation. The number of battery or batteries may not be changed from stock. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is considered to be within the passenger compartment.
- D. Any starter, generator or alternator may be used in the original position. An alternator or generator must have an electrical

output equal to or greater than the original equipment unit. Any generator or alternator pulley and belt of the same type as standard may be used (see 15.10.Y).

- E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed.

15.10 ENGINE AND DRIVE TRAIN

Vehicles may only exceed the allowances of 13.10 as specified herein.

- A. Engines must retain standard type lubricating system, but may have any oil pan (Accusump-type systems allowed), oil pump and pickup, oil coolers, oil or fuel filters. Fuel filters must be of automotive type and may serve no other purpose; a substituted fuel filter may not be used as a reservoir. Substituted fuel filters may not exceed one quart total capacity. A permitted oil cooler may be positioned in an opening in an allowed spoiler, provided no unauthorized modifications are made in order to perform the installation.
- B. Heat shields may be added.
- C. Induction allowances are as follows:
 - 1. Carburetors, fuel injection, and intake manifolds are unrestricted, *subject to 15.10.D*. Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted, but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be re-moved as well.
 - 2. Except for standard parts as defined in these rules, the external use while on course of liquids, ice, dry ice, refrigeration systems, vaporized compressed gases, etc. to reduce the temperature of the intake air charge is prohibited. Wrapping of intakes with liquid-soaked fabric is not permitted.
 - 3. As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (known as "intercoolers" or "charge air coolers (CACs)") are unrestricted in size and configuration. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere, except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation.
 - 4. Turbochargers and/or superchargers ("forced induction") may not be added, changed, or modified (*this does not allow ceramic coating of turbochargers*). On vehicles originally equipped with forced induction:

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- a) No hardware changes or alterations to turbocharger(s) or supercharger(s), in size or number, are permitted. Turbochargers or superchargers may be updated/backdated only in conjunction with the accompanying complete engine unit.
- b) No changes are allowed to waste gate(s) size, number, or location. No changes are allowed to variable-geometry-turbine (VGT) hardware.
- c) No changes are allowed to supercharger drive system pulleys. Belt tensioners may be added/changed to reduce belt slip.
- d) No changes are permitted to blow-off/pop-off valves.
- e) Compressor bypass valves (CBVs) are considered part of the air intake system, and may be replaced or updated/backdated independently of the other components of a forced induction system.
- f) Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be altered or modified except as prohibited herein. Boost pressure changes resulting from authorized changes are permitted.

D. Traction and/or stability control systems, as defined in 12.11, must be standard parts at standard settings, or electronically disabled.

E. Air cleaner(s) may be changed or removed, velocity stacks may be added.

F. Emission control devices may be modified or removed. This permits the oil filler cap to be modified or substituted, but does not allow valve covers or cam covers to be altered to install a breather or for any other purpose.

G. Intake water injection systems are allowed.

H. Fuel lines and pumps are unrestricted except as specified herein, as long as they do not pose a safety hazard. Fuel lines may be no larger than 1/2" i.d. and may only connect to the original fuel tank or allowed fuel cell. They may be no longer than necessary for reasonable and safe installation, and may serve no other purpose. A single fuel feed line may be used. A single fuel return line may be used, and a fitting for connecting it may be added at or near the top of the fuel tank. This does not authorize "cool-cans".

I. Exhaust manifolds and muffler systems are free, except that they must be quiet and terminate behind the driver. Exhaust heat shields may be removed. Rear- and mid-engine cars without exhaust headers/manifold systems may use any exhaust system

that meets the requirements of 3.5. This permits the removal of "heater boxes" in order to install headers on such cars.

- J. Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of metal found in a standard mount for the particular application. Solid metal mounts are specifically prohibited. Any non-metallic inserts may be used.

Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part, or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type. No solid mounts may be substituted.)

If one or more non-OE engine mounts are used, 15.10.J does not apply and a torque suppression device may not be used.

- K. One bolt-on torque suppression device may be used. A torque suppression device attaches from the engine to the body, frame, or subframe in one location, and controls engine movement at that location along a single axis only. It may serve no other purpose.

Examples of permitted devices:

- 1) a chain
- 2) a rod with spherical bearings at each end.

Examples of devices not permitted:

- 1) any link which confines movement along more than one axis.
- 2) an engine mounting plate, or one or more plates rigidly bolted between the engine and the frame.

Holes may be drilled to mount a torque suppression device. The installation may not include the welding of any plate(s) to the bodywork or to the motor mount(s), nor may it include multiple non-parallel links.

If a torque suppression device is used, 15.10.I does not apply and replacement engine mounts may not be used.

- L. The engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed. Flex fans are not allowed.
- M. Transmission mounts may be replaced, but must attach in the

factory location(s) without additional modification or changes. Transmission position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of metal found in a standard mount for the particular application. Solid metal mounts are specifically prohibited.

- N. On two-cycle engines, the ports must be of standard heights, size and configuration; crankcase volume and reed plates must not be altered.
- O. Any metal clutch assembly, metal flywheel or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g. clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Minor repositioning of the clutch slave cylinder is allowed to accommodate the alternate clutch, but the unit may not be relocated and the repositioning may serve no other purpose. This allowance does not permit the substitution of slave cylinders or the use of non-original methods of clutch actuation (e.g. pull type versus push type).
- P. Any mechanical shift linkage may be used.
- Q. Limited slip differentials are permitted. This permits locked differentials, either by design, welding, or mechanical means. Differential cases, internal differential parts, and axle stubs may be machined as required for clearance and installation to the extent that material may only be removed, not added, and the exterior of the case may not be altered in any way. This machining may serve no other purpose.
- R. Cylinders may be rebored to no more than .0472 in. over standard bore and the appropriate standard oversize piston may be substituted. This overbore dimension is an absolute limit; no additional tolerance is permitted to accommodate wear. Cast or forged, non-stock pistons of the same dimensions and configuration as original equipment pistons may be used. Additionally the replacement pistons must be of the same weight or greater as the original equipment pistons. Replacement pistons must match OE piston configuration exactly including quench area. The allowance for the use of aftermarket forgings vs. OE castings does not permit alternate piston dome designs. This allowance does not permit alternative ring configurations.
- S. Rotating and reciprocating parts may be balanced but not lightened.
- T. Intake and exhaust ports and manifold openings may be matched provided no change is made more than one inch from the port/manifold interface. Material may be removed to facilitate port matching, but no material may be added.

- U. Any transmission oil cooler may be used.
- V. The engine cylinder head(s) may be milled only to that amount specified in the manufacturer's workshop manual. If no amount is specified then a maximum of 0.010 in. may be milled.
- W. Axle/halfshaft and driveshaft retention/location devices may be installed for safety reasons to control the motion of attached shafts upon the failure of a coupling or universal joint. They may serve no other purpose.
- X. 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.
- Y. 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, and crankshaft drive pulleys). Supercharged cars are excluded from this allowance. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed, such as smog pumps and air conditioning compressors. They may serve no other purpose.
- Z. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).

15.11 OUT-OF-PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.

THE **TIRE RACK**[®]
Performance Specialists

SSR



TYPE C/TYPE C-RS *Anthracite or Black*

Size Weight (lbs)

14x6.....7.5	18x7.5.....17.0
15x6.....8.8	18x8.....17.5-18.4
15x7.....9.5	18x8.5.....18.5-19.0
16x6.5.....11.5-12.0	18x9.5.....18.5-19.6
16x7.....11.0-12.0	18x10.5.....20.0
16x7.5.....11.0-12.0	18x11.....20.2
17x7.5.....14.5-15.5	18x13.....22.0
17x8.....15.0-16.5	19x8.....19.0-19.5
17x8.5.....16.4-16.5	19x8.5.....20.5-21.0
17x9.....16.5	19x9.5.....21.0-21.5
17x9.5.....16.5	19x10.5.....22.5



TYPE F/TYPE F-RS *Bright Silver or Black (Shown with optional center cap)*

Size Weight (lbs)

15x6.5.....TBD	18x8.5.....18.6-19.3
15x7.....9.4-9.7	18x9.....TBD
16x6.5.....11.3-11.9	18x9.5.....TBD
16x7.....11.0-12.1	18x10.....TBD
17x7.5.....14.6-15.8	18x10.5.....20.0
17x8.....15.1	19x8.....20.2
17x8.5.....16.2-17.1	19x8.5.....TBD
17x9.....TBD	19x9.5.....TBD
18x7.5.....17.4-17.8	19x10.....TBD
18x8.....TBD	19x10.5.....TBD



16. STREET MODIFIED CATEGORY

A. PURPOSE

To serve as a membership recruitment and retention tool by providing a natural competition outlet for auto enthusiasts using streetable sport sedans equipped with drivetrain and suspension modifications that are beyond those allowed in the Street Prepared category.

B. CLASSES

1. Street Mod (SM), a class for sedans/coupes as described below.
2. Street Mod 2 (SM2), a class for two seat cars and selected sedans/coupes as described below.
3. Regions are encouraged to use the basic Street Mod rules for a class or class(es) beyond those indicated below if they have a local demand.

C. VEHICLE ELIGIBILITY

1. STREET MOD (SM): All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based).

a. Sample Vehicles:

Chrysler: Neon, Stratus/Breeze
Ford: Contour, Escort, Probe, Mustang
General Motors: Cavalier, Sunfire, Camaro
Honda: Civic, Accord, Integra
Hyundai: Elantra, Tiburon
Mazda: Protege, MX-6, 626
Nissan: Altima, Sentra
Toyota: Celica, Corolla, Camry
VW: Golf, Jetta

b. Sample Excluded Vehicles:

Porsche, all
Datsun Z car 2+2
Honda CRX
JDM-spec cars
MGB GT
Triumph, all

2. STREET MOD 2 (SM2):

- a) All two seat cars, including the types of cars listed above in 16.C.1.b, which are not excluded below.
- b) All SM eligible sedans/coupes excluded from SM for failure to meet weight requirements.

- c) Excluded Vehicles: Lotus (all except Elise, Exige, Esprit), two seat cars not eligible for the Street Prepared category.

See Sections 3.8 and 8.3 for documentation requirements.

16.1 ALLOWED MODIFICATIONS

- A. All Stock, Street Touring, and Street Prepared modifications are authorized. Except as noted by these rules and the referenced rules, vehicles must be as originally delivered including all road going components such as lights, wipers, interior, heater, etc.
- B. Competitors may pick and choose between all Stock, Street Touring, Street Prepared, and Street Modified allowances when preparing an SM car. Apparent conflicts between inherited rule sets from 16.1.A shall not prohibit any specific inherited allowance. Allowances inherited from 16.1.A may not incorporate SM-specific allowances. Foreign spec parts may not be used to substitute for parts which are required to remain stock.
- C. Brakes, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS systems, proportioning valves, etc. are unrestricted. Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, per 12.4, are exempt from this restriction. A functional, redundant emergency (parking) brake must be present.
- D. Drivetrain and related components (induction, ignition, fuel systems, etc.) are unrestricted except for the following limitations:
 - 1. Engine block must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint |venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g. Eagle Talon available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.
 - 2. Maximum engine displacements per class are specified in Appendix A.

3. Fuel System

- a. Any fuel line(s) may be used. All non stock fuel line(s) passing through the passenger compartment shall be made of metal, or of metal braided hose with AN Series threaded couplings; or entirely covered and protected with a metal cover.
- b. Any fuel pump(s), filter(s) and pressure regulator(s) may be used. Such components may not be located in the passenger compartment, but their location within the body-work of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.
- c. A cool-can, not exceeding one gallon in volume, may be used. The cool-can may not be installed in the passenger compartment.
- d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:
 1. No part of the fuel tank or fuel cell shall be closer than 6 inches to the ground unless enclosed within the body-work and mounted above the floor pan. A metal bulk-head is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed).

For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell, including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.

2. Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.
3. Fuel tank breathers shall not vent into the driver/passenger compartment.
4. Minimum capacity of a non-standard fuel tank/cell shall be no less than five (5) gallons.

Motor and drivetrain mounts are considered part of these allowances, and any material is permitted. The allowances of 16.1.P may be used to affix brackets, but these brackets shall serve no purpose other than engine and drivetrain mounting (e.g. they may not provide chassis stiffening).

- E. Suspension components are unrestricted as long as they use the original attachment points. For the purposes of this rule, "suspension" is defined as any item that is designed to move when a wheel is deflected vertically. This includes shocks and struts, control arms, steering knuckles, uprights, etc., but not tie rods, steering racks, and subframes. In addition, shock absorber/strut upper mounts are to be considered suspension components.
- F. Steering modifications are permitted as follows:
 - 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. 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.
 - 2. Rear-steer devices may be replaced with solid links.
 - 3. Supplemental steering gear boxes, a.k.a. steering quickeners, are allowed as long as they are mounted in accordance with 16.1.F.1.
 - 4. Steering wheels and associated mounting hardware may be replaced. This does not permit removal or modification of the steering column or column-mounted accessories. OE wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.
- G. Subframe connectors are allowed *as per Street Prepared (15.2.E)*.
- H. Subframe bushings may be replaced with bushings of any material as long as they fit the original location. Offset bushings may not be used.
- I. Hoods (engine covers), front fenders, front & rear facias, and side skirts may be modified or replaced, and may be attached with removable fasteners. *Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. This does not permit removal of the remainder of the window washer system.* Mid and rear engine

cars may choose to modify or replace the front hood or rear engine cover, but not both. Fenders may be flared as per Street Prepared. Non-metallic fender liners may be modified, replaced, or removed.

- J. Tires legal in Stock, Street Touring, or Street Prepared are permitted.
- K. Rear passenger seat(s), including restraints and associated hardware may be removed.
- L. Aerodynamic Aids: Wings may be added, removed, or modified. Non O.E. wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area when viewed from the top of the airfoil section(s) of all wings shall not exceed 8 square feet. *The number of wing elements is limited to 2, and the area of each must be added separately.* The area shall be computed by multiplying the maximum chord (straight line distance from leading edge to trailing edge) by the maximum span (width). *Curvature of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement.*

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof.

Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g. trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 square inches each and limited to a maximum of two.

- M. Front splitters are allowed and shall be installed parallel to the ground (within ± 3 degrees fore to aft) and may extend a maximum of 6 inches forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper/fascia as viewed from above.
- N. T-Tops, targa tops, sunroofs, moonroofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof etc. or utilizes the OE panel mount points, and that the contour of any replacement panel surface

does not vary from the contour of the part being replaced by more than 1 inch in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed.

- O. Radio/Stereo equipment and/or its component parts, including wiring, antennas, amplifiers, speakers and their enclosures, etc. may be added, replaced, or removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from the removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.
- P. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, does not provide a weight reduction of more than 1 lb, and is not explicitly prohibited elsewhere within these rules.

This rule is intended to allow minor notching, bending, clearancing, grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts, and similar operations performed in order to facilitate the installation of allowed parts or modifications. *Minor strengthening, without relocation, of original chassis/suspension pickup points is allowed. Examples include welding washers restricting control arm mounting bolt movement, local reinforcement of control arm chassis mounts, etc.*

These allowances do not permit extensive modifications to a subframe or cross-member to lower an engine which would otherwise not fit in the engine compartment.

Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part, and to not make unduly tortured interpretations of this rule. Modifications to the firewall in order to allow for increased engine setback, and any modification that changes the location of a suspension pickup point, are explicitly forbidden. Plastic under-trays and covers below the engine compartment may be removed or modified as necessary to facilitate other legal modifications, but not added or enlarged.

- Q. Ballast may be added. Ballast must be a maximum of 50 lbs. per segment. It must be securely mounted in either the spare tire well or the trunk.

16.2 MINIMUM WEIGHTS

Classes, displacements, and minimum weights are listed in Appendix A. For the purpose of determining SM minimum weights, a mid-engine vehicle is defined as one having a chassis configuration where the engine block is not located entirely in front of the driver's seat, and is not far enough back to be considered a rear-engine vehicle.

16.3 OTHER

- A. Due to the inherent creative nature of this category of classes and the resulting member questions about the intent and interpretation of the rules, the SEB will issue clarifying Tech Bulletins on www.scca.com or in the official SCCA publication on an as-needed basis. Car constructors are cautioned against overly creative or tortured interpretations of these rules. When in question, competitors should contact the SCCA National Office for a clarification.

17. PREPARED CATEGORY

A. Intent

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle. The Club will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.
3. The Club may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The Club may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. Within the scope of these rules, the terms "chassis" refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension & steering) and to provide support for the body. For cars of "frameless" construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car.
5. Specific allowances in Appendix A for a listed model supersede the limitations of Section 17.

Minimum weights shall be established making it possible for all cars to reach minimum weight with reasonable modifications. The SEB recognizes that low minimum weights ultimately result in higher costs to the competitor. The rules shall discourage the use of high technology/high cost equipment. In some cases, this is accomplished by an outright ban on the equipment. In other cases, this is accomplished through the adjustments to minimum weight. See Section 17.11 for weight adjustments.

B. Specifications

The SCCA shall publish specifications for each car specifically classed in the Prepared Category section of Appendix A. These specifications will at a minimum specify each vehicle's allowed minimum weight and maximum wheel sizes.

1. Equipment and/or specifications may be exchanged between different years and models of a vehicle if (a) the item is standard on the year/model from which it was taken, and (b) the years/models are listed on the same line of Appendix A (Prepared Classes). The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined or otherwise changed to facilitate the updating/backdating allowance unless the modification is specifically allowed by these rules. Cars not listed in the Prepared Category sections of Appendix A may not be updated/ backdated until approved by the SEB and www.scca.com published in the official SCCA publication.
2. The Club may recognize certain optional components. Some non-original components may be made mandatory to obtain an adjustment of competition potential. In all cases, these components shall be listed in Appendix A. No permitted or alternate component or modification shall additionally perform a prohibited function.
3. Requests for alteration, modification, and/or substitution of any specification or component shall be submitted to the Club for approval. The approval process will include, but not be limited to, an analysis of cost, availability, performance impact, rule enforceability, and competitor input.

See Sections 3.8 and 8.3 for documentation requirements.

17.1 AUTHORIZED MODIFICATIONS

The modifications defined in the Prepared Category Section are the only allowed modifications. The rules in this section stand on their own; they do not build upon the Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

- A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer, unless specifically authorized by these rules.
- B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is

intended to allow minor notching, bending, clearancing, grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts, and similar operations performed in order to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part, and to not make tortured interpretations of this rule. (e.g.: moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation.)

Refer to Appendix F for past clarifications of these rules.

17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.

- A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.
- B. Chassis, frame, or subframe may be reinforced, provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall, or aft of the front edge of the rear wheel opening. It is permitted to have jack points recessed into the rocker panels, or to have one tube per side extending downward through the bottom of the door, provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.
- C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension or drivetrain components, except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension and drivetrain components, through their entire range of travel. Additional structure may be added in order to attach allowed components to the chassis.
- D. Replacement of any chassis component (e.g. subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and weight penalties and/or competitive adjustments may

apply.

- E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, and for driveshaft clearance. When modified, the driver/passenger compartment must remain separate from any exhaust and driveshaft components. The modified area must be steel or luminum and no more than a 4 in. clearance is allowed between modified floor area and exhaust, or modified floor area and driveshaft components.

Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

- F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, fuel carrying lines, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. It must create a sealed bulkhead between engine compartment and driver's compartment. No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block and cylinder head may not intrude into the clearance areas authorized herein.
- G. Bumpers may be removed providing all projecting hardware is removed except when it (they) are an integral part of the bodywork, in which case it (they) may be replaced with replica(s) of different material. Non integral bumpers may be replaced with a replica of alternate material or removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose.
- H. All interior trim, dash boards, gauges, floor covering, carpet and upholstery panels and similar non-performance comfort or convenience items may be removed or replaced.
- I. The driver seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin.
- J. Doors may be lightened and may be replaced by ones of alternate materials. Doors may be pinned, but not bolted, to prevent their opening in case of an accident. Quick release fasteners (e.g. Dzus fasteners) are allowed. Standard door hinges and latch mechanisms may be removed, but the doors shall be capable of being opened or removed. Interior door panels may be removed or replaced and the door window slots may be covered. Alternate attachment devices may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges

may be removed.

K. Windows

1. All windows may be replaced with polycarbonate material. The front windshield shall have a minimum thickness of 1/8 inch. Tinting of the upper portion of the front windshield and the entire portion of all other windows is allowed. All window replacements shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding is optional.
 2. All window channels, and window winding mechanisms may be removed.
 3. Closed cars: All side window glass may be removed. All rear hatchbacks and deck lids shall be completely closed; poor alignment of bodywork or any other means to prevent complete closure is not permitted.
 4. Open cars: All windows and windshields (including windshield frames) may be removed. The resulting window slots may be covered.
 5. The installation of windshield safety clips, rear window safety straps, and windshield safety straps is permitted.
- L. The contour of the fender may be altered (flared) for tire clearance provided the modifications do not confuse the identity of the car. Only standard production ventilation openings on the specific recognized model are permitted. Tires may extend beyond the bodywork. Fender wheel openings may be trimmed to provide tire clearance throughout the full range of suspension travel, but no more than is necessary for this purpose.
- M. Inner fender panels separating the wheel wells from the engine compartment may be altered, replaced, or removed. Rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver/passenger compartment and wheels. A shock/strut tower integral to the inner fender panel is considered part of the inner fender panel and is included in this allowance. This does not allow modification of frame/frame stubs beyond Section 17.2.C.
- N. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules.

- O. The standard O.E. front spoiler or a non-standard front spoiler may be used. If a non-standard front spoiler is used it must comply with the following requirements: It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward-most part of the front fender opening (cutout) and shall not be mounted more than four inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the four inch minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.
- P. A spoiler may be added to the rear of the car provided it complies with either of the following:
1. It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.
 2. It is a non-production rear spoiler which is mounted to the rear portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. *Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (down force) along all or any portion of the spoiler.* The angle of attack is free. The spoiler may not function as a wing.
- Q. The fuel tank may be modified, replaced, or relocated. If the fuel tank is modified or replaced, the following restrictions apply:
1. No part of the fuel tank or fuel cell shall be closer than 6 inches to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the

driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed).

For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell, including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.

2. Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.
 3. Fuel tank breathers shall not vent into the driver/passenger compartment.
- R. All mirrors and their associated mounting hardware may be removed or replaced.
- S. Component parts of the bodywork, such as hood, fenders, and deck lid may be lightened or replaced by ones of alternate materials, provided the shape is similar to the original and does not confuse the identity of the vehicle. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall, or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in otherwise approved body panels must be removed or disabled.
- T. All headlights, front parking lights, and front signal lights may be removed. If removed, the openings shall be covered with a wire mesh screen or panel of fiberglass, plexiglass, metal or other nonflammable material. Ducts from headlights, front parking lights, and front signal lights in the front of the car may be used for ducting air to the engine, front brakes, and/or oil cooler(s). Any opening used for ducting may not be relocated. These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.
- U. All side marker lights and tail/stop lights may be removed. If removed, the resultant opening must be covered.
- V. Spare wheel and tire may be removed.

17.3 TIRES

Any tire meeting the Solo safety requirements is allowed.

17.4 WHEELS

- A. Any wheel not exceeding 12" in width may be used for all classes.
- B. Wheel spacers may be used.
- C. Any wheel mounting stud or bolt may be used.
- D. The use of center lock wheels and hubs is permitted.
- E. The manufacturer's original wheel size may be used; this is axle-specific relative to original-size wheels. Track dimensions must comply with those specified in Appendix A, as applicable. Any weight penalties listed in Section 17.4 must be complied with. Original equipment size wheels exceeding 17.4.A are allowed with no additional penalty beyond those specified.
- F. For supplemental class BP, wheels up to 16" x 10" are allowed with no penalty.
 - 1. Wheels greater than 10" in width will receive a 50 lb. penalty
 - 2. Wheels greater than 16" in diameter will receive a 100 lb. penalty
- G. For class CP, wheels up to 16" x 10" are allowed with no penalty.
 - 1. Wheels greater than 10" in width will receive a 50 lb. penalty
 - 2. Wheels greater than 16" in diameter will receive a 200 lb penalty
- H. For classes DP and EP, wheels up to 7" in width are allowed with no penalty.
 - 1. Wheels greater than 7", and up to 10" in width will receive a 75 lb penalty
 - 2. Wheels greater than 10" wide will receive a 150 lb penalty
- J. For class FP, wheels up to 16"x10" are allowed with no penalty.
 - 1. Wheels greater than 10" in width will receive a 100 lb penalty.
 - 2. Wheels greater than 16" in diameter will receive a 100 lb. penalty

17.5 SHOCK ABSORBERS & SPRINGS

- A. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.
- B. Alternately, all cars may fit "coil over" type springs with tubular, load bearing shock absorbers or struts. The shock absorber or MacPherson/Chapman strut shall be installed inside the spring. Such items shall not exceed one shock/strut per wheel. When

load bearing shocks are used, the original springs may be removed.

- C. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.
- D. Attachment points for the shock absorbers may be changed. There shall be a metal panel, covering, or bulkhead separating non-stock rear attachment points from the driver.
- E. Lever shock absorbers may be modified or entirely eliminated. When lever shocks are replaced with tubular shocks, the entire shock assembly may be removed and replaced with a control link and bracket that approximates the control function of the original lever shock.
- F. Bump stop rubbers and bracketry may be removed or replaced with others of unrestricted origin.
- G. Electrically controlled active shocks are prohibited.

17.6 BRAKES

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

- A. Brake rotors/drums shall be located in the original position (i.e. inboard vs. outboard).
- B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.
- C. Addition, replacement, or modification of Anti-lock Braking Systems is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way.

17.7 ANTI-ROLL (SWAY) BARS

Any anti roll bar, camber compensating device, panhard rod, watts linkage, and/or other suspension stabilizer is permitted. Attachment points of such components are unrestricted.

- A. Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.
- B. Components may pass through body panels, chassis panels, and frame members.

17.8 SUSPENSION/SUSPENSION CONTROL

A. Spindles, hubs, bearings, bearing carriers, stub axles, etc., may be modified or replaced.

B. Suspension Control

1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.
2. Suspension pick up points on the chassis or structure may be relocated. If such points are relocated, there shall be a metal panel, covering, or bulkhead separating the driver from the suspension components.
3. Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. All other vehicles must retain the manufacturer's system of front suspension. A-arm front suspension shall have the shocks attached outboard of the inner pickup point on the upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited, unless otherwise stated in Appendix A.
4. The manufacturer's original basic type of rear suspension (e.g. independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained, unless otherwise stated in Appendix A.
5. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.
6. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than + or - 1".
7. The minimum track for all prepared cars is the OE track dimension. (Note: this minimum applies to cars utilizing section 17.11.A to compete in Prepared.)

C. Steering

1. Steering arms, pitman arms, and steering linkage component parts may be modified, reinforced, or substituted. The steering system may be relocated or changed.
2. For model years 1983 and later, a steering column, if modified, shall be a collapsible-type, either by layout design or by column construction. A collapsible type column is one which has a layout and design and/or column structure exhibiting impact and energy-absorbing characteristics, as exemplified by those found in modern factory-original steering systems. A steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is in compliance with this requirement.
3. Any steering wheel and wheel quick release mechanism may be used. Steering wheel rake and steering column length

may be altered.

- D. All spherical rod ends used on major suspension and steering components shall be retained either by the design of the mounting brackets, a larger area captive washer, or the inherent mechanical design of the unit (circlip or messerschmidt joints).

17.9 ELECTRICAL SYSTEM

- A. The use of any driver operated electric starter is permitted.
- B. The use of any ignition system (except magneto ignition) is permitted, provided the number of spark plugs remains the same as that of the standard production engine. If a distributor is removed, a blanking plate or breather may be fitted in its place.
- C. The original generator or alternator may be completely removed or replaced. Mounting location and drive system for the generator or alternator is unrestricted.
- D. The remaining components of the electrical system are unrestricted.
- E. It is recommended that all vehicles be equipped with an electrical system master cutoff switch.

17.10 ENGINE & DRIVE TRAIN

A. Component Modification

- 1. Original and alternate components of the engine may be lightened, balanced, and modified by any mechanical or chemical means, provided that it is always possible to identify required components as original. Such means include, but are not limited to, shot peening, glass beading, heat treatment or hardening, plating, and milling or otherwise tooling.
- 2. No material or mechanical extension may be added to any required original component unless specifically authorized by these rules. Any repair performed to a required original component shall clearly serve no other prohibited function. Compression ratio may not be increased via welding of combustion chambers.

B. Induction System

Unless specifically listed in Appendix A, carburetors and fuel injection systems are unrestricted. Note: as of 01/01/2007 weight penalties for non-stock carburetion and fuel injection were removed from classes CP, DP, EP, and FP.

C. Induction System - Turbocharged/Supercharged Engines

- 1. Turbocharging and Supercharging is prohibited except for

specific vehicles as listed in Appendix A.

2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least .5 (half) inch. All inducted air must pass through this restrictor. The diameter for the restrictor unless specified otherwise in Appendix A is 52mm.
3. Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited.
4. All turbocharged/supercharged cars are restricted to a single turbocharger/supercharger. The type size and model of turbocharger/supercharger is unrestricted.

D. Induction System - General

1. Any air filter(s), velocity stack(s) and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is contained within the engine compartment and that the air to be ducted is supplied through normal or specifically authorized openings in the bodywork. Headlight, front parking light, front signal light, and similar standard openings in the front of the car may be used for ducting air to the engine, and ducts may pass through interior panels for this purpose. "Standard openings in the front of the car" includes ventilation system intake grilles.
2. Intake manifolds are unrestricted except that no portion of any intake manifold may extend into the intake ports of the cylinder head or rotary engine end plate.
3. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure.
4. All inducted air, with the exception of idle air, shall pass through the throttle venturi(s).

E. Fuel System

1. Any fuel line(s) may be used. All non-stock fuel line(s) passing through the passenger compartment shall be made of metal, or of metal braided hose with AN Series threaded couplings; or entirely covered and protected with a metal cover.
2. Any fuel pump(s), filter(s) and pressure regulator(s) may be used. Such components may not be located in the passenger compartment, but their location within the bodywork of the car

is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.

3. A cool-can, not exceeding one gallon in volume, may be used. The cool-can may not be installed in the passenger compartment.

F. All emission equipment may be removed, in part or in whole. Removal is the only permitted modification to emission control equipment. When EGR air nozzles are removed from a cylinder head, the resultant holes shall be completely plugged.

G. Cylinder Head

1. The original or a specified alternate cylinder head shall be used. Any valve guides and valve seats may be used.
2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).

H. Camshaft and Valve Gear

1. Any camshaft(s) may be used.
2. Cam timing chains, gears, belts, sprockets, and associated covers are unrestricted.
3. A timing chain/belt tensioner may be added to those engines not originally so equipped, provided that it acts upon that portion of the chain/belt that travels from the crank drive to the first cam sprocket/gear. The timing chain cover may be modified to facilitate its use. Adjustable cam timing sprockets are permitted.
4. Any metal valves may be used. Valve sizes are unrestricted. Valve springs, valve retainers, keepers, seals, and adjusting shims are unrestricted.
5. Valve rocker arms, shafts and attendant assemblies (such as rocker stud girdles) are unrestricted.
6. Pushrods are unrestricted except they must be made of metal.
7. Any cam followers may be used .
8. Any valve covers may be used.

I. Block

1. The block may be rebored no more than 1.2mm (.0472 in) over standard. U.S. produced six-cylinder and eight-cylinder engines may be rebored no more than .060 inches over standard. Alternate blocks which are of the same material and nominal dimensions as standard are allowed.

Critical dimensions for piston engines are deck height, cylin-

der bore, cylinder spacing, vee angle, and distance from crank centerline to cam centerline. Critical dimensions for rotary engines are epitrochoidal curve, working chamber volume and eccentric shaft location.

2. Cylinder sleeves may be fitted to the block for repair purposes if they serve no other prohibited function. sleeving may not be used to create a new engine configuration (one which exhibits the same displacement as an allowed engine, but which has differing bore and stroke), unless authorized in Appendix A. Oil passages may be enlarged, restricted, or plugged.
3. Any crankshaft main bearing caps and any additional main bearing cap bolts may be used, provided that no material is added to the block for their use. Any crankshaft main bearing stud girdle may be used.
4. The compression ratio may be increased by means of milling the block, and it may be machined to utilize O rings to replace or supplement a cylinder head gasket.
5. The block may be machined for the purpose of adding or substituting crankshaft oil seal(s) and related attachment devices.

J. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons shall be constructed of metal.
2. Alternate connecting rods made of ferrous material are permitted.

K. Crank and Flywheel

1. The crankshaft may be replaced with another of the same basic material, provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.
2. The original direction of crankshaft rotation and firing order shall be maintained.
3. The use of any external crankshaft vibration dampener is permitted.
4. Any clutch is permitted.
5. Any steel or aluminum flywheel is permitted.

L. Oiling System

1. Any engine driven oil pump may be used, including a dry sump system. The dry sump tank shall be mounted within the

bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or leakage.

2. The use of any oil pan/sump, scrapers, baffles, windage trays, oil pickup(s), pressure accumulator/"Accusump" and oil filter(s) is permitted. Filter and accumulator location is unrestricted, but they shall be securely mounted within the bodywork.
 3. The installation of any type of vent or breather on the engine is permitted. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.
- M. The components of the exhaust system are unrestricted. Exhaust must be compliant with Section 3.3.3.B.13, and may exit through the bodywork. Rocker panels may be modified for exhaust routing.

N. Other Engine Components

1. The use of alternate engine components which are normally expendable and considered replacement parts, such as seals, bearings, water pumps, etc., is permitted. Fasteners may be substituted.
2. Bushings may be installed where none are fitted as standard, provided they are concentric, and that the centerline of the bushed part is not changed. The addition of alignment dowels is permitted. Bushings are required to be concentric so that unintended relocations and realignments are not permitted.
3. Gaskets may be replaced with others of unrestricted origin.
4. Alternator/generator, crankshaft, and water pump pulleys may be altered or replaced by others of unrestricted origin.
5. One or more engine torque suppressors may be fitted. Original torque suppressors may be altered, replaced, or removed.
6. Motor mounts of alternate design and/or material may be used.
7. The engine may not be relocated.

O. Engine, Rotary Piston (only) Modifications

1. No changes in the epitrochoidal curve of the motor are permitted.
2. The capacity of the working chambers shall not be changed.



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3. The eccentric shaft may be replaced with another of the same basic material, but no changes in the eccentricity or bearing journal dimensions are permitted.
4. Rotors are unrestricted, provided the material and number of lobes remains unchanged.

P. Cooling System

1. Cooling fan(s) may be modified, substituted, or removed. Electrically operated cooling fan(s) may be installed, provided it (they) serve no other purpose. The use of any engine, transmission, and/or differential oil coolers(s) is (are) permitted provided it (they) are mounted completely within or under the bodywork, but not in the driver/passenger compartment. Associated oil cooler pumps and lines are permitted for the transmission and differential. Air ducts may be fitted to the oil cooler(s) as specifically authorized herein.
2. Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted, provided they are *not* mounted in the *driver/passenger* compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17. A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g. the exterior bodywork is not altered) to accommodate the change.
3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
4. On water-cooled cars, thermostats may be removed, modified or replaced with blanking sleeves or restrictors.
5. The direction of water flow through the engine shall not be changed from that which was original for the engine, unless authorized in Appendix A.
6. Electrically driven water pumps are allowed. Alternate mechanical water pumps are not required to be of the same configuration as the original. Electric water pumps may be relocated.

Q. Transmission

1. The stock transmission without modification may be used.

2. If a modified stock transmission, or a transmission from another source is used:
 - a) Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
 - b) Electrically-controlled overdrive transmissions are permitted only in those cars which were originally equipped with them.
 - c) A functional reverse gear is not required. A device for locking out reverse gear may be added.
 - d) The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.
 3. Any shift linkage or means for changing gears may be used except for those which are pneumatic, hydraulic, or electronically controlled.
 4. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.
- R. Final Drive
1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. All non-stock driveshafts must be made of metal.
 2. Any gear ratio, limited slip or locked differential is permitted. Final drive units which permit ratio changes while the car is in motion are prohibited.
 3. Any axle tube, or final drive housing is permitted.
 4. Any drive axle shafts, bearings, bearing carriers, hubs, and universal/CV joints may be used.
 5. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of shaft and/or Ujoint failure.
- S. All engine crankcase, and radiator overflow/breather lines shall terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment.

17.11 OTHER

- A. *Vehicles prepared in excess of Solo allowances and prepared up to either the current GTCS or PCS are permitted to compete in their*

respective Prepared classes. Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo minimum weight from Appendix A plus any Solo weight penalties (wheel size penalties, etc.). Vehicles taking advantage of this allowance may use Solo or GTCS/PCS allowances in whole, in part or in combination. Cars which are not listed in the GTCS or PCS may not use this allowance, and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GTCS/PCS, upon member request the appropriate specifications will be developed and added to Appendix A. An exception to the GTCS will be that open cars are permitted, provided they comply with all provisions of Section 17 pertaining specifically to open cars.

The following items listed in the GCR, PCS, or GTCS, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand held fire extinguisher, scattershield/ chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GT specifications. The 10% increase in minimum weight does apply to such cars.

Section 17.8.B.7, minimum track requirements, applies to cars using this section to compete in Prepared.

B. Weight Calculations

Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the specific weight addition. Examples:

1. The minimum weight for a turbocharged 2.5 liter AWD car in X Prepared is: $1.4 \times 2.5 = 3.5 \times 250 = 875 + 1200 = 2075$ lbs total.
2. The minimum weight for a C Prepared car of 302 cubic inches, prepared to 17.11 allowances, with 12" wide wheels is: $2700 \text{ lbs.} \times 1.10 = 2970 \text{ lbs.} + 50 \text{ lbs.} = 3020 \text{ lbs. total.}$

C. Data acquisition/recording systems are unrestricted provided they serve no other illegal purpose.

D. Except where there are specific requirements in these rules, any

safe line for fuel, hydraulic fluids, oil, water or breather is allowed.

- E. Ballast may be added to all cars as required, to meet minimum weight, provided it is securely mounted within the bodywork and serves no other purpose. Ballast plates may be installed beneath the floor pan, so long as they do not protrude beyond its edges.
- F. All cars may have towing eyes, *hooks*, or straps, which do not dangerously protrude from the bodywork.
- G. Removal of or modification to heating, ventilation, air conditioning, washer/ wiper, audio, security, communication, and convenience systems is allowed, provided the modification does not serve another purpose (e.g. an air conditioning compressor may not be modified to serve as a supercharger).

17.12 SAFETY

- A. Roll Bars/Roll Cages (Aluminum is not an allowed material)
 - 1. All open Prepared Category vehicles shall have at a minimum a roll bar complying with Appendix C.
 - 2. It is recommended that all cars be equipped with a roll cage meeting the requirements of the GCR. Compliance with this requirement supersedes the need to comply with 17.12.A.1.
 - 3. Roll bars and cages may either be bolted or welded to the vehicle.
- B. At a minimum all vehicles will be equipped with driver restraints meeting Solo Safety requirements. It is highly recommended that all cars with roll bars/roll cages be equipped with driver restraints meeting the requirements of the GCR.
- C. A scattershield or explosion-proof bell housing complying with GCR is recommended.
- D. Fire extinguishers or fire systems are permitted.

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two seat specials, Formula cars, single-seat specials, dune buggies and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes B, C, and F. Traction Control Systems are prohibited in Modified Class A. Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E, except for the original system installed on the car, which may not be modified. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR section(s).

Modified Category cars are divided into classes based on potential Solo performance. They need not be licensed for, or capable of, street use. The SR shall take preference over the GCR concerning safety requirements for vehicles in this Category. Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be moveable when the car is in motion. The use of any moving device, for example a fan, propeller, or turbine, or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.

If a formula car or sports racer is restricted by a GCR stated exhaust length or vehicle length and therefore prohibited from installing the necessary exhaust devices to quiet the car to meet local db limits, the following shall apply:

At locations where the required sound limit is 95 dB or below, the GCR requirement for the length of the exhaust system/length of car may be extended 8 additional inches to further allow for the installation of noise suppression devices. The resulting new length and the brackets to accomplish such installation shall be permitted as a "temporary" remedy to be used at these limited db events only. If more length is necessary to install such a device(s), the point at which the extra exhaust length reaches the 8 inch additional measurement, the exhaust must be turned 90 degrees, as would be measured from a horizontal line, parallel with the ground and running the length of the car. The intention of this allowance is solely to reduce the exhaust noise emanating from these cars by allowing the installation of a noise limiting device(s) to meet local db requirements, and in so doing, keep the total exhaust length to a minimum for safety reasons. This allowance shall serve no other purpose than that stated and only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

Engine Classifications

- A. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
- B. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.
- C. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times the computed displacement.

Safety Rules

- A. The following shall be required in all Modified Category vehicles:

- 1. Scattershields/Chain Guard - The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

The following material requirements apply to scattershields/ explosion-proof bell housings:

0.125 inch SAE 4130 alloy steel

0.250 inch mild steel plate

0.250 inch aluminum alloy

NHRA or SFI approved flexible shields.

- 2. Master Switch - All cars shall be equipped with a master switch easily accessible from outside the car. Spec Racer Fords shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system, if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:
 - a. FORMULA AND SPORTS RACING CARS — In proximity to the right-hand member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately in-board of the upright member.

- b. CLOSED SPORTS RACING CARS, PRODUCTION CARS, AND GT CARS - In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)
 - c. OPEN PRODUCTION and GT Cars - May exercise a choice among the above locations.
3. Driveshaft Hoop - RWD D and E Mod vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver's compartment or damage any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360 degrees of enclosure, 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch x 0.065-inch welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

NOTE: D and E Modified vehicles are exempt from the scattershield, driveshaft hoop, and Master Switch requirements if they are using street DOT approved tires.

4. The roll bar structure must meet the requirements of either Appendix C of the SR or Section 9.4 of the GCR required by class rules. Roll cages are strongly recommended.
- "Specials" are required to have the roll bar extend at least two inches above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.
5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
6. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.
7. GCR specific items and/or equipment not required in Modified Category are as follows:

- 1) Fuel cells
- 2) Windscreens, side mirrors and tail/stop lights
- 3) Headlight covers, lenses, and bulbs
- 4) Log books
- 5) Fire retardant fire driver's suits
- 6) Homologation
- 7) Fuel test ports
- 8) Production based dune buggies need not meet door requirements
- 9) Running lights
- 10) The 180 degree vision rule is recommended
- 11) Deformable and protective structures as defined by the FA rules
- 12) On board fire systems
- 13) Reverse gear in B Modified vehicles

NOTE: If any conflict exists between the GCR and the Solo Rules, the Solo Rules shall take precedence.

See Sections 3.8 and 8.3 for documentation requirements.

Refer to Appendix A for additional class-specific vehicle preparation rules.

Refer to Appendix F for past clarifications of these rules.

The following types of cars are assigned to the Modified Category:

18.1 MODIFIED PRODUCTION-BASED CARS

Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, or be otherwise recognized by the SEB.

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car. *Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:*

1. *They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.*
2. *Their specifications do not violate any rule stated herein.*

Weight and displacement specifications are as shown in Appendix A.

A. Bodywork

1. The shape of the body must remain recognizable as that of the manufacturer's make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.
2. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
3. The driver must be provided with clear and unobstructed access to the driver's compartment.
4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver's seating must be completely to the left or right of the vehicle centerline. Seating must be located so that neither of the driver's hips crosses the centerline of the car.
5. *Body panels may be altered and air ducting installed to accommodate the installation of the water radiator.* If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.
6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.

B. Body and Frame

1. Stock Tub
 - a. No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as doors, rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.
 - b. A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.
 - c. In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part-height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.
 - c. Heavier gauge material repairs or heavier replacement

sections are all allowed as long as they closely resemble the original.

- e. No removal of the interior sides of the pillars or tub to leave just an outer shell.
- f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.
- g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.
- h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12.7. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full stock floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain/exhaust/tire/suspension clearance.
- i. Tunnels and other vertical floor pan (12.7) features are included as part of the floor pan of a stock tub and shall be at least the original size. They can be longer, wider, and taller.
- j. No car of any sort with a floor pan less than 37-inches wide for front-engine cars or less than 42-inches wide for mid- and rear-engine cars shall be allowed in DM or EM.
- k. A Stock Tub car over 93-inches in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.

No weight adjustment.

2. Modified Tub

- a. All attributes of a stock tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.
- b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.
- c. Lightweight replacement body panels, a thinned-down stock fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.
- d. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that

the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than stock, with a Modified Tub weight adjustment. A flat floor pan is legal.

- e. Floor pan material and thickness are open under Modified Tub allowances.
- f. Cars with factory wheelbase greater than 93-inches may reduce their wheelbase to a minimum wheelbase of 93-inches. The floor pan stock length restriction is waived for these cars only and they may move their rear bulkhead location to shorten the car. But in so doing, they fall into the Modified Tub category. Factory length front door openings shall be retained, but rear doors, if they were present, may be eliminated or changed as necessary.
- g. All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93-inches may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.
- h. All series of Lotus 7, 7A, Super 7, and their clone or kit forms such as Birkin, Westfield, Locost, are automatically classified as modified tubs. This also applies to the Cobra and its clones.
- i. Tube frame cars are included in this tub category.

3. Materials (all tubs)

- a. Ferrous (containing iron) metal must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.
- b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. Lighter replacement sections may not be used between bulkheads in a stock tub without it becoming a modified tub.
- c. Lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example: outer body panels in the central tub region must be attached in a flexible manner such as with Dzus fasteners if

non-stock material composition or non-stock material thicknesses are to be used.

- d. Cars that have been approved for DM and EM as clones do not have the freedom to use better strength per weight structural materials than those originally used in the corresponding places in the originals. The only exception is the use of high carbon or chromemoly steel in place of mild steel.

C. Drivetrain

1. Engines must be derived from production automobiles available in the USA or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac Super Duty 4 and the Cosworth 16-valve series are allowed. Motorcycle, snowmobile, marine, or any other initially non-automotive design is not allowed even if it was also made available in an automobile. Non-automotive engines are prohibited. 4-stroke automotive motors shall not be converted to 2-stroke.
2. Engine and/or drivetrain changes are permitted within the following limitations:
 - a. Original front-engine design must remain a front-engine design, i.e., no part of the engine block or cylinder head may extend rearward of the midpoint of the wheelbase.
 - b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.
3. Non-automotive CVTs are prohibited. Automotive-based CVTs are only allowed with their matching factory engine.
4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.
5. For weight designations in E Modified, Mazda rotary engines are compared to the piston engines listed (i.e., 3.2L OHC vs. 4.5L OHV)--13B rotary engines should be equated to the 3.2L OHC engines. 13B forced-induction rotary engines (1308cc x 2 x 1.4 = 3662cc), and all 3-rotor engines, shall be grouped with vehicles required to meet the stated 1800# minimum weight.



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D. Minimum Weights

1. Weight vs. Displacement

All listed minimum weights are with driver.

DM

Piston engines up to & including 1800 cc	1280 lbs.
12A rotary engines w/ porting restriction	1280 lbs.
Piston engines 1801 to 2000 cc	1380 lbs.
13B rotary engines w/ porting restriction	1380 lbs.

EM

Piston engines up to & including 3200 cc OHC	1700 lbs.
Piston engines up to & including 4500 cc pushrod/OHV	1700 lbs.
2-rotor rotary engines w/ unrestricted porting	1700 lbs.
Piston engines unlimited displacement	1800 lbs.
3-rotor rotary engines w/ unrestricted porting	1800 lbs.

2. Performance Adjustments

DM

AWD	Add 200 lbs
Modified Tub	Add 40 lbs

EM

AWD	Add 300 lbs.
Modified Tub	Add 50 lbs

3. Weight Bias Adjustment

Bias determined by weighing with driver sitting in the driver's seat.

DM

RWD w/ less than 51% of the weight on the drive wheels	Deduct 35 lbs
FWD	Deduct 35 lbs
AWD	Not affected

EM

RWD w/ less than 51% of the weight on the drive wheels	Deduct 50 lbs
FWD	Deduct 50 lbs

E. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No non-O.E. bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified.
2. No body section such as hood, tub, roof, rear fenders, or rear deck may be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters. Such reshaping shall retain the overall outline of the original bodywork as viewed from above, except that it may be widened to rear body width as specified below. Legal fender flares are considered original bodywork in this context.

3. Front Aero

- a. The standard O.E. or a non-standard front spoiler or air dam may be used. A non-standard front spoiler shall not protrude forward beyond the overall outline of the car as viewed from above, or aft of the forward-most part of the front fender opening, and shall not be mounted more than four inches above the horizontal centerline of the front wheel hubs.
- b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork, or it may replace the bodywork it would otherwise cover.
- c. The front spoiler may be no wider than the rear bodywork, measured as in E. 4.c. below. The front spoiler may not function as a wing, and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the bodywork above the spoiler.
- d. Front splitters are allowed but shall be installed parallel to the ground (within $\pm 3/16$ inch. fore to aft) Splitter front and side radii shall be no less than $1/8$ inch. Splitters shall be no more than 6 inches from the front edge to the edge of attachment to the bodywork or spoiler.

4. Rear spoilers

- a. The standard O.E. or a non-standard rear spoiler may be used. If a non-standard rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, no further forward than the base of the rear window. The spoiler may

extend no more than 10 inches from the original bodywork, measured from the forward attachment edge to the free edge of the spoiler.

- b. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork, measured as described above.
 - c. The spoiler may be no wider than the rear bodywork, measured as *the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The 10/4 inch rule does not apply when measuring spoiler width.* The spoiler shall not protrude beyond the overall perimeter of the bodywork as viewed from above.
 - d. The spoiler may not function as a wing. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.
5. Diffusers are allowed at the rear of the car only and shall have no more than 25-inches front to back of expanding chamber. Vanes or strakes are allowed inside the diffuser. 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.
- 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 not exceed 1 inch deviation from the horizontal in any longitudinal section. Additionally, no side skirt or body side, etc. may extend more than 1cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser sideplates and strakes may extend more than 1 cm below the diffuser surface as long they do not attain a definite seal with the ground on level ground.*
6. If the factory production car was supplied with tunnels or wings, they may remain, but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

7. The use of front and rear spoiler endplates is allowed. Endplate area shall not exceed spoiler height squared. The spoiler angle of attack is free.

F. Brakes

The use of any type brakes, pads, and components are permitted (disc or drum). The location of brake components (inboard vs. outboard) may be changed from original. The original "emergency" or hand brake may be removed.

G. Tolerances

A tolerance of $\pm 1/2$ inch shall be used when measuring floor pan dimensions from the car's original specifications.

H. Other

1. At least $1/2$ the width of each tire must be covered by the fenders, when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
2. Suspension systems and wheels are free.
3. The use of a windscreen is not required.
4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

18.2 SPORTS RACERS

Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C. AM vehicles do not have to comply with any GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on his 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 ASR, CSR, and DSR engine and weight rules as long as they do not exceed the D/E Modified aero rule allowances and with the following noted specifics:

- A. Tire covering shall be as noted in the DM/EM rules*
- B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.*
- C. Suspension does not have to be covered when observed from above.*
- D. The BM minimum wheelbase of 80" is not required.*

Any dune buggy, production, or non-production street car meeting

all GCR SRCS rule requirements may alternately run in BM with full BM SR aero allowances.

The following applies to all Sports Racers in AM, BM, or CM:

- 1. Minimum track (front and rear) is 42 inches.*
- 2. Minimum wheel diameter is 10 inches. No maximum wheel diameter. No minimum rim width. Maximum rim width is 15 inches.*
- 3. All four wheels are sprung from the chassis.*
- 4. Wing area shall be computed as described in Section 12.9.*

18.3 FORMULA CARS

Single-seat, open-wheeled cars are referred to as Formula cars and are assigned to B, C, and F Modified classes. B Modified cars must comply to the current year GCR (except as noted by the SR, including Appendix A) and the competitor must indicate on his entry form to which set of specifications the vehicle was prepared. C and F Modified cars must conform to the current year GCR, except Solo Vees and Formula 440's and 500's which are allowed the additional modifications and exceptions listed in Appendix A. Formula cars not conforming to a GCR eligible for B, C, or F Modified are considered Specials. The competitor must have the referenced GCR in his possession during the event. Exceptions to the GCR are as follows:

A. Wing area shall be computed as described in Section 12.9.

18.4 SPECIALS

Cars not otherwise classified, which meet the following minimum specifications, are considered as Specials and are assigned to A Modified.

A. Bodywork

1. Must be made of metal, fiberglass or other suitable fire resistant materials. The sides, front and back of the cockpit area must be at least as high as the driver's waist.
2. Full and unobstructed access to the driver's seat must be provided.
3. Firewall and floor shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.
4. Fenders are optional and design of same are free. Sharp edges are not allowed.
5. Minimum of one seat, capable of supporting the driver in an upright or semi-reclining position is required. Location of the driver's seat is unrestricted.

B. Chassis

1. May be of any construction deemed safe.
2. Minimum wheelbase is 72 inches.
3. Minimum track (front & rear) is 42 inches.
4. Minimum wheel diameter is 10 inches.
5. All four wheels will be sprung from the chassis.
6. Brakes must conform to those specifications listed in the SR, Section 3.3.3.B.10. The brakes shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.
7. A roll bar conforming to Appendix C of the SR is required. Exceptions: The bar must extend at least two inches above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar is required.
8. Five- or six-point driver restraint systems are required. (Reference Section 9.3.18, current GCR.)
9. Vehicles shall have a Master Cutoff switch complying with GCR, Section 9.3.33.
10. Aerodynamic devices may not have an overall width greater than 75".
11. No aerodynamic device may extend more than 66" above the ground.
12. The total area of all wings, when computed as described in Section 12.9, shall not exceed 20 square feet.
13. Movable side skirts are allowed.

18.5 FORMULA SAE

Vehicles that conform to the current or previous year's Formula SAE specifications are assigned to A Modified if they meet the following minimum criteria:

- A. All bodywork requirements of 18.4.A.
- B. Maximum engine displacement of 600cc, restrictor plate in place.
- C. Minimum wheelbase of 60".
- D. Brakes conform to those specifications listed in the SR, Section 3.3.3.B.10.

- E. A roll bar that conforms to Appendix C of the SR is required.

Exceptions: the bar must extend at least two inches above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar is required.

19. KART CLASSES

Data acquisition systems are allowed in all kart classes.

See Appendixes G and H for event conduct requirements.

19.1 F125

A. FRAME/DIMENSIONS

1. Chassis must be constructed of carbon steel alloy using traditional tubular construction. Nerf bars are required. Suspensions are prohibited. Differential mechanisms that allow the rear wheels to rotate at different speeds are prohibited.
2. Maximum width measured at any point shall be 55 inches. Maximum length measured at any point shall be 84 inches.
3. All karts shall have bodywork consisting of a nose cone, driver fairing and side-pods. (Full width nose pieces are recommended.) Bodywork may not extend past the rear nerf bar. No metal bodywork is allowed (although metal number plates to allow use of magnetic numbers are permitted). Belly pans are allowed provided that they are fully confined within the frame rails and do not extend aft of the leading edge of the rear axle. No skirts or vertical aerodynamic sealing devices are allowed to extend below the main frame rails (this does not include the front fairing). No wings allowed.
4. Minimum weight for entrants in 125cc shifter karts is 385 lbs. as raced, including driver, regardless of driver gender or class entered. Weights for entrants with karts having other engines are as listed in section 19.1.D.3.
5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent said weight from becoming separated from kart/driver or moving freely during competition runs. In addition to bolted on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts.

B. WHEELS AND TIRES

1. Wheels must be metallic. Five and six inch rim diameters are approved.
2. Tires
 - a. Tires must be no larger than 12.5 inches in diameter and no smaller than 9.0 inches in diameter as imprinted on tire. Tire width is limited to 5.5 inches for the front and 7.1

inches for the rear as imprinted on tire.

- b. Tire brand and compound are open. Exception: the tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership: No tire models are currently listed.

C. BRAKES

1. Moto and ICC 125cc Shifter Karts: Moto and ICC shifter karts must have disc brakes that operate on all four wheels. The brakes shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.
2. Other Allowed Karts: Other karts that are allowed to compete in F125 (see 19.1.D.3 below) may use a braking system that complies with the rules to which the kart is prepared (e.g., WKA, IKF, Cart Stars of Tomorrow). The competitor is responsible for providing the rules to which the kart is prepared (i.e., an 80cc shifter or 100cc clutch type is not required to have front brakes). All karts with engine configurations other than moto/ICC 125cc, that are allowed to compete in F125, must have at a minimum, a single rear disc that brakes both rear wheels equally and adequately for the power-plant used. The addition of front brakes is optional; however, the kart must then be run at the 385 lb. minimum weight.

D. ENGINE

1. Moto: Engines must be mass-produced, single cylinder, motocross motorcycle engines up to 125cc displacement and of the current year's production or older. No prototype, pre-production, "works type motors," or road race engines are allowed. Engines may be liquid or air-cooled. Induction may be piston port or case reed type only. OE parts can be interchanged from any year model of the same brand name and similar model of motor (i.e., CR to CR, YZ to YZ, etc.), provided that these parts are normally commercially available over the counter in the USA to all competitors.
 - a. Bore/Stroke: Bore must not exceed 1mm (0.040") greater than the stock, factory dimension. Stroke must be within plus or minus 0.010" of the stock, factory dimension.
 - b. Carburetion: One carburetor, single-venturi, float bowl type. Twin pump floatless recirculation systems are allowed. Pumper-type carburetors and axle/electric fuel pumps are not allowed. Intake manifold and reed assembly are unrestricted. Must use pulse-driven fuel pump.
 - c. Crankshaft/Connecting Rod: Crank and Rod Assembly must

be OE components. No structural modifications may be made to the assembly (i.e., the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing, altering crank pin location) are expressly prohibited. Sanding or polishing the crank shafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing, and small end bearing are not tech items.

- d. Cylinder and Cylinder Head: The cylinder and/or head, including ports, power-valves, and castings, may be modified or machined subject to the requirements of section 19.1.D.1.e. Water inlets and/or outlets may be modified for aftermarket fittings and/or hoses. Adding or deleting cylinder ports or re-sleeving is not allowed.
- e. External Modifications: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.
- f. Ignition:
 - 1. OE ignition: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets, etc.) to stator and flywheel are not allowed. Exception: modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.
 - 2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, pro-

grammable or pre-programmed, incurs a 30# weight penalty.

- g. Exhaust Systems: Exhaust system is unrestricted. No on course adjustment of exhaust system is allowed.
 - h. Piston Assembly: Open, including piston, ring, wrist-pin, and circlips. Coatings are allowed.
 - i. Transmission: OE cases and transmission gear ratios must be stock for engine used. Shifter mechanisms must be manually operated, no air or electric assisted shifters are allowed.
 - j. Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate must be OE. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be "after market parts." Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.
2. ICC: Intercontinental Class C engines must be homologated by CIK (FIA Commission Internationale de Karting) for the ICC class. Competitors running an ICC engine must have a 1998 or newer year rule set which shows their specific engine to be accepted for national competition in the U.S. by a national kart sanctioning organization such as SKUSA, WKA, Kart Stars of Tomorrow, or IKF. ICC engines must be run as a package in homologated form, including engine/transmission, induction (intake silencer/carburetor), ignition, exhaust (pipe/silencer), and cooling systems. Only components with specific CIK approval (OE components, unless otherwise specified) for individual engines may be used. Karts with ICC engines must conform to chassis, braking, wheel, and tires regulations of the SCCA Solo2 rules, section 19.1.
3. Other Engines: Engines must be either a) mass produced single cylinder two-stroke engines not to exceed 125cc or b) mass produced single or twin cylinder, four-stroke engines not to exceed 250cc of total displacement. No prototype, pre-production, "works type" motors or road race engines are allowed. Shifter or gear-box type motors are prohibited. Karts with engines under this specification must run at a minimum weight of 360 lbs. Exception: the engine must not appear on the following list, which may be altered at any time by the SEB upon notification of membership: No engines are currently listed

E. MISCELLANEOUS SPECIFICATIONS:

1. Chain guards are required on all engines.
2. Overflow lines for carburetor and radiator, if present, must terminate in an overflow bottle of at least 2-ounce capacity.

F. FUEL

1. Fuel must consist of gasoline and oil only. No oxygen and/or nitrogen bearing additives are allowed.

G. DRIVER SAFETY EQUIPMENT

1. Neck Braces: An unaltered, collar type neck brace designed for motor sports use, is mandatory. Kart specific neck braces are recommended.
2. Driver apparel: Drivers are minimally required to wear jackets of leather, vinyl or abrasion resistant nylon or equivalent, and full length pants to prevent or minimize abrasions. Full abrasion kart suits are recommended. Shoes, socks, and abrasion resistant gloves are mandatory.
3. Seat Positioning: When normally positioned in the kart for competition, the entirety of the driver shall be within the perimeter of the kart and the driver must be able to reach and operate all controls. Loose cushions or pads that prevent the driver from being adequately supported by the sides of the seat are not allowed.

19.2 FORMULA JUNIOR

A. CLASSES

1. Formula Junior A (formerly FJ2 and FJ4)

a.AGE: 12 years to 18 years

b.ENGINES:

1. Briggs & Stratton Raptor.

A.FUEL: Gas or Methanol

B.WEIGHT: 280 pounds for gas-fueled karts and 285 pounds for methanol-fueled karts.

C.OTHER: Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors

2. Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal

A.CARBURETOR: Walbro WB3A.

B.EXHAUST: RLV SSX-V (4-hole).

- C.FUEL: Gas and Oil
- D.WEIGHT: 295 pounds
- 3. Briggs and Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).
 - A.FUEL: Gas
 - B.WEIGHT: 275 pounds
 - C.Battery may be removed
- 2. Formula Junior B (formerly FJ1 and FJ3)
 - a.AGE: 8 years to 11 years
 - b.ENGINES:
 - 1. Briggs & Stratton Raptor.
 - A.FUEL: Gas or Methanol
 - B.WEIGHT: 245 pounds for gas-fueled karts and 250 pounds for methanol-fueled karts
 - C.OTHER: Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors
 - 2. Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal
 - A.Fuel: Gas and Oil.
 - B.Carburetor and Exhaust:
 - 1.Walbro WA55b or HPV1 with WA55B manifold with RLV SSX-V exhaust or
 - 2.Walbro WB3A carburetor and 0.600 restrictor plate with RLV YBX exhaust.
 - 3.If hole exists in pipe for EGT sensor, EGT sensor probe must be in place.
 - C.Weight: 250 pounds
 - 3. Comer K-80
 - A.Fuel: Gas and Oil
 - B.Carburetor, exhaust and clutch as supplied with engine from manufacturer.
 - C.Weight: 250 lbs.
 - 4. Briggs and Stratton World Formula: As homologated except it is permissible to use an alternate chain/

sprocket/gear (type 35).

A.Fuel: Gas

B.Restrictor: An internal carburetor throttle stop and/or intake restriction must be used.

C.Weight: 275 pounds

D.Battery may be removed

Regions may add Formula Junior classes which extend the maximum age range, but such classes may not allow additional modifications beyond those of FJA/FJB as documented herein.

B. CHASSIS

Formula Junior will follow section 19.1.A. 2. Additionally, Cadet sized chassis (overall length 69", wheelbase 35" minimum and 38" maximum) is approved for all engine configurations in FJB. All FJ karts will follow rules section 19.1 items pertaining to construction materials and ballast.

C. WHEELS AND TIRES

For all classes: maximum tire size for rear tires is 6.00/11.0-5. Maximum size for front tires is 4.50/10-5. Tire compound is restricted to Bridgestone YHC or other tire manufacturer's models with durometer readings of 58 or higher.

Kart specific "rain tread" tires of any durometer reading may be used at a rain event. This does not allow the use of slick type tires with compounds or designations softer than class specifications, even if grooved to show a defined three dimensional tread pattern. Declaration of a rain event is at the discretion of the Youth Steward.

D. CLUTCHES

For all classes, wet or dry clutches allowed. Jackshaft clutch drives for 2 cycle engines allowed, but must be securely fastened to the engine and/or engine mount. No frame mounted Jackshafts. Axle clutches are not allowed. World Formula clutches must be as homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).

E. SAFETY EQUIPMENT

1. Must follow 19.1.G. In addition to meeting the requirements of 4.3.1, helmets for Formula Junior drivers must be of closed face design, incorporating full face shields and chin bars.
2. Kill switches: All drivers must demonstrate the ability to shut down the engine both while driving and stationary. It is suggested that the kart have an operational ignition kill switch within easy reach of the driver in the normal operating position.
3. Seats: It is not permissible to use any type of strap or seat belt. In the event a kart is upset, a driver must be able to exit the kart unrestrained by a seat belt or strap. It is recommended to utilize some form of seat insert and pedal extensions to fit drivers of different sizes to one seat.

F. BODYWORK

Providing Solo Rules Sections 19.1.A and 19.2 are met and the kart is prepared to the rules of a nationally recognized sanctioning body (e.g. WKA, IKF, CIK), any style bodywork may be used.

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20. PROSOLO NATIONAL SERIES RULES

- 20.1 Events are conducted under the SCCA Solo Rules (SR), except as amended by these **ProSolo National Series** Rules, the **National Series** Supplementary Regulations (NSSR), Event Supplemental Regulations (ESR), and any supplementary rules.

20.2 OVERVIEW

- A. Format- **ProSolo** features Solo courses with a drag race type start utilizing a light (christmas) tree to signal the start. Following the class competition are the Challenge competitions featuring the top finishers to determine the Top Eliminators of the event. These Challenge competitions use single elimination rounds utilizing handicapped starts to equalize different classes of vehicles.
- B. The **ProSolo National Series** features all National Solo open classes as well as selected prototype classes for broad based access to ProSolo for SCCA members.

20.3 PROGRAM OBJECTIVE AND STRATEGIES

- A. The primary objective and core strategies of the **ProSolo National Series** are listed below. This listing is designed to give the program guidance in the development of rules, operational procedures, and marketing.
- B. **Primary Objective:** To develop and sustain a marketable and commercially viable national Solo series using the unique format of a drag race type start.
- C. Core Strategies
1. Participation opportunities for multiple levels of experience and commitment; pro, club, and recreational.
 2. Effective, efficient, and enjoyable event operations.
 3. Aggressive marketing to build awareness and acceptance within the Solo community, the motorsports marketplace, and the automotive industry.

20.4 OPERATIONAL AUTHORITY AND RULES INTERPRETATION

- A. Final authority for all aspects of the **ProSolo National Series** shall reside with the SCCA National Office.
- B. In the event of doubt or ambiguity as the wording and/or intent of the operating rules for the **ProSolo National Series**, the decisions

of the SCCA National staff, or their designee, shall prevail and be binding. The SCCA National staff reserves the right as necessary to revise these rules, to issue supplements to them at any time, and to promulgate special rules in an emergency.

NOTE: The complete 2008 **ProSolo National Series** Rules will be available in January of 2008 at www.scca.com or contact the SCCA Solo Department at 800-770-2055 for a printed copy.

APPENDIX A - AUTOMOBILE CLASSES

It is SCCA's intention to class all essentially identical vehicles from the same manufacturer (which differ only cosmetically or in nominal marque designation) in the same class. If a version is omitted from the class listing, and is otherwise eligible for the category, then its classification will be the same as the equivalent car which is listed.

All unclassified cars will compete in Super Stock until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from Super Stock and work down the classes until a class is found. **Such unclassified cars will not be eligible for Divisionals, Tours, or the National Championships. Members should look for a Tech Bulletin in an early current-year issue of the official SCCA publication for details, or contact the National office.**

For Stock Category vehicles, the vehicle manufacturer's specifications shall be used for specific wheel diameter and maximum rim width specifications.

The following make/models are not eligible for Stock Category: BMW M3 Lightweight, Calloway Corvette, Mustang Cobra R, Ferrari (NOC), Dodge Viper (NOC), Ford GT, Firebird Firehawk, Lamborghini (NOC), *Lotus Sport Elise*, Mini 'Works' package (pre-'06 dealer-installed), Porsche 911 GT2 ('02+), Porsche 911 Turbo AWD, Porsche 911 GT3 (997) and GT3 RS (997), BMW Z8, BMW 325 M-Technic, Lotus Elan M100, Ferrari 355 and 360, *Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 and Level 2 suspension packages only)*, Saleen Mustang (supercharged), and Oldsmobile 442 HO W-41 (Sports package option).

ABBREVIATIONS:

AWD - All-wheel drive

FWD - Front wheel drive

N/A - Normally aspirated

nV - refers to number (n) of valves

RWD - Rear wheel drive

NOC - Not otherwise classified

S/C - Supercharged

Vn - refers to number (n) of cylinders

STOCK CATEGORY

Super Stock (SS)

BMW

- M Roadster ('06 +)
- Z4 M Coupe/Roadster ('07 +)

Chevrolet

- Corvette C5 ('97 +)
- Corvette C6 ('05 +)
- Corvette C6 Z06 ('06 +)

Dodge

- Viper R/T, GTS
- Viper SRT-10

Lotus

- Elise ('05 +)
- Esprit Turbo
- Exige N/A ('06 +)*

Mazda

- RX-7 Turbo ('93 +)

Porsche

- 911 (996 chassis) ('98 +)
- 911 (997 chassis)
- 911 Turbo, 930 (2WD)
- 911 GT3 (996)
- Boxster S ('05 +)
- Cayman S ('06 +)

A Stock (AS)

Acura

- NSX

Audi

- RS4*

BMW

- M Coupe and Roadster ('01 +)
- M3 (E46)
- M5 ('04 +)
- Z4
- Z4 Coupe ('07 +)

Chevrolet

- Corvette C4 ('84-'96)
- Corvette ZR-1

Chrysler

- Crossfire SRT-6

DeTomaso

- Pantera
- Mangusta

Ford

- Mustang Shelby GT 500

Honda

- S2000 ('00-'03)
- S2000 ('04 +)
- S2000 CR*

Jaguar

- XKR Coupe

Maserati

- Gran Sport, Spyder, Coupe
- ('02 +)

Mercedes

- C32 AMG
- SLK32 AMG ('02 +)
- SLK350
- SLK55, CLK55

Mitsubishi

- Lancer Evolution VIII (all)*
- Lancer Evolution IX (all)*

Pontiac

- Solstice GXP

Porsche

- 911 (993 chassis), non-turbo
- ('95-'98)
- Boxster ('05 +)
- Boxster S
- Boxster non-S ('97 +)
- Cayman non-S

Saleen
 Mustang (normally aspirated)
 Saturn
 Sky Redline
 Shelby
 Cobra (all)
 Subaru
 WRX STi
 Toyota
 Supra Turbo ('93 1/2+)

B Stock (BS)

BMW
 M Coupe & Roadster ('96-'00)
 M3 (E30)
 M3 (E36)
 Z3 6cyl NOC
 Chevrolet
 Corvette ('63-'82)
 Chrysler
 Prowler
 Ferrari
 308, 328
 Jaguar
 XKE 6 cyl. & 12-cyl.
 Lotus
 Elan RWD
 Esprit
 Europa Twin Cam
 Europa, Renault engine
 Maserati
 Biturbo
 Mazda
 RX-7 Turbo ('87-'91)
 RX-8
 Mercedes
 SLK
 Morgan
 Plus 8
 Mini
 Cooper S (John Cooper
 "Works" package) ('06+)

Nissan
 300ZX Turbo ('90+)
 350Z
 Plymouth
 Prowler
 Porsche
 911, non-turbo, NOC
 911 Club Sport
 914/6
 928 (all)
 944 (16V)
 944 Turbo (all)
 968
 Carrera 2, Carrera 4 (964
 chassis)
 356 Carrera 4-cam

Toyota
MR2 Turbo
TVR
8-cyl and V6

C Stock (CS)

Jensen Healey
Lotus
7, 7A
Eclat
Elan +2
Elite, 1216cc
Elite 2+2
Mazda
Mazdaspeed Miata
Miata 1.8 ('98+)
MX-5 ('06+) *including MSR*
Pontiac
Solstice, incl. Z0K ('06+)
Porsche
9141.7, 1.8, 2.0L
Saturn
Sky ('06+)
Toyota
MR2 Spyder
MR2 Supercharged

D Stock (DS)

Acura

Integra Type R

Audi

A3 3.2L AWD

S4 ('00-'03)

TT 3.2L

TT 1.8 turbo & 2.0 turbo

BMW

330Ci

330 with ZHP, all

3 series ('06 +)

3 Series, 6 cyl. (non-M) NOC

Cadillac

CTS

Chevrolet

Cobalt SS

Chrysler/Dodge

Crossfire

Daytona IROC R/T

Caliber SRT-4

SRT-4

Honda

Prelude VTEC engine models
('97 +)

Infiniti

G35 Sedan

Jaguar

X Type 3.0 (AWD)

X Type

Lexus

IS250 ('06 +)

IS300

IS350 ('06 +)

Mazda

MazdaSpeed 3

MazdaSpeed 6

MazdaSpeed Protege

Mercedes

C320

Mitsubishi/DSM

Eclipse ('06 +)

Eclipse/Talon Turbo AWD

Nissan

Maxima ('04 +)

Oldsmobile

Calais W41

Saab

9-2X Aero (2.0L turbo)

Saturn

Ion Redline

Subaru

Forester 2.5XT

Legacy 2.5GT (05 +)

WRX

Volkswagen

Golf R32

Volvo

S60R ('03 +)

V70R ('03 +)

E Stock (ES)

Alfa Romeo
 2000 Spider
 2000 GTV

BMW
 Z3 4-cyl

Datsun
 2000, 240Z, 260Z, 280Z, 280ZX
 non turbo

Dodge
 Charger Turbo
 GLH Turbo

Fiat/Bertone
 X-1/9 (all)

Mazda
 Miata 1.6
 Miata 1.8 ('94-'97)
 RX-7 non-turbo (all)

Morgan
 Plus 4, 4/4

Pontiac
 Fiero V6

Porsche
 924 Turbo, Audi engine
 924S
 944 8v

Shelby
 Charger GLH-S ('87)

Sunbeam
 Tiger

Triumph
 TR-8

Toyota
 MR2 non-turbo

TVR
 4-cyl and inline 6-cyl
 V8
 V12

F Stock (FS)

AMC
 AMX
 Javelin V8

Audi
 S4 V8 ('04 +)

BMW
 335i ('07 +)
 5 series 6-cyl NOC
 6 series coupe
 8 series coupe (all)
 M5 ('88-'93)
 M5 ('00-'03)

Buick
 Regal/Grand National, Turbo
 V6

Cadillac
 CTS-V

Chevrolet
*Camaro SS (base car only incl.
 GM-installed 1LE '98-'02)*
 Camaro V8, NOC
 Corvette (53-62)

Chrysler
 300/300C ('04 +)

Datsun
 280ZX Turbo

Dodge
 Magnum, SRT-8
 Ram 1500 SRT10
 Stealth turbo

Ford
 Mustang Mach 1 ('03 +)
 Mustang Cobra ('03-'04)
 Mustang SVT Cobra
 Mustang V8, NOC
*Mustang Shelby GT, T82
 and 54U (factory option
 package only)*
 Thunderbird V8 and
 supercharged V6

GMC
 Cyclone
 Typhoon

Infiniti
 G35 Coupe
 G37
 Q45

Jaguar
 XJ-S
 XJ6 (98 +)
 S-Type (6-cyl)
 S-Type R
 Sedans (12 cyl.)

Lexus
 400
 GS400
 SC300

Lincoln
 LS V8 Sedans
 Mark VIII

Mercedes
 CLK
 C36
 E55 AMG

Mercury
 Capri V8
 Cougar V8 and supercharged V6

Mitsubishi
 3000 GT turbo

Nissan
 300 ZX non-turbo (90 +)
 300 ZX turbo (pre 90)

Pontiac
Firebird Trans Am & Formula, WS6, base car only, including GM installed 1LE (98-02)
 Firebird V8, NOC
 GTO ('04 +)
 Trans Am turbo V-6

Shelby
 GT350
 GT500 ('67-'70)

Toyota
 Supra Non turbo (93 +)
 Supra Turbo (86 ½ -92)

Triumph
 Stag

V8 sedans, pick-ups, and sedan derived convertibles NOC

G Stock (GS)

Acura
 CL, 6 cyl.
 Integra ('90 +) NOC
 Legend
 RSX Type S
 TL
 TL Type S
 Vigor

Alfa Romeo
 1750, 1750 GTV
 164, nonS (pre '94)
 GTV V6
 Milano

Audi
 200 Turbo Quattro
 5000 Turbo
 A3 ('06 +)(FWD)
 A4, 6 cyl.
 A4, 4 cyl turbo
 A6
 V8 Quattro, A8
 Quattro Coupe, Turbo
 S4 (92-94) (100 CS chassis)

BMW
 318is, i (1991)
 318 ti ('95 +)
 325E, eta engine
 2002 (all)

Buick
 Reatta

Cadillac
 Catera

Chevrolet
 Camaro V6
 Cobalt SS N/A
 Corvair Turbo
 Corvair 4 carb

Chrysler
 Conquest Turbo
 Cirrus V6
 Laser Turbo
 Neon (all)
 PT Turbo ('03 +)
 Sebring V6

Daewoo	6 cyl. models	Jaguar	X-type ('02 +)
Dodge	Conquest Turbo	Lexus	ES 250
	Daytona Turbo NOC		ES 300
	Neon (all)		GS 300
	Stealth non turbo	Lincoln	LS V6 Sedans
	Avenger V6	Mazda	323 GT Turbo sedan
	Lancer Turbo		323 GTX awd Turbo
	Shadow Turbo NOC		6 (6-cyl) ('03 +)
	Shadow V6		Millennia S/C
	Spirit V6 and Turbo 4 cyl		MX6, 4 cyl. ('93 +)
	Spirit R/T		MX6 V6 and 4 cyl. turbo (all)
	Stratus V6		Protege MP3
Ford	Contour SE V6	Mercedes	190 16v
	Contour SVT		190, 2.6L
	Five Hundred		280
	Focus SVT		C230 (190HP)
	Fusion 6-cyl.	Mercury	Capri US V6 and 4 cyl. turbo
	Mustang V6 and 4 cyl. turbo		Cougar V6
	Mustang SVO		Milan 6-cyl.
	Probe (93 +) (all)		Montego
	Probe ('89 to '92), 4 cyl. turbo		Mystique V6
	and V6		Topaz V6
	Taurus SHO	Merkur	XR4Ti
	Tempo V6	Mini	Cooper S ('02-'04)
	Thunderbird Turbo		Cooper S ('05 +)
	ZX-2/SR	Mitsubishi/DSM	Eclipse (00 +)
General Motors	All FWD models with 6-cyl		Eclipse/Talon Turbo FWD
	(all), Quad 4, Ecotec, or 4		3000 GT non-turbo
	cyl. turbo engines, NOC		Galant VR4
Honda	Accord V6		Galant V6
	Civic del Sol VTEC		Starion Turbo
	Civic Si ('86 and '87)	Nissan	200 SX SE V6
	Civic Si ('06 +)		200 SX Turbo
	CRXsi (all)		240 SX (all)
	Prelude VTEC ('93-'96)		300ZX non-turbo (pre-'90)
	Prelude ('92 +) NOC		
Infiniti	M30		
Isuzu	Impulse Turbo ALL		

Altima ('02 +)
 Maxima (92 +)
 NX2000
 Sentra SE-R ('91-'94)
 Sentra SE-R ('02 +)
 Sentra SE-R Spec-V ('02 +)
 Sentra 2.0L ('00-'01)
 Peugeot
 405 Mi-16
 Pontiac
 Firebird V6
 Plymouth
 Acclaim V6 and 4 cyl. turbo
 Neon (all)
 Sundance V6 and 4 cyl. turbo
 Saab
 900 V6 ('94 +)
 9-2X Linear (2.5L)
 All Turbos NOC
 Saturn
 L series 6 cyl
 Subaru
 Impreza 2.5 (N/A)
 SVX
 Toyota
 Camry V6 ('92 +)
 Celica All-Trac Turbo
 Celica GTS ('00 +)
 Celica GT (94 +)
 Celica ST (94 +)
 Celica GT-S ('86-'93)
 Supra ('82-'85)
 Supra ('86-'92)
 Volvo
 NOC
 Turbo models (all)
 C30
 Volkswagen
 1.8T models NOC ('02 +)
 New Beetle 1.8 Turbo
 Corrado VR6
 Corrado G60
 Golf/GTi/Jetta 16v
 Golf/GTi/Jetta 1.8 Turbo
 Golf/Jetta/GLI 24V VR6
 ('02 +)
 Jetta 2.0T & GLI 2.0T('06 +)

GTI ('06 +)
 Passat 1.8 Turbo
 Passat 6-cyl ('02 +)
 Passat V6 AWD
Passat W8
 Scirocco 16v
 VR6 FWD (NOC)

H Stock (HS)

Acura

CL, 4 cyl.
Integra ('86-'89)
RSX (Non-'S')
TSX

Alfa Romeo

1300
1600
2000, 4-door sedans
Sedans NOC

AMC

Gremlin, 4 & 6 cyl.
Spirit, 4 & 6 cyl.

Audi

80 all
90 all
Quattro Coupe non-turbo
100 all, except S4
4000 all
5000 all, except turbo

Austin

Mini (all)
Mini-Cooper

Austin-Healey

100/4
100/6
3000
Sprite (all)

BMW

1600
318 NOC
318i & is (92 +)
320
7 series, 6-cyl
1800
1800ti
1800 TISA
2000 CS Coupe

Chevrolet

Aveo
Beretta, NOC
Camaro inline 4 & 6-cyl
Chevette
Cobalt 2.2 (all)
Corvair, 2 carb
Cosworth Vega
Nova RWD, 4 & 6-cyl.
Nova 16v (NUMMI)

Nova 8v (NUMMI)

Spectrum
Spectrum Turbo
Sprint
Sprint Turbo
Vega

Chrysler

Laser non-turbo
PT Cruiser
Sebring 4-cyl.

Daewoo

4-cyl. models

Datsun

210
310
310 GX
510
610
710
810
1200
B210
F10
1500 Roadsters
1600 Roadsters

Dodge

Avenger 4cyl
Challenger 2.6
Charger, non turbo, FWD
Colt 1600, FWD
Colt 1.8L, 16v (93 +)
Colt FWD, 1.4 & 1.5L
Colt RWD
Colt Turbo (pre-'89)
Colt Turbo (16v)
Daytona non-turbo, 4-cyl
GLH non-turbo
Intrepid
Omni 1.7 & 2.2L
024 1.7L
Rampage 2.2L
Shadow non-turbo 4-cyl
Spirit non-turbo 4-cyl.
Stratus 4-cyl.

Eagle

Summit 1.8 16v(93 +)
Summit NOC, non-turbo

	Summit Turbo 16v		Civic del Sol S, Si (94 +)
	Talon non-turbo, 16v		Civic EX, LX (88 +)
Fiat			Civic Si (89-91)
	Strada		Civic Si ('99-'00)
	124 Sedan		Civic Si ('02-'05)
	124 Coupe & Spider		Civic ('06 +)
	128		Civic (NOC)
	131 Sedan & Brava		CRX (NOC)
	850 Coupe & Sedan		<i>Fit</i>
	850 Spider		Insight
Ford			Prelude (79-91)
	Aspire		Prelude S (92 +)
	Contour 4-cyl.	Hyundai	
	Cortina (all)		Accent (95 +)
	Escort 1.9 & 1.6, NOC		NOC
	Escort 1.9 EFI, HO, (pre-91)		Scoupe non-turbo
	Escort 16v ('91 +)		Scoupe Turbo (93 +)
	Escort Turbo		Tiburon
	EXP Turbo		Tiburon 6-cyl ('02 +)
	EXP 1.9	Infiniti	
	EXP 1.6, non-turbo		G20
	Festiva	Isuzu	
	Fiesta		Impulse NOC
	Focus		Impulse, non-turbo (90 +)
	Focus PZEV 2.3		I-Mark NOC, FWD & RWD
	Fusion 4-cyl.		I-Mark FWD RS 16v & Turbo
	Mustang Inline, 4 & 6-cyl.		Stylus 12v
	Mustang II, 4 & 6-cyl.		Stylus 16v
	Pinto	Hyundai	
	Probe (89-92), 4-cyl. non-turbo		Tiburon 4-cyl ('02 +)
	Taurus (NOC)	Jaguar	
	Tempo		120
	Thunderbird V6 (89 +)		140
	ZX-2 (non-SR)		150
Geo		Kia	
	Metro		Sephia 1.8
	Prizm		Spectra5
	Spectrum	Lancia	
	Storm 12v		Beta Coupe
	Storm Gsi 16v		HPE
General Motors			Scorpion
	All FWD models, NOC		Zagato
	All RWD V6 models, NOC	Lotus	
Honda			Cortina
	600		
	800		
	Accord, 4-cyl.		
	Civic del Sol DX		

Mazda	Mitsubishi
3 (all)	Cordia (all)
323 1.6, 8v	Eclipse non-turbo, 8v & 16v
6 (4-cyl)	Galant 2.0L, 16v non-turbo (89+)
626 (all)	Galant 2.4L, 16v
808	Lancer non-turbo
929	Mirage 8v & 16v, non turbo
Cosmo	Mirage Turbo, 16v
GLC (all)	Precis
Millennia	Premier (all)
MX-3 4-cyl	Starion non-turbo
MX-3 V6	Tredia (all)
MX6 ('88-'92) 4-cyl. non-turbo	
Protégé (NOC)	Nissan
Protégé 1.8, 16v	200SX SE-R ('95+)
R100	200SX (NOC)
RX-2	Altima
RX-3	Maxima (NOC)
RX-4	NX1600
Mercedes	Pulsar (all)
NOC	Sentra (pre 91)
Mercury	Sentra 1.6L (91+)
Bobcat	Sentra 1.8L ('01+)
Capri FWD	Sentra SE 2.0 ('95-'99)
Capri, Turbo, FWD	Stanza
Capri, German, 4-cyl. & V6	Opel
Capri, US, 4-cyl.	1100
Cougar 4-cyl (99+)	1900 (all)
LN-7 (all)	GT
Lynx (all)	Isuzu
Milan 4-cyl.	Manta
Mystique 4-cyl.	Peugeot
Sable	405DL&S
Scorpio	Pininfarina
Topaz 4-cyl.	2000
Tracer 1.6L & 1.9L	Plymouth
Tracer 16v	Acclaim 4-cyl. Non turbo
MG	Arrow
MGA	Champ
MGB & MGB-GT	Colt 1.5L
MGC	Colt 16v 1.8L (93+)
Midget (all)	Horizon
"T" Series	Laser non-turbo
Mini	Sapporo
Cooper non-S ('02+)	Scamp 2.2L
	Sundance 4-cyl. Non turbo
	TC-3
	Turismo

Pontiac	Paseo
T-1000	Prius
Fiero 4-cyl.	Starlet
Firebird inline 4 & 6-cyl.	Supra (pre-82)
Lemans FWD	Tercel
Sunfire, 2.2L	<i>Yaris</i>
Vibe	Triumph
Porsche	GT6
356 except Carrera	Spitfire
912	TR2
924 Audi engine	TR250
Renault	TR3
NOC	TR4
Saab	TR4A
NOC	TR6
Saturn	TR7
8v	Volkswagen
DOHC models NOC	(all air cooled)
Ion	(all diesel models)
L series 4-cyl	Beetle 2.0
Scion	<i>New Beetle (NOC)</i>
TC	Dasher
XA	Fox
Shelby	Golf/GTi/Jetta 8v (all)
Charger non-turbo	Jetta (2.5L gas 1.9L TDI)
Subaru	('05-1/2)
Impreza, NOC	Passat 4-cyl. non-turbo
Legacy 2.5 GT	Quantum
Sedan Turbo, NOC	Rabbit and GTI (all NOC)
NOC	Rabbit ('07+)
Sunbeam	Scirocco 8v
Alpine, 4-cyl.	Volvo
Suzuki	P1800
Esteem GL	NOC
Forenza	Yugo
Swift (all)	(all)
Toyota	+ all RWD pickup trucks NOC
Camry (4 cyl)	
Camry V-6 (NOC)	
Celica FWD (NOC)	
Celica RWD	
Corolla (all)	
Cressida	
Echo	
Matrix (all)	

STREET TOURING CATEGORY

Street Touring Class S

Class Requirements and Restrictions:

Coupes/Sedans - 4 seats minimum
(non-sports car based)

Engine Displacement:

- up to 3.1L normally aspirated or
- small turbocharged engines specifically listed

No Limited Slip Differentials
except standard viscous-
types

Example Classifications:

- Acura RSX
- BMW 3-series (non-M)
- Ford Focus SVT
- Honda Civic
- Mini Cooper
- Nissan Sentra SE-R
- Nissan 240SX
- Mazda Protege
- Subaru Impreza 2.5RS

Also Included (Small Turbos):

- VW Golf/Jetta/Passat/Beetle 1.8T
- VW Golf/Jetta/Passat/Beetle TDI
- Audi A4 1.8T and TT (Coupe and Roadster), non-Quattro
- Mazda 323 GT/GTX
- Volvo S40 (except T5) and V40

Excluded:

All sports cars, sports car based
models, examples include:

- Porsche (all)
- Datsun Z-car (2 + 2)

Street Touring Class X

Class Requirements and Restrictions:

Coupes/Sedans - 4 seats minimum
(non-sports car based)

Engine Displacement

- up to 5.1L normally aspirated or
- up to 2.0L forced induction
(single turbo/supercharger).

Example Classifications:

All STS Eligible Cars +

- Audi TT/A3/A4 (Quattro)
- Acura Integra Type R
- BMW M3 (E30 88-91)
- Honda Civic Si (06+)
- Mini Cooper S (including JCW)
- Nissan Sentra SE-R Spec V
- Mazda MazdaSpeed Protege
- Subaru WRX (2.0L)
- VW GTI/Golf/Jetta/Passat/Beetle 2.0T
- VW R32

Excluded:

All sports cars, sports car based
models and

- Audi S4 (V8)
- BMW M3 (E36/E46 95 +)
- BMW M5 (all)
- Mazda RX-8
- Mitsubishi Lancer Evolution (03 +)

Street Touring Class U

Class Requirements and Restrictions:

Coupes/Sedans - 4 seats minimum

Engine Displacement

- any normally aspirated or
- up to 3.1L forced induction
(single turbo/supercharger).

Example Classifications:

All STS and STX Eligible Cars +

- Audi S4
- BMW M3 (E36 95-99)
- Chevrolet Camaro 5.7L
- Pontiac GTO
- Mitsubishi Lancer Evolution ('03 +)
- Subaru WRX STI
- Volvo S60R

Excluded:

All sports cars, sports car based models and

- Audi S4 (V8)
- BMW M3 (E46 '01 +)
- BMW M5 (E39 & E60 '01 +)

Street Touring Class S2

Class Requirements and Restrictions:

Sports Cars w/ 2 seats

Engine Displacement

- up to 1900 cc normally aspirated

No Limited Slip Differentials
except standard viscous-types

Example Classifications:

- Mazda Miata ('90-'97)
- Toyota MR2 ('85-'89)
- Mazda RX-7 non-turbo
- Honda CRX
- Honda del Sol

Excluded:

- Lotus (all)
- Miata (99 +)
- MR2 Spyder (00 +)

STREET PREPARED CATEGORY

Street Prepared Class A

BMW

M Coupe, M Roadster, Z3 (6-cyl)

M3 (E46)

Chevrolet

Corvette ('97-'04) (C5)

Corvette ('05 +) (C6)

Dodge

Viper

Elva

Courier

Ferrari

355

360

Dino 206, 246 (all)

F430

Ford

GT

Griffith

(all)

Lotus

Elan (RWD)

Elan M100 (FWD, all)

Europa (all)

Elise, Exige, *Exige S* ('05 +)

Elite 2 + 2 & Eclat

Esprit (4-cyl all)

Esprit (V8)

7 & 7A

Mazda

Rx-7 Turbo ('93 +)

Morgan

V8 all

+ 4 (2138cc all)

Pontiac

Solstice GXP & Saturn Sky

Redline

Porsche

911 AWD Turbo

911 Club Sport (to 3.2L)

911 GT2 ('02 +)

911 GT3

911 non-turbo (3.6L air-cooled)

911 Turbo & 930 (to 3.3L)

911 Turbo & Turbo S (3.6L air-cooled)

914/6 (all)

924 Turbo

944 (16V)

944 Turbo

968

Carerra 2

Carerra 4

Toyota

MR-2 Turbo ('91 +)

TVR

4-cyl & 6-cyl. (all)

V8 (all)

+ Sports cars over 2.0L not otherwise classified. (See Section 15.1.C for update/backdate limitations.)

Street Prepared Class B

BMW

M3 (E36), M3 Lightweight
M-Technic
Z8

Bricklin

Chevrolet

Corvette ('53-'54)
Corvette ('55-'57)
Corvette ('58-'62)
Corvette ('63-'67)
Corvette ('68-'82)
Corvette ('84-'96)
Corvette ZR-1 (all)

Chrysler

Crossfire & SRT-6

Datsun/Nissan

240Z & 260Z & 280Z
280ZX non-turbo
280ZX turbo ('79-'83)
300ZX turbo ('84-'89)
300ZX turbo ('90+)
350Z

DeLorean

DeTomaso

Mangusta (all)
Pantera (all)

Dodge

Stealth Turbo

Ferrari

250 except 250LM
275
308 Coupe & Spyder
330
365 Daytona GTB & GTC

Honda

S2000

Jaguar

E-type (all)

Mazda

MazdaSpeed Miata
Rx-7 Turbo ('86-'92)
RX-8

Mercedes-Benz

CLK320/CLK32 AMG

Mitsubishi

Evo ('03+)
3000GT Turbo

Pontiac

Firebird Firehawk SLP 383cid
engine ('90-'92) (3rd gen)
Firebird Firehawk SLP 383cid
engine ('93-'02) (4th gen)

Porsche

911 ('65-'89) 3.2L max, N/A
928
Boxster & Cayman (all)

Saleen

MustangS281E, Mustang
(NOC)

Shelby

Cobra 289

Subaru

WRX Sti

Sunbeam

Tiger 260 & 289

Toyota

Supra Turbo ('93+)

Triumph

TR-8

Street Prepared Class C

Acura
RSX (all)

Audi
TT 1.8T (FWD and Quattro)
TT 3.2 Quattro
Turbo Coupe Quattro

BMW
Z3 (4-cyl)
M3 (E30)

Datsun/Nissan
Roadster 1500 & 1600 & 2000

Dodge
SRT-4

Fiat
Abarth (all)
124 Spyder & 2000 Spyder,
non-turbo (all)
2000 Spyder Turbo

Honda
Civic 1500 ('84-'87)
Civic ('88-'91)
CRX ('88-'91)
CRX 1500 ('84-'87)

Jensen-Healey

Lancia
Scorpion

Lotus
Cortina
Elite (1216cc)

Mazda
MX-5 Miata
MX-5 ('06+)
RX-2 & 616
RX-3 & RX-3SP & 808 Mizer
RX-7 non-turbo ('78 -'85)
RX-7 non-turbo ('86 -'92)

Mercedes
190

Morgan
4/4

Pininfarina
2000

Pontiac
Fiero V6
Solstice & Saturn Sky

Porsche
356 & 1600
924S & 944 (8V)
Carrera 4-cyl (all)

Toyota
MR-2 non-supercharged ('85-'90)
MR-2 non-turbo ('91+)
MR-2 Supercharged
Supra ('79-'81)

All sedans over 1.7L and under 3.0L not otherwise classified. All sports cars under 2.0L not otherwise classified. (See Section 14.1.C for update/backdate limitations.)

Street Prepared Class D

Acura

Integra ('86-'89 all)
Integra ('90-'93 all)
Integra ('94-'01 all including
Type R)

Alfa Romeo

1600 Coupes & Spyders (all)
1750 & 2000 Coupes & Spyders
(all)
GTV V6 (all)
Milano

Audi

4000 Quattro
80 Quattro
A4 1.8T FWD & AWD ('95-'01)
A4 1.8T FWD & AWD ('02+)
Coupe & Coupe Quattro

BMW

2002 tii (all)
325 & 328 (E30)
323, 325, & 328 (E36)
328 & 330(E46) (all except M3)
3 Series (16V NOC)
Bavaria

Chevrolet / Pontiac / Buick / Oldsmobile / Geo

Spectrum Turbo ('85-'89)
Storm GSi ('85-'89)
J Body V6, 4-cyl Turbo, Quad 4
(DOHC)
L Body V6 & Quad 4
N Body V6 & 4-cyl Turbo &
Quad 4
X Body V6

Chrysler / Dodge / Plymouth

Acclaim V6 & Turbo
Charger GLH-S
Conquest & Starion non-turbo
Daytona Turbo
Daytona V6
GLH-S & GLH Turbo
Laser Turbo (NOC) & K-car
Turbo
Neon (all)

Shadow V6 & 4-cyl Turbo
Shelby Charger Turbo
Spirit V6 & 4-cyl Turbo
Sundance Turbo

Datsun/Nissan

200SX SE-R
200SX Turbo
200SX V6
240SX
Maxima
Pulsar (16V)
Pulsar NX Turbo
Sentra SE-R & NX2000 ('91+)
Sentra 2.0L ('95-'99)
Sentra 2.0L ('00-'01)

Dodge / Mitsubishi

Colt Turbo / Mirage Turbo
('84-'88)
Colt Turbo / Mirage Turbo
('89-'92)

Eagle

Summit Turbo 16V ('89)

Fiat

X-1/9 1300 & 1500, Bertone
1500

Ford/Mercury

Capri 4-cyl & 6-cyl ('71-'77)
Capri ('91-'95)
Contour SVT
Cougar ('99-'02)
Escort ZX-2 & Tracer 16V
Focus SVT
Fusion/Milan 6-cyl ('06+)
Probe Turbo & V6

Honda

Civic Si DOHC VTEC ('99-'00)
Civic SOHC VTEC ('92-'95)
Civic VTEC, SOHC and DOHC
('96+)
delSol ('93-'97)
Prelude 4WS
Prelude NOC ('83+)

Hyundai

Tiburon

Isuzu

I-Mark LS, 16V & Turbo
(FWD)('85-'89)

I-Mark (FWD) RS 16V & Turbo	Celica ('00 +)
Impulse RS Turbo AWD ('90-'93)	Celica All-Trac (all)
Impulse Turbo & RS RWD ('83-'89)	Corolla GTS ('84-'87) (AE86)
Impulse XS non-turbo 16V ('90-'93)	FX-16
Impulse Turbo & 16V	Matrix
Stylus XS & RS 16V ('90-'93)	Supra ('82-'85)
Lexus	Volkswagen
IS300	Corrado (All)
Maserati	Golf (16V) & Jetta (16V)
Biturbo	Golf & Jetta VR6
Mazda	New Beetle Turbo
323 GT & GTX 4WD	Passat VR6
6 (6-cyl)	R32
Mazdaspeed Protege	Scirocco (16V)
MX-6 Turbo & V6	Volvo
Mercedes	240 Series Turbo (all)
C230	
Merkur	+ Spec Miata (See 15.0 for Spec Miata preparation allowance requirements)
XR4Ti	
Mini	+ All 6-cyl and mechanically-forced-induction 4-cyl. 2WD sedans under 3.0L not otherwise classified. (See Section 15.1.C for update/backdate limitations.)
Cooper S, incl. JCW, <i>JCW GP</i>	
Mitsubishi	
Cordia Turbo	
Eclipse ('00 +)	
Galant (all)	
Tredia Turbo	
Pontiac	
Vibe	
Porsche	
914 1.7L & 1.8L & 2.0L (4-cyl)	
924 (Audi engine)	
Renault	
Fuego Turbo	
R5 Turbo	
Saab	
99 & 99 EMS & 99 Turbo	
900 & 900 Turbo ('79-'93)	
900 & 900 Turbo ('94 +)	
Saturn	
All 16V models	
Subaru	
Impreza 2.5	
Toyota	
Camry V6	

Street Prepared Class E

AMC

AMX & Javelin (all)

Audi

5000 Turbo & 5000 Turbo
Quattro & 200 & 200 Quattro
A8 & A8 Quattro
V8 Quattro

BMW

2500 & 2800 (all)
3.0S & CS (all)
528 & 530 & 533 (all)
633i & 733i (all)

Chevrolet/Pontiac/Buick/Oldsmobile

Camaro/Firebird ('67-'70)
Camaro/Firebird, all ('70½-'81)
Camaro/Firebird & Firehawk,
NOC ('82-'92) (3rd gen)
Camaro/Firebird & SS &
Firehawk & WS6, NOC ('93-
'02) (4th gen)

Chevelle ('64-'67)

Chevelle ('68-'72)

Corvair Yenko Stage I, II, III (all)

Lumina

Monza V8 & Skyhawk V6

Reatta

Regal V6 & V8 RWD ('80-'88)

Starfire V6 & Sunbird V6 (all)

Trans Am Turbo ('82-'92)

Chrysler/Dodge/Plymouth

Barracuda ('65-'69)/Dart/
Valiant/Duster ('63-'76) [A-
body]

Barracuda & Challenger ('70 -
74) [E-body]

Challenger 6-cyl & V8 (NOC)

Conquest Turbo

Laser all turbo ('89-'99)

Stealth non-turbo

Dodge

Dakota ('97-'04)

Dodge / Mitsubishi / Eagle

Colt / Mirage ('84-'88)

Colt / Mirage / Summit ('89-
'92)

Colt / Mirage / Summit ('93-
'96)

Mirage ('97-'02)

Eagle

Talon all turbo ('89-'99)

Ferrari

400 America (all)

500 Superfast (all)

Ford/Mercury

Capri Turbo 4

Cougar ('65-'70)

Cougar ('71-'74)

Mustang ('64-1/2-'66)

Mustang & Cougar ('67-'68)

Mustang & Cougar ('69-'70)

Mustang & Cougar ('71-'73)

Mustang II, all ('74-'78)

Mustang & SVO & Cobra R, V6
& V8 ('79-'93)

Mustang ('94-'04) all NOC
including Cobra, Cobra R
(SN95)

Mustang ('05 +) (S197)

Taurus SHO

Thunderbird & Cougar, all ('83-
'88)

Thunderbird & Cougar, all ('89-
'97)

Infiniti

G35

M30

Q45

Jaguar

XJS (all)

Sedans, 6 & 12-cyl.

XK 120 & 140 & 150 & 160

Lexus

250

400

Mazda

929

MazdaSpeed 6

Mercedes

230SL & 250SL & 280SL (all)

350SL & 380SL & 450SL (all)

220 & 230 & 250 & 280 Sedans
(all)

280 4.5 Sedans & 300 6.3

Sedans (all)

Mitsubishi

Eclipse all turbo ('89-'99)

Starion Turbo

3000 GT non-Turbo

Nissan

300ZX non-turbo ('84-'89)

300ZX non-turbo ('90+)

Peugeot

405

Saab

SPG (16V & Turbo)

Saleen

Mustang 302 & 351 non-supercharged ('84-'93)

Shelby

GT350 ('65-'66)

GT350, GT500 ('67+)

Subaru

Forester 2.5XT

Legacy 2.5GT('05+)

WRX

Toyota

Supra non-turbo ('87-'92)

Supra non-turbo ('93+)

Supra Turbo (pre-'87)

Supra Turbo ('87-92)

Volvo

700 Series (all)

800 Series (all)

S60 & V70

Volkswagen

Passat W8 4Motion

All American inline 6, V6 and V8 sedans and pick-ups not otherwise classified. Other sedans over 3.0L not otherwise classified. (See Section 15.1.C for update/backdate limitations.)

Street Prepared Class F

Acura

Legend

Alfa Romeo

1300cc models (all)

1600cc sedans (all)

1750 & 2000 sedans (all)

Alfetta GT

AMC

All 4-cyl models

Audi

80 FWD

100LS (all)

4000 5-cyl

5000

Austin

America (all)

Mini (see Mini Cooper listing)

Austin-Healey

Sprite (all)

100-4 & 100-6 & 3000

BMW

1600

1800ti, TISA

1600-2 & 1602 & 2002 (NOC)

318i (NOC)

320i

Chevrolet / Pontiac / Buick /

Oldsmobile / Geo / Suzuki

Beretta, 4 cyl.

Camaro, 4 cyl. ('82+)

Chevette & T1000

Citation & Omega

Corvair (non-Yenko)

Fiero 4-cyl (all)

Firebird 4-cyl ('82+)

Metro & Swift, all ('85-'88)

Metro & Swift, all ('89-'93)

Monza (NOC) & Starfire &

Omega & Astre & Skyhawk,
all RWD

Phoenix & Skylark

Prism

Spectrum 1.5L non-turbo ('85-'89)

Spectrum (NOC)

Sprint & Sprint Turbo

Storm base model 12V ('89-'93)	Eagle	Talon all non-turbo ('89-'99)
Sunbird 4-cyl	Fiat	128
Vega & Cosworth Vega		850 Sedan
Chrysler / Dodge / Plymouth		850 Coupe and Spyder
Acclaim 4-cyl non-turbo		Brava and 131
Arrow 1600 & 2000 & 2600		Strada
Champ non-turbo (all)	Ford / Mercury	Capri II ('76-'77)
Colt FWD non-turbo		Cortina
Colt non-turbo (8V)		Escort GT
Colt RWD 1600 & 2000		Escort & Tracer 1.9L
Daytona non-turbo		EXP & LN7 & Escort & Lynx (all NOC)
Horizon & TC3 & Turismo, 1.7L & 1.8L & 2.2L		Festiva
Laser all non-turbo ('89-'99)		Fiesta
Omni & 024 & Charger		Focus (NOC)
Rampage 2.2L		Fusion/Milan 4-cyl.
Sapporo 1600 & 2000 & 2600		Mustang II, 4-cyl ('74-'78)
Shelby 2.2L non-turbo ('83-'84)		Mustang & Capri, 4-cyl, non-turbo
Spirit 4-cyl non-turbo		Pinto & Bobcat, 1600 & 2000 & 2300
Datsun/Nissan		Pinto Wagon 2000 & 2300 & 2600
1200		Probe 4-cyl non-turbo
200 SX NOC ('76-'79)	Honda	Accord ('76-'81)
200 SX NOC ('80-'83)		Accord ('82+)
200 SX NOC ('84+)		Civic ('73-'79)
210		Civic ('80-'83)
310		Civic ('92-'95) NOC
510 ('68-'73)		Civic ('96+) NOC
510 ('78-'81)		CRX 1300 & Civic 1300 ('84-'87)
610		Prelude ('79-'82)
710	Hyundai	Elantra
B210		Excel
F-10		Scoupe
NX1600		all NOC
Pulsar & Pulsar NX, non-turbo (all)	Isuzu	I-Mark 1.5L non-turbo (FWD)('85-'89)
Sentra 1.6L ('91+)		I-Mark RS 16V ('85-'89)
Stanza (all)		I-Mark RWD ('80-'85)
Dodge / Mitsubishi / Eagle		Impulse non-turbo ('83-'89)
Colt / Mirage non-turbo('84-'88)		Stylus S 12V ('90-'93)
Colt / Mirage / Summit non-turbo ('89-'92)		
Colt / Mirage / Summit non-turbo ('93-'96)		

Kia		17 Gordini
	Spectra 1.8 4 cyl	18i (all)
Lancia		Alliance & GTA & Encore
	Beta & Zagato ('75-'83)	Fuego non-turbo
Mazda		R-5 (NOC) & LeCar
	3	Saturn
	323 non-turbo	SC1 (8v)
	626 FWD (all)	Scion
	626 RWD (all)	<i>tC</i>
	Cosmo (all)	Sunbeam
	GLC FWD (all)	Alpine (all)
	GLC RWD (all)	Subaru
	MX-6 4-cyl non-turbo	4WD Turbo (all NOC)
	Protege	Forester (non-turbo)
	R-100	Impreza NOC
	RX-4	Legacy & Legacy GT
MG		Suzuki
	1100, 1300 Sedan (all)	Aerio
	A (all)	Toyota
	B & BGT (all)	Camry, 4 cyl.
	C & C-GT (all)	Celica ('70-'77)
	Midget 948 & 1098 & 1275 &	Celica ('78-'81)
	1500 (all)	Celica NOC ('82-'99)
Mini Cooper		Celica FWD 1.6 L
	850 & 970 & 997 & 998 & 1071	Corolla 1200
	& 1275 (all)	Corolla 1600 & SR-5 ('70-'79)
	Mini Cooper non-S	Corolla 1600 & 1800 RWD ('80-
Mitsubishi		'83)
	Cordia non-turbo	Starlet
	Eclipse all non-turbo ('89-'99)	Tercel
	Lancer non-turbo	Triumph
	Mirage non-turbo ('97-'02)	GT-6
	Tredia non-turbo	Herald (all)
Opel		Spitfire
	1900 & Manta	TR-2 & TR-3
	GT 1100	TR-4 & TR-4A
	GT 1500 & 1900	TR-250 & TR-6
	Kadett 1100	TR-7
	Kadett 1500 & 1900	Volkswagen
Peugeot		Beetle (RWD)
	405 DL & S	Cabriolet ('85-'92)
Porsche		Dasher & Quantum, all 4-cyl.
	912	Fox GL
	912E	Golf & Jetta (8V, '85-'93) (A-2
Renault		chassis)
	15 & 17 (all)	Golf & Jetta & Cabrio (8V, '93-
	16 (all)	'98) (A-3 chassis)
		Golf & Jetta & Beetle TDI

Karmann Ghia
Passat (all NOC)
Rabbit & Jetta & Scirocco &
Cabriolet & Pickup (8V, '75-
'92) (A-1 chassis)
Scirocco (8V all)

Volvo

120 Series (all)
140 Series (all)
160 Series (all)
1800 & P1800 & ES1800 (all)
240 Series, non-turbo (all)
260 Series (all)
700 Series (all)

Yugo

(all)

+ All sedans under 1.7L not otherwise
classified. All 4-cyl and rotary RWD
mini-pickups. (See Section 15.1.C for
update/backdate limitations.)

STREET MODIFIED CATEGORY

Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of *all* engine will be classified on a basis of *adding 1.4L* to the actual displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to 1.8 liters plus the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

Class SM

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts).

Excluded Vehicles:

Porsche, all
Lotus, all
Nissan / Datsun Z car 2 + 2, (Pre '90)
Honda CRX
MGB GT
Triumph, all

Minimum Weight Calculations:

All listed weights are without driver.

FWD: 1550 lbs + 125 lbs/liter

RWD: 1800 lbs + 200 lbs/liter

AWD: 1800 lbs + 275 lbs/liter

Cars with engine located behind driver: + 25 lbs/liter

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

Class SM2

Eligible Vehicles:

A - All two-seat cars not excluded below.

B - All SM eligible sedans/coupes excluded from SM.

C - All SM eligible vehicles.

Excluded Vehicles:

Lotus, all except Elise, Exige, and Esprit

Vehicles not meeting minimum weights

Minimum Weight Calculations:

All listed weights are without driver.

FWD: 1350lbs + 125 lbs/liter

RWD: 1600 lbs + 200 lbs/liter

AWD: 1600 lbs + 275 lbs/liter

Cars with engine located behind driver: +25 lbs/liter

Regardless of the weight formulas above, no car will be required to weigh more than 2900 lbs.

PREPARED CATEGORY

Prepared Class X

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automotive drivetrain. Any vehicle meeting the requirements of 17.A.2, listed in another Prepared class in Appendix A, specifically listed in CP, DP, EP, FP or GP that is not required to run at 17.11.A specified weights, or listed below is eligible for XP. 17.11.A does not apply. "In-excess" cars are not eligible for XP.

Vehicles previously classed in Prepared Class B (BP), and currently NOC in the Prepared Category, may use the 2006 BP rules in their entirety, in class XP. All 2006 BP allowances, restrictions, and weights apply. This allowance will be removed from the SCCA Solo Rules on 1/1/2011.

1. BODYWORK AND STRUCTURE

- a. Chassis components attached by removable fasteners (e.g. bolt-on subframes) may be modified or replaced without penalty.
- b. Hoods (engine covers), front fenders, front & rear fascias, and side skirts may be added, modified or replaced. Fenders may be flared as per Street Prepared (15.2.A) or Prepared (17.2.L, 17.2.M). Non-metallic fender liners may be modified, replaced, or removed. Body panels may be attached with removable fasteners (e.g. Dzus).
- c. Aerodynamic Aids: Wings may be added, removed, or modified. Non O.E. wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle.

Wing area calculation: The total surface area of the wings shall not exceed 8 square feet. The number of wing elements is limited to 2 and the area of each must be added separately. The area of each element will be computed by multiplying the maximum chord (straight line distance from leading edge to trailing edge) by the maximum span (width). Curvature of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. Reinforcements to the wing

mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 square inches each and limited to a maximum of two. For convertibles and roadsters, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle.

Front splitters are allowed and shall be installed parallel to the ground (within ± 3 degrees fore to aft) and may extend a maximum of 6 inches forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper/fascia as viewed from above.

- d. Steering wheel, pedals, and driver's seat must be completely to the left or right of vehicle centerline.
- e. Exhaust may exit through the bodywork. Rocker panels may be modified for exhaust routing.
- f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.
- g. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.

2. WHEELS

Any size wheel may be used. Wheel size does not affect minimum weight.

3. SHOCK ABSORBERS & SPRINGS

- a. Section 17.5.G, which restricts the type of shocks authorized by 17.5.C, does not apply.
- b. Active/reactive suspension systems incur a minimum weight adjustment, including standard parts.

4. BRAKES

Active automatic anti-lock braking systems are allowed, and incur a minimum weight adjustment, including standard parts.

5. SUSPENSION CONTROL

Any front and rear suspension system type (MacPherson/Chapman strut, double A-arm, live axle, etc.) may be used.

6. ELECTRICAL SYSTEM

Any ignition system is permitted. The number of spark plugs may be changed.

7. ENGINE & DRIVE TRAIN

- a. Drive train and related systems (induction, ignition, fuel, electrical, cooling, oiling, etc.) and components (mounts, clutch, fly-wheel, etc.) are unrestricted except as noted.
- b. The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal).
- c. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.
- d. Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

8. OTHER

Vehicles exceeding these rules and prepared to the GCR/GTCS or GCR/PCS are not eligible for this class.

9. MINIMUM WEIGHT

a. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of *all* engines will be classified on a basis of *1.4 times the actual displacement*.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. Minimum Weight Calculations

All listed weights are **without** driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. For example: weight for a 1837cc RWD car is $1200 + (1.837 \times 200) = 1567\#$

RWD: 1200 lbs + 200 lbs/liter

FWD: 1200 lbs + 150 lbs/liter

AWD: 1200 lbs + 250 lbs/liter

- Cars with engine located behind driver: + 20 lbs/liter

- Cars equipped with traction/stability control: + 50 lbs/liter

- Cars equipped with active/reactive suspension: + 100 lbs

- Cars equipped with ABS: + 50 lbs.

Prepared Supplemental Class B

NOTE: Prepared Class B is not at this time a National-level class. All vehicles currently classed in B Prepared are eligible for X Prepared under Sec. 17.A.2, provided the vehicle complies with the X Prepared

preparation allowances. Competitors are reminded that X Prepared does not allow vehicles that take the "in excess" weight penalty under 17.11 or that have floor or firewall modifications previously allowed in the B Prepared section of Appendix A. These cars may be required to run in their appropriate Modified class.

** indicates Induction : one four-barrel carburetor restricted to 1-11/16" throttle bore or fuel injection.

Engine Coolant flow direction is unrestricted.

U.S. produced 6-cyl and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain stock.

U.S. produced 6-cyl and 8-cyl engines manufactured by a particular corporation may be interchanged with ones of similar configuration from the same corporation (e.g., a Chevrolet engine would be allowed in a Pontiac). Corporate engine substitutions include induction systems and thus no weight penalty is incurred for using the OE induction from the substituted engine.

Similar configuration is defined as having the same number and arrangement (i.e. V, Straight, Flat, etc.) of cylinders and camshafts(e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to block mounting surface in the same plane as the standard part.

Alternate iron or aluminum cylinder heads may be used on U.S. produced 6-cyl and 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (siamesed intake ports, two valves per cylinder, all valves inline) direct replacement type.

Vehicles using Mazda rotary engines, which are currently permitted to use 13B engines, may alternatively use the Renesis / RX-8 engine.

The floor in the driver/passenger compartment may be replaced, but must maintain the basic shape and position of the original floor, i.e., flat and horizontal, relative to the car and rocker panels. It may not be curved, angled, recessed or channeled between the rockers, and may be made of steel and / or aluminum only. Replacement floors may be modified per 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced, but must be in approximately the same location as the original, and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and / or aluminum only and may be modified per 17.2.F.

An alternate hood is allowed which has a bulge no more than four inches, measured off of the original base model hood, for induction clearance. The bulge may open to the front, the rear, or to either or both sides. If the original base model hood has a 2" bulge, then an addition of 2" is allowed, if the base model has a 3" bulge, then 1" is allowed, etc. There is no allowance for non-standard heat extraction vents.

Wheel size allowances are as per 17.4

Minimum weights are determined from the following tables according to engine type and displacement. The block may bored and/or sleeved to achieve allowed displacement.

Weight table:

Normally Aspirated Piston Engine

<u>Displacement (cc) (ci)</u>	<u>Weight (lbs)</u>
0 – 5100 (0 - 311.2)	2450
5100 – 6000 (311.3 - 366.1)	2600
6000 – 6500 (366.2 - 396.6)	2700
6500 – up (396.7 +)	2800

Turbocharged Piston Engine

<u>Displacement (cc)</u>	<u>Weight (lbs)</u>
0 – 2700 (0 - 164.7)	2200
2700 – 3200 (164.8 - 195.2)	2300
3200 – up (195.3 +)	2600

Turbocharged Rotary Engine

<u>Displacement (cc)</u>	<u>Weight (lbs)</u>
All	2300

Chevrolet

Corvette

(pre-'62)

**

('63-'82)

May use any two valve per cylinder Chevrolet V-8 engine.

May use transverse leaf front spring.

('84-'96)

**

('97-'04)

('05 +)

Chrysler/Dodge/Plymouth/Eagle Turbos

Conquest

Dodge

Viper

**

1-3/8" restrictor plate required

DeTomaso

Pantera

Factory Five Racing (with production-based Ford pushrod, 2v, normally aspirated V8, 17.10.I.1 still applies)

65 Roadster (MKI, II, III)

Challenge Series Roadster

Ford

Mustang ('94+) w/ IRS

Mustang Cobra s/c ('03+)

2900

Jaguar

XJS

Weber 44 mm. IDF carbs

Mazda

RX 7 Turbo ('87-'92)

12A or 13B motor

RX-7 ('93+)

12A or 13B motor

Mitsubishi

Starion Turbo

Panoz

GTS

Must use all GT-1 specifications including weight, wheels, track, and tires.

Must take 17.11 GTCS construction weight penalty.

Porsche

928 S

**

924 Turbo

930 Turbo Carrera

944 Turbo

Alt. Spec:

Transaxle: Hewland KP 300

Block: 944 101 00900, Head: 944 104 02500,

Intake: 10C 944 11052P1, Runners: 944 11042701

Throttle body: 944 11004900

Injection pump: 944 091002, Injection nozzles: 912 110212200

Turbo Air Inlet Restrictor: 54 mm.

Nissan

280 ZX Turbo

300 ZX (pre-'90)

Shelby

Cobra

Sunbeam

Tiger

Toyota

MR2 Turbo ('91-'95)

Supra Turbo ('86-1/2-'92)

4 valve cylinder head

Supra ('93+)

TVR

Griffith V8

Prepared Class C

Unless otherwise listed, the minimum weights will be determined from the following tables according to engine type and displacement. Minimum weight is based on actual displacement. The block may be bored and/or sleeved to achieve allowed displacement.

Engine Coolant flow direction is unrestricted.

U.S. produced 6-cyl and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain stock.

U.S. produced 6-cyl and 8-cyl engines manufactured by a particular corporation may be interchanged with ones of similar configuration from the same corporation (e.g., a Chevrolet engine would be allowed in a Pontiac or a Ford 351W would be allowed in a Fox chassis Mustang). Corporate engine substitutions include induction systems and thus no weight penalty is incurred for using the OE induction from the substituted engine.

Similar configuration is defined as having the same number and arrangement (i.e. V, Straight, Flat, etc.) of cylinders of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to block mounting surface in the same plane as the standard part.

Alternate iron or aluminum cylinder heads may be used on U.S. produced 6-cyl and 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (siamesed intake ports, two valves per cylinder, all valves inline) direct replacement type.

The floor in the driver/passenger compartment may be replaced, but must maintain the basic shape and position of the original floor, i.e., flat and horizontal, relative to the car and rocker panels. It may not be curved, angled, recessed or channeled between the rockers, and may be made of steel and / or aluminum only. Replacement floors may be modified per 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced, but must be in approximately the same location as the original, and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and / or aluminum only and may be modified per 17.2.F.

An alternate hood is allowed which has a bulge no more than four inches, measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" bulge, then an addition of 2" is allowed, if the base model has a 3" bulge, then 1" is allowed, etc. There is no allowance for non-standard heat extraction vents.

All vehicles may use 13-16" x 12" wheels. Vehicles using greater than 10" wide wheels must add 50# to minimum weight.

Unlimited wheel diameters are allowed in C Prepared. Wheels exceeding 16" in diameter will incur a 100# weight penalty.

All vehicles have maximum track per Section 17.

The following weights apply unless a specific weight is indicated with the model listing.

	Minimum weight
V8 engines greater than 5100cc	3000
V8 engines equal to or less than 5100cc	2700
6 cylinder engines maximum 4500cc	2450
Turbocharged 6-cylinder engines maximum 4500cc	2550
Turbocharged 4-cylinder engines	2450

Maximum weight on the rear of the car shall be 51% of the total weight of the car. Exceptions to this rule: Corvair, Yenke Stinger

Wheel size allowances are as per 17.4

AMC

AMX ('68-'70)
Javelin ('68-'74)
Gremlin 8-cyl ('70-'78)
Spirit 8-cyl ('79-'83)

Chevrolet

Camaro (pre '70)
Camaro ('70-'81)
Camaro ('82-'92)
Camaro ('93-'02)
Corvair, Corvair Turbo ('60-'64) 1850
Corvair, Corvair Turbo ('65-'69) 1850
Monza ('75-'80)

Chrysler/Dodge/Plymouth

E-body (Barracuda, Challenger) ('70-'74)
A-body (Valiant, Dart, Duster, Demon, etc.) ('63-'67), (Barracuda) ('65-'69)

Ford

Maverick & Mercury Comet, 6-cyl & 8cyl ('70-'77)
Mustang, 6-cyl & 8-cyl ('64-'69)
Mustang, 6-cyl & 8-cyl ('69-'73)
Mustang II, 6-cyl & 8-cyl ('74-'78)
Mustang 6-cyl & 8-cyl ('79-'93)
Mustang Turbo/SVO, 4-cyl ('79-'93)
Mustang w/o IRS ('94-'04)

Air may be ducted to the intake airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.

Mustang ('05+)
Thunderbird V6, TurboCoupe ('83-'88)

Thunderbird V6, SuperCoupe ('89-'97)

General Motors

A-Body (Chevelle, El Camino, Tempest, etc.) ('64-'67)

A-Body (Chevelle, Cutlass, El Camino, GTO, etc.) ('68-'72)

A-Body (LeMans, Cutlass, Chevelle, El Camino, etc.) ('73-'77)

A-body (Malibu, Cutlass, El Camino, etc.) ('78-'81)

A-body (Monte Carlo, Grand Prix, Regal, El Camino, etc.) ('82-'88)

S10, S15, Sonoma 6-cyl ('82-'93)

S10, Sonoma 6-cyl ('94-'04)

Mercury

Capri, 6-cyl & 8-cyl ('79-'93)

Capri Turbo, 4-cyl. ('79-'93)

Comet, 6-cyl & 8-cyl ('71-'77)

Merkur

XR4Ti ('85-'88)

Pontiac

Firebird/TransAm (pre- '70)

Firebird/TransAm ('70-'81)

Firebird/TransAm ('82-'92)

Firebird/TransAm ('93-'02)

Trans-Am Turbo ('89)

GTO ('04+)

Saleen

Mustang w/o IRS or forced induction ('79-'93)

Shelby

GT 350, GT 500 ('65-'70)

Yenko

Stinger ('65-'69)

1850

All other 6-cyl and 8-cyl American Sedans NOC

Prepared Class D

Weights are determined by the following formulas. Wheel sizes, valve sizes and track dimensions are as per Section 17. Any model listed in class GP is eligible for DP under the DP allowances and weight formulas.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Weight formulas (lb.):

Engines with displacement less than or equal to 1667cc: $1.10 \times \text{displacement (cc)}$

Engines with displacement greater than 1667cc: $0.95 \times \text{displacement}$

(cc) plus 250 lb.

Alfa Romeo

Giuletta Sprint & Spider 1570cc

Spider Duetto 1750 Spider Veloce (pre-'71) 1779cc

Alternate Parts: Niki Lauda Edition Spoiler

Spider 2000, Spyder 2000 Veloce (pre-'77) 1961cc

Alternate Part: Niki Lauda Edition spoiler

Austin-Healey

100-4 2660cc

Alternate part: louvered hood

BMW

Z3 (4 cyl.)

Datsun

SPL 310 1497cc & SPL 311/311U 1600cc & SRL 311 Roadster 1982cc

Elva

Courier (1600, 1800)

ATB 7224 MGA axle housing assembly

Fiat

124 Sport Spider (all) (1600, 2000), & 124 Spider Abarth (all) 1995cc

Jensen-Healey 1973cc

Alternate Parts: Cast Iron Sleeves

Lancia

Scorpion ('76) 1756cc

Fabric roof panel may be replaced with alternate materials.

Lotus

7, 7A (948cc, 997cc, 1098cc)

Elan

Alternate head: P/N 26RD0703

Super 7 (1340cc, 1498cc)

Europa (all) Renault 1470cc/1565cc, twincam 1558cc

Renault engine alternate parts:

Cylinder head casting R-16 Renault

Twin cam engine alternate parts:

Alternate cylinder head: P/N 26RD0703

Mazda

Miata/MX-5 ('90-'05) (1.6, 1.8-non-turbo)

Pontiac

Fiero (4 cylinder, 2.5 L)

Alternate parts: Air cleaner may protrude through engine hatch; double A-arm rear suspension.

Porsche

912 & 912E (1600 & 1971)

914, 1.7L, 1.8 L, & 2.0L (4-cyl)

924 non-turbo 1984cc

Alternate part: Cyl No. 933-104.302.50

Toyota

MR2 non-s/c ('84-'89) 1587cc

MR2 non-turbo ('91-'95) 2164cc

MR2 Spyder ('00+) 1794cc

Triumph

GT6 1998cc

TR-7 1998cc

Alternate Specifications: Rear spoiler V-775

Turner

950S

1500

TVR

1800

Volvo

P-1800 1780cc

P-1800 1982cc

All other two-seat cars, 4-cyl., normally aspirated, 2WD, NOC

Prepared Class E

Wheel size allowances are as per 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Weight Formulas:

Piston Engines

1.00 x displacement (cc)

Rotary Engines

0.85 x listed displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lb. or be required to weigh more than 2200 lb prior to addition of weight penalties defined herein and in Section 17.

Acura

Integra (pre-'89)
Integra ('90-'93)
 Alternate Specifications: 1590 cc engine
Integra ('94-'01)
RSX ('02-'06)
Non-turbo sedans, 3.0L and under, NOC

Audi Front Wheel Drive, Non-turbo

4000S ('80-'87)
Non-turbo sedans, 3.0L and under, NOC

Austin Morris

Cooper 1275
 Firewall modification for adjustable front track rod, front lower suspension arm.
 Alternate engines: 850cc, 970cc, 997cc, 998 cc, 1071cc, 1098 cc

Alfa Romeo

1600 GTV ('74)
Alfetta GT ('76-'79)
 Alternate Parts: Cylinder Head: P/N 19510.01053.04.
Giulia 1300 & 1300 Ti ('64-'71)
GT 1300 Jr., GTA Jr. ('66-'77)
 GTA bore & stroke: 78mm x 67.5
GTV 1750, 2000 ('67-'77)
 Alternate Cylinder Head: P/N 19510.01053.04 (twin plug) add 100 lbs
Junior Z
Sport Sedan
 Alternate Cylinder Head: P/N 19510.01053.04 (twin plug) add 100 lbs.
All sedans and sports cars NOC

Austin

America ('68-'71)

BMW

1600 ('66-'77)
320i
2002, 2002Ti, 2002Tii ('68-'76)
2000Ti ('66-'72)
3 Series E21 ('75-'83) (4-cyl)
3 Series E30 (84-93) (4-cyl)
530 i ('75-'78)
3 Series 8V, 3 Series 16V, M3 (E30)
All sedans NOC

Chevrolet (and Pontiac, Buick, Oldsmobile and Cadillac Equivalents)

Beretta 4 & 6 cyl ('87-'96)
Chevette ('76-'87)

Citation ('80-'85)
Vega ('71-'77) Incl Cosworth
Nova FWD
Spectrum ('85-'88)
Sprint non-turbo ('85-'91)

Chrysler
Neon

Datsun/Nissan

B110 ('70-'73)
1171, 1237, 1288, 1397 & 1488 engines
B210 ('74-'78)
1171, 1237, 1288, 1397 & 1488 engines.
Alternate cylinder heads: 11041-H2300, 11041-25720, 11041-H1001, 11041-18001, part #11041-H2303, 11041-H5704, 11041-H9204
210 (pre-'79)
1171, 1237, 1288, 1397 & 1488 engines
Alternate cylinder heads: 11041-H2300, 11041-25720, 11041-H1001, 11041-18001, part #11041-H2303, 11041-H5704, 11041-H9204
B310 1400 ('78-'82)
Alternate Parts: Cylinder Head 11041-H2303, 11041-H5704.
240SX/S13
Alternate Parts: Engine: L20B with cylinder head P/N 11041-N7120/22010, or 11041-V9182/U0600A, 43 mm Venturis. Hood may be modified for engine clearance but no openings are allowed.
200SX/S12 ('84-'88)
Alternate Parts: Cylinder Heads: 11041-N7120. Engine: L20B, NAPZ.
200 SX/S10 ('77-'79)
Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120
200 SX/S110 ('80-'83)
Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 1041-21901, 11041-N7120. Engine: L20B, NAPZ
PL510 ('68-'73) 1600/1800/2000
Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120
510/A10 ('79-'81)
Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
610 ('73-'76)
Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
710 ('74-'77)
Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
810 ('76-'80)
810 Maxima ('81-'83)
NX/KB13 ('91-'93)
Pulsar 16V/KN13 ('87-'90)
Alternate Parts: Cylinder Head: P/N 11041-15M00. Engine: A14.

Pulsar/KN12 ('83-'86)

Alternate Parts: Cylinder Head: P/N 11041-15M00.

Sentra/B12 1.6 ('87-'90)

Alternate Parts: Cylinder Head: P/N 11041-15M00, Engine: L16

Sentra/B11 ('83-'86)

Alternate Parts: Cylinder Head: P/N 11041-15M00

Sentra/B13 1.6 ('91-'94)

Alternate Part: P/N 11041-H5704

All sedans NOC

Dodge/Eagle/Plymouth/Mitsubishi

Colt/Champ ('71-'78)

Colt/Champ ('79-'83) non-turbo

Colt/Mirage ('84-'88) non-turbo

Colt/Mirage/Summit ('89-'92) non-turbo

Colt/Mirage ('93-'96) non-turbo

Daytona/Laser 2.2 ('84-'90) non-turbo

Laser ('90-'94) see Mitsubishi Eclipse

Neon ('95-'05) non-turbo

Omni/Horizon & 024 ('78-'90)

Shadow/Sundance 2.2 ('86-'94)

Shelby Charger (pre- '79)

Shelby Charger ('83-'87)

Spirit/Acclaim, 4 cyl. ('89-95)

all sedans NOC

Fiat

124 Sport Coupe & Sedan ('66-'74)

128 Coupe SL 1300 & 3P ('69-'79)

131 Coupe, Sedan & Brava ('74-'84)

Ford/Mercury

Anglia Super ('62-'67)

Cortina ('64-'68)

Escort EXP/Lynx/LN7 ('82-'88)

Escort GT, ZX-2 ('91-'96)

Escort ('97-'02)

Escort/Lynx (pre- '81)

Escort GT ('81-'90)

Escort Super & 1300 GT

Escort Mexico

Fiesta ('76-'83)

Festiva ('84-'97)

Focus ('98+)

Mustang II, 2300 ('74-'78)

Alternate Part: (2.3L) SVO cylinder head (P/N M-6049-A230)

Mustang/Capri ('79-'93) 4-cyl non-turbo

Alternate Part: (2.3L) SVO cylinder head (P/N M-6049-A230)

Mercury Capri (all imported) ('69-'77)

Alternate Parts: 2.3 L engine may use SVO cylinder head P/N M-6049-A230

Pinto ('71-'80)

Alternate Parts: Spoiler - P/N D9FZ6440555-A; End Piece - P/N D9FZ6428010-A; End Piece - P/N D9FZ6428011-A (2.3L) SVO cylinder head (P/N M-6049-A230)

Probe, non-turbo ('89-'92)

Probe, non-turbo ('93-'97)

Honda

Accord (4cyl)

Alternate Parts: Cylinder Head: 12100-P05-010, 12100-P05-020

Civic 1170

Civic 1237

Civic ('84-'87) all

Alternate Parts:

1300 engine: Cylinder head: 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000

1488 engine: cylinder head 12100-PE3-010 or 121-XA1-0084

Civic ('88-'91)

Civic ('92-'95)

Civic ('96-'00)

Civic ('01-'05)

Civic ('06+)

Civic 1488 ('80-'83)

Alt. Cylinder Head: 12100-664-010, 2 valves per cylinder

Civic ('88-'91)

Civic except DOHC VTEC('96+)

Civic 1.6 DOHC VTEC ('99+)

CRX ('84-'87) all

Alternate Parts:

1342 engine: Cylinder head: 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000

1488 engine: cylinder head 12100-PE3-010 or 121-XA1-0084

Mugen body parts: Front bumper/spoiler, front fender, rear fender, rear bumper

CRX ('88-'91)

DelSol ('93-'96)

Prelude ('78-'01)

Alternate Parts: Cylinder Head - 12100-PC7-000, 12100-PC7-010, 12100-PC7-020

Hyundai

Sonata ('89-'05)

Isuzu

IMark (81-84)

IMark (85-89)

Impulse, non-turbo ('83-'89)

Impulse, non-turbo ('90-'92)

Stylus (91-93)

Sport Coupe

Lancia
Beta
Zagato

Mazda

323 & GLC ('80-'95) FWD, non-turbo
GLC Alternate Part: Cylinder Head: P/N E515-10-100B
626 ('79-'02) 2wd, non-turbo
Cosmo ('76-'78)
Alternate Part: Cylinder Head: P/N E515-10-100B

GLC, RWD ('77-'83)
MX-6 ('88-'97) 2WD, non turbo
Alternate Parts: 12A Rotary - no peripheral port
RX2 ('71-'74)
Specified Displacement: 2292 cc
Alternate Specification: no peripheral port
RX3 ('71-'78)
Specified Displacement: 2292 cc
Alternate Specifications : No peripheral port
RX4 ('74-'78): 12A or 13B
Specified Displacement: 12A - 2292 cc, 13B - 2616 cc
Alternate Specifications : No peripheral port
All sedans NOC 2wd, non-turbo

Mercedes

190E ('83-'93)

Mini

Cooper (non-S) ('02 +)

Mitsubishi

Cordia ('82-'90) FWD, non-turbo
Alternate Specifications: No split shift.
Eclipse/Talon/Laser, ('82-'90), FWD non-turbo, 16V & 8V
Mirage, see Dodge Colt

Nissan

810 Maxima

Opel

Ascona & SportWagon, ('71-75) 1900 cc
Manta, Sport Coupe Rallye, ('71-'75) 1900 cc
Kadett ('64-'72) 1100cc & 1900cc

Peugot

405 ('87-'91) non-turbo

Renault

Alliance/Encore – (R-9&R-11) ('82-'89)

Alternate Cylinder Head: P/N 77005972627

LeCar (R-5) ('78-'96) FWD, non-turbo

Alternate Part: #7700597627-firewall modifications when using alternate cylinder head.

Gordini (R-17) ('71-'77)

All sedans NOC

Saab 2WD non-Turbo

96 ('60-'80)

99 ('69-'84) FWD, non-turbo

900 ('79-'94) FWD, non-turbo

All sedans NOC

Saturn

S, L ('91+)

ION (non S/C) ('03+)

Subaru 2WD, non-turbo

GL Coupe FWD

All sedans NOC

Suzuki

Swift ('85+) GA, GL, GTi & GT

Toyota 2wd, non-Turbo

Celica ('70-'77)

Celica ('78-'81)

Celica ('82-'85)

Celica ('86-'89)

Celica ('90-'93)

Celica ('94-'99)

Celica ('00-'06)

Corolla ('68-'70)

Corolla ('71-'74)

Corolla ('75-'79)

Corolla ('80-'83)

Corolla ('84-'87)

Corolla ('88-'92)

Alternate Part: Engine 4A-C

Corolla ('93-'97)

Corolla ('98-'02)

Corolla ('03+)

Paseo ('91-'97)

Starlet ('81-'84)

Alternate engine 1600cc 4AG

Tercel ('80-'82)

Tercel (83-'86)

Tercel ('87-'90)

Tercel ('91-'94)

Tercel ('95-'99)
all sedans NOC

Volkswagen

Beetle 1300 ('65-'66)
Beetle 1300/1500/1600 ('67-'69)
Beetle 1600 ('70-'77)
Corrado ('88-'95) 16V non-s/c
A1 Rabbit & Jetta & Scirocco & Cabriolet & Pickup ('75-'84)
A2 Golf & Jetta ('85-'93)
A3 Jetta/Golf/GTI ('93 -'98) - 1.8NA,2.0NA
A4Jetta/Golf/GTI ('99-'05) 2.0NA
A5Jetta/Golf/GTI ('06+) 2.5 5cyl NA
NewBeetle '(98+) 2.0 NA, 2.5NA(I5)
Volkswagen 4-cyl, normally aspirated,NOC

Volvo

122 S ('56-'70)
Alternate Part: Front axle cross member
Alternate engine kit: 2127cc
142S, 142E ('67-'74)
Alternate part: Front axle cross member
Alternate engine kit: 2174cc
All Sedans NOC

Yugo ('86-'92)

All other sedans, 4-cyl., normally aspirated, 2WD, NOC

Prepared Class F

Wheel size allowances are as per 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Weight formulas:

Piston Engines:	0.75 x displacement (cc)
Rotary Engines:	0.70 x listed displacement (cc)

Weight Adjustments: (Equipment, Weight (lbs))

Forced Induction,	+0.375 x displacement (cc)
Peripheral Port Rotary,	+0.050 x displacement (cc)
4WD,	+0.075 x displacement (cc)
FWD,	- 0.100 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lb. or be required to weigh more than 2500 lb prior to addition of weight penalties defined herein and in Section 17.

Acura

NSX (91 +)

Alfa Romeo

GTV V-6 ('81-'86)

Audi

4000, 4000 Quattro, Coupe Quattro, Coupe ('81-'87)

90 Coupe, 90 Quattro Coupe and Sedan ('90-'91)

Austin-Healey

3000 ('59 - '86)

100-6 ('56 - '68)

BMW

3 Series E30 ('84-'90) (6-cyl 12 valve)

3 Series E36 ('92-98) (6-cyl 24 valve)

3 Series E46 ('99 +) (All 6-cyl.)

Chevrolet

Sprint Turbo

Chrysler/Dodge/Plymouth/Eagle Turbos

Colt Turbo

Daytona/Laser ('84-'89)

Omni Turbo

Shadow/Sundance ('87-'94)

Talon/Laser('89-'94) FWD/AWD

Datsun/Nissan

240Z, 260Z, 280Z (incl. 2 + 2) ('70-'78)

280ZX ('79-'83) (Incl. 2 + 2)

300ZX/Z31 ('84-'89)

Alternate parts: headlight covers.

300ZX/Z32 ('90 +) (Non-turbo)

Alternate part: rear facing hood scoop 3.5" max. height

Ferrari

Dino 246 GT

308 (all)

Dino 246

Honda

S2000 ('00 +)

Isuzu

I-Mark FWD RS 16V & Turbo

Jaguar

XKE ('61-'74) (6 cyl.)

XKE ('61-'74) (12 cyl.)

Lexus

IS300 ('01 +)

Lotus

Elise, Exige *N/A* ('96 +)

Mazda

MX 6 GT Turbo

Mazdaspeed Protégé ('02 +)

RX7 ('79-'85) (12A or 13B) (bridge or peripheral porting allowed)

Alternate Engine: Renesis

RX7 ('86-'91) (13B) (bridge or peripheral porting allowed)

Alternate Engine: Renesis

Mini

Cooper S ('02 +)

Mitsubishi

Eclipse Turbo FWD/AWD ('90-'98)

Evolution VIII ('03 +)

Morgan

Plus 8

Pontiac

Fiero (V-6, 2.8 L)

Alternate parts: Air cleaner may protrude through engine hatch; double A-arm rear suspension.

Porsche

911 (*non-turbo engines under 3.6L*)

Alternate parts (all displacements):

Twin plug heads

2.0, 2.2, 2.4L Alternate parts:

2.7, 2.8L Alternate parts:

3.5, 3.6L Alternate Parts:

Dual ignition distributor

914-6 (2.0, 2.5, 2.7, 2.8L)

Alternate Parts: Twin Plug heads

924S ('86 -'88)

Alternate parts: Cyl. Head: #933-104-302-50 with 36mm exhaust valve.

944 ('83-'89) Non-Turbo

968 ('92-'95)

Boxster & Cayman

Saab

99E, ('68-'84) CM, EMS, GL, LE

900, 900 Turbo, SPG Turbo 16V ('79-'88)

Subaru

Impreza AWD
SVX ('92-'97)
WRX Turbo (all) ('02 +)
All turbo sedans and coupes NOC

Suzuki

Swift Turbo

Toyota

Celica All-Trac ('88-'89)
Celica All-Trac ('90-'93)
Celica All-Trac ('94-'99)
Celica Supra ('79-'81)
Celica Supra ('82-'86)
Celica Supra ('86-'92) non-turbo
Supra ('93-'98) non-turbo
MR2 Supercharged (Mk1, '88-'89)

Triumph

TR6 ('69-'76)
TR8 (all) (215ci, 4L)
TR-250 ('67-'68)

TVR 6-cyl

Volkswagen

Corrado ('90-'95) (VR6, 1.8L Supercharged with 54mm inlet restrictor)
Jetta/Golf/GTI (A3) ('93-'98) VR6, TDI
Jetta/Golf/GTI (A4) ('99-'05) 1.8T, VR6, TDI
Jetta/Golf/GTI (A5) ('06 +) 2.0T, TDI
New Beetle ('98 +) 1.8T, TDI
R32 ('05) 3.2 V6, AWD
Other 6-cyl & 4-cyl forced induction, NOC

Prepared Class G

Induction System - Carburetors

1. The stock carburetor(s) may be used without modification.
2. Carburetor(s) may be replaced. Use of carburetor(s) which is/are not specifically listed for a car in these listings and which does not comply with the limits of paragraph 3 herein will increase minimum weight by 10%.
3. Non stock carburetor(s) – This includes modified stock carburetors.
 - a) Shall incorporate a butterfly-type throttle plate for engine speed control.
 - b) Float(s) shall not be removed or altered to produce (a) floatless carburetor(s).

- c) Where Weber or Weber-type carburetor are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
- d) Where Weber carburetors are specified herein, Weber-type carburetors may be substituted. The following are examples of approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.
- e) When a maximum size carburetor or venturi is listed, any size carburetor(s) or venturi(s) up to the maximum size is allowed.
- f) Unless specified herein, there is no limitation to the number of carburetors.
- g) Where the number of carburetors is specified herein, that number is the maximum.

Induction System - Fuel Injection

1. Non-standard fuel injection, or standard fuel injection modified beyond the limits stated herein is prohibited.
2. All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following:
 - a) Cars utilizing fuel injection under this allowance shall use the factory manifold and throttle body.
 - b) Throttle body bore size shall remain stock.
 - c) Manifold and throttle body may be ported polished. The manifold may be cut apart to facilitate this work. When such a disassembly is re-welded, the external dimensions of the manifold shall remain unchanged.
 - d) The number of injectors shall remain the same as stock and relative mounting position and injection point shall be unchanged.
 - e) The fuel injection is unrestricted except the original type (electrical, mechanical, etc.) shall be maintained.
 - f) External throttle linkage to the standard fuel injection may be modified or changed.
 - g) Non-original fuel injection (includes stock fuel injection modified beyond 17.10.C.2) shall incorporate a butterfly-type throttle plate for engine speed control. The use of a slide throttle on a non-stock fuel injection system is prohibited
 - h) Use of a fuel injection system which is not specifically listed for a car in Appendix A and which does not comply with the above requirements is prohibited.

Maximum valve size is stock if not listed below.

There is no minimum track requirement for GP; Section 17.8.B.7 does not apply.

LAYOUT

Make

Model (Variant)	Min. weight	Wheels Max Diam./Width	Valve Head Diam. Intake/Exhaust (if applicable)	Max. Track Front/Rear (inches)
Induction System (if applicable)				
Alternate Specification (if applicable)				

Alpine

A108 1300lbs.	16x6
1000 1300lbs.	16x6
1100 1300lbs.	16x6

Austin Morris

Cooper 1275	1470	14x6	56/56
Alternate engines/weight:			
850 cc	1050		
970, 997, 998 cc	1100		
1071, 1098 cc	1200		

Austin-Healey

100-4	2200	16x7	1.73/1.142	53.5/55.5
Alternate part: louvered hood				

Austin-Healey/MG

Sprite/Midget 948	1125	14x6	1.10 or 1.16/1.00	50/48.5
Two 1.25" SU or two 1.25" Stromberg				
Sprite/Midget 1098	1325	14x6	1.31/1.16	50.5/49
Two 1.25" SU or Stromberg				
Sprite/Midget 1275	1550	14x6	1.31/1.16	50.5/49
Two 1.25" SU HS2 or two 1.5" SU				
Sprite/Midget 1500	1550	14x6	1.44/1.17	50.5/49
One 1.5" Zenith CD4 or one 1.5" Stromberg SD or one 1.5" SU.				

Fiat

850 all (inc. Abarth)	1125	14x6.5	1.146/1.028	
50.0/52.0				
One Weber 30 DICA downdraft or one Weber 4226434 1.18" Pri; 1.18" Sec.				
Weber 34 DMSA 1/100.				
X1/9 1290	1500	14x6	1.43/1.21 or 1.23	
56.5/57				
One Weber 32 DMTR 32 mm primary & secondary or one Weber 32 DATRA/				
100-32mm primary & secondary				
X1/9 1498 & Bertone	1650	14x6.5	1.43/1.31	56.5/57
One Weber DMTR w/ 34mm primary & secondary throttle bores.				
Alternate Carb: Weber 36 DCNF with 34 mm Venturi and manifold adapter				

MG

MGA Twin Cam	1588	16x7	1.59/1.44	51/52.5
Alternate Specification: Allowed to replace wood floorboards with metal				

MG-A 1500, 1600 & 1622		16x7	1.56/1.34	51/52.5
1469cc	1469			
1588cc	1588			
1622cc	1622			
Alternate Specs: Intake Valve Dia.Head = 1.50, Exhaust Valve Dia. Head = 1.28. Allowed to replace wood floorboards with metal.				
MGB, MGB-GT	1798	16x7,	1.57 or 1.63/1.3	53/53.5
Morgan				
4/4 Mk 4 2138cc	2138	16x7	1.37/1.19	51.5/52.5
Alternate Specification: Replace wood floorboards with metal				
4/4 Mk V 2138cc	2138	16x7	1.44/1.19	51.5/52
Alternate Specification: Replace wood floorboards with metal				
Opel				
GT 1900	1897	14x7		60/60
Two (2) 45 mm sidedraft				
GT 1100	1350	14x7	1.26/1.06	53/54
Porsche				
356, except Carrera and	1500, 1600			
	1700	16x6	1.57 or 1.63/1.35	53/53.5
Two 1.5" SU HS-4 or Two SU or Stromberg				
1300	1550	16x6	1.50/1.20	55/54
Two Solex 40 PBIC or 32 PBIC or 32 PBI or 2-32 mm Zenith DD carb.				
Saab				
Sonett (1500, 1600, 1700)				
1500	1600	16x6		60/60
1600	1700	16x6		60/60
1700	1800	16x6		60/60
Sunbeam				
Alpine		14x7		55.5/54
Valve Head Dia.:				
Intake: 1.50 or 1.48 or 1.432 or 1.436				
Exhaust: 1.21 or 1.18 or 1.172 or 1.176				
1494cc	1494			
1592cc	1592			
1725cc	1725			
Triumph				
Spitfire 1147	1405	14x6	1.30/1.15	53/52
Two 1.25" SU or Stromberg				
Spitfire 1296 MkIII	1550	14x6	1.30/1.17	54/53
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU or one 1.5" CDSE Stromberg or one 1.5" SU.				
Spitfire 1296 MkIV	1550	14x6	1.44/1.17	54/55
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU				
Spitfire 1493	1550	14x6	1.44/1.17	54/55
One 1.5" Stromberg type SU or one 1.5" SU				

TR-2, TR-3	1991	16x7	1.56/1.30	5 3 /
52.5				
TR-4, TR-4A, beam axle	2138	16x7	1.56/1.30	55/54
TR-4A, I.R.S.	2138	16x7	1.56/1.30	55/54
Turner				
950	1125	14x6	1.10/1.16	49/49
1500	1550	14x6	1.45/1.20	49/49
Alternate part: 125 E crankshaft				
Carburetion: (1) 28/36 DCD 22, (1) 32/36 DGN, (1) 36 DCNF w/30mm choke(s),				
(1) 40 DCNF w/ 30mm choke(s), (2) Weber DCOE on I.R. manifold w/				
30mm choke(s)				

MODIFIED CATEGORY

All listed weights are **with driver** except where noted otherwise. Weights not listed default to the appropriate GCR reference. "Car" is defined in Section 12.1. In the Solo Rules sections where preparation allowances are specified, if there are conflicts with the GCR allowances the Solo Rules shall take precedence.

Modified Class A

Cars with a minimum weight of 900 lbs., and a minimum 72 in. wheelbase, plus Formula SAE as specified in Section 18.5. GCR legal Formula S and GCR-legal ASR's may compete in this class.

Modified Class B

All Formula Cars or Sports Racers legal under the current year GCR, unless specifically classed elsewhere, with the following exceptions (weights shown are **with** driver):

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 inches.
- C. *Sports Racers and All Open Wheel Cars Including Formula Atlantics*
 - 1. *May use any automotive based 2-valve motor up to 1300cc, any 2-stroke motor up to 900cc, any 4- or more valve motor up to 1005cc. Minimum weight: 1020 pounds.*
 - 2. *May use any 2-valve automotive-based production engines up to 1615cc. Minimum Weight: 1110 pounds*
 - 3. *May use any four- or more valve engine up to 1615cc. Any 2-stroke up to 1300cc, Mazda 12A rotary with any porting, any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight: 1180 pounds.*
 - 4. *May use any naturally aspirated engine up to 3000cc. Minimum weight: 1285 lb.*
 - 5. Minimum rim width: none.
 - 6. Maximum allowed rim width: 15 inches.
- D. Formula 2000, classed in Formula Continental per FCS
 - 1. Minimum weight 1090 lb.
 - 2. Rim width is unrestricted.
 - 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not

exceed eight square feet. The current GCR CSR and DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have the tires as viewed from above at least ½ covered. Cycle fenders may be used to comply with a sports racer classification.

- F. Aerodynamic restrictions for Formula Atlantic (all open wheel in BM) shall follow the current GCR, no additional Solo wing limitations.
- G. Minimum weights for FSCCCA and SRSCCA, prepared as specified by the GCR (lb):
FSCCA: 1265
SRSCCA: 1365
- H. Formula S - Must weigh appropriate Solo DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules.

Modified Class C

Modified Class C GCR legal SR, SRF, FF1600, S2000. Within the limitations of the GCR and SRFS, additional frame bracing, suspension and steering changes, relocation of ancillary components (radiators, batteries, etc.) and their associated mounting brackets is permitted. Nothing in these rules is to be construed as overruling any SRFS construction requirements or limitations, except for those safety items which the SR do not require. The purpose of these rules is to maintain the value of these cars for Club Racing and therefore their market value, and to prevent special Solo-only Formula Fords.

Exceptions to the GCR for all cars in this class:

- A. Spec tire requirements do not apply.
- B. For S2000, the minimum weight **with driver** is 1280 lbs.

FF1600 and S2000 are open only to 'series produced' cars. Only cars produced by the following manufacturers are eligible for FF1600 in this class: ADF, Alexis, Caldwell, Citation, Crossle, Dulon, Eagle, Elden, Forsgrini, Gemini, Hawke, Konig-Heath, LeGrand, Lola, Lotus, March, Merlyn, Mondiale, PRS, Reynard, Royale, Swift, Tiga, Titan, Van Diemen, Winkleman and Zink. Only cars produced by the following manufacturers are eligible for S2000 in this class: Bobsy, Chevron, Daedalus, KBH-Mariah, Lola, March-Apache, Reynard, Royale, Shrike, Swift, and Tiga. The SEB may add to this list at any time, effective upon notification of the membership.

Modified Class D

Modified Production and GT cars with engine displacement 2000cc and under.

Minimum weight - 1280 lbs.

Minimum weight when utilizing four-wheel drive - 1480 lbs.

The 12A Mazda and 13 B Rotary engines are permitted in D Modified with the following restrictions:

1. No replacement of cast iron engine case segments with aluminum.
2. On the 12A engine, only side and rotor housings from 1974 to 1986 engines shall be used.
3. No replacement of 12A or 13B sections such as side plates with those from other series engines, i.e. Renesis type parts.
4. On 12A engines, no peripheral porting or J-porting is allowed. Bridge porting that does not cut into the water o-ring is permitted. On 13B engines, 4 and 6-port: Maximum porting permitted is street porting. No bridge porting, J-Porting, or peripheral porting.

Modified Class E

Modified Production and GT cars as follows.

Minimum weight - 1700 lbs.

Minimum weight when utilizing four wheel drive - 2000 lbs.

Modified Class F

A. GCR legal Formula 500 (F5) with the following exceptions (listed weights are **with driver**):

1. F5 cars manufactured prior to the current requirement for rubber vibration isolation need not conform to F5 specification E.3.C.
2. F5 cars manufactured prior to January 1, 1990 need not comply with crushable structures as defined in Section E.7 of the current FCS.
3. F5 cars manufactured prior to January 1, 1990 which utilize a 73" wheelbase may compete even though the driver's feet extend beyond the front edge of the wheel rims.
4. Minimum weights: wheelbase greater than 73", 750 lbs.; wheelbase of 73", 725 lbs. Add 50 lbs for AMW and Rotax 494 (*RAVE or non-RAVE*) and 493 engines.
5. Rotax powered cars are permitted to use 34 or 38mm Mikuni roundslide carburetors. AMW powered cars may use either the 38 mm AMW carburetors or update to the 38 mm Mikuni roundslide carburetors. In order to accommodate the use of the approved Mikuni VM 38mm sidedraft carburetors on the

AMW engine, the use of the AMW intake manifold (part #2736-00) is permitted, as are the AMW rubber attachment boots, gaskets, and or hardware required for the use of this manifold.

Competitors using the Rotax 494 RAVE engine are required to use the 494 non-RAVE rotary valve: Rotax part #924509 or 924508, Ski Doo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC in their engine. RAVE valves shall be blocked in the 'full open' position or left as delivered. No other alterations are permitted. 494 RAVE and non-RAVE parts may not be interchanged between the two engines unless specifically noted.

6. Competitors utilizing the 493 Rotax engine may leave the manufacturer's specified intake balance tubes in place or, at their option, completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The 493 Rotax engine is limited to a Y pipe exhaust manifold and single expansion chamber, as are the 494 Rotax and AMW engines.
7. All F440/500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used.
8. F440/500 cars in class F Modified are not required in Solo to have the sidepods now mandated by Club Racing, if they were manufactured prior to the year in which that requirement was added to the GCR (1984). Sidepods may not be removed from a car which was originally manufactured with them. The measurements for the height of, the maximum width of (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork E.9 2nd paragraph, shall have an allowance from the GCR of +/- one inch. It is the intent of this allowance to maintain the ability of the sidepod(s) to continue to hold such items as fuel tanks, battery, and radiator(s), but not to allow sidepods to be used for ground effects to achieve aerodynamic downforce on the vehicle.

B. Other GCR Formula Cars

1. GCR Legal Formula V
2. Formula First (FST)

- C. Solo V as per the following definition: Solo V is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the Formula Category Specifications except as amended in these

rules. No permitted or alternate component or modification shall additionally perform a prohibited function. Minimum weight is 1000 lbs. with driver.

1. Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.
2. Any 1600cc or smaller air-cooled automotive engine manufactured by Volkswagen for sale in Volkswagen vehicles available to the general public for purchase in the United States is allowed, subject to the following restrictions. This does not allow the use of heads from engines from vehicles not available for purchase in the United States, unless they meet the requirements of Section C.2.c.
 - a) Mixing of parts between different engine models is permitted. All parts must meet Volkswagen specifications for engines delivered for use in the United States in Volkswagen vehicles unless otherwise noted herein.
 - b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.
 - c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical and meet all original Volkswagen specifications for engines delivered for use in the United States in Volkswagen vehicles. *This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.*
 - d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.
 - e) Any intake manifold may be used.
 - f) One two-barrel carburetor of any origin may be used. The only one-barrel carburetor which is legal is the one permitted by the applicable GCR.
 - g) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.
 - h) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground under-

size a maximum of 0.030" less than stock dimensions. Crankshaft pulley is unrestricted.

- i) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator/ "Accusump" may be fitted.
- j) Camshaft and valve train components are unrestricted with the following exceptions:
 - 1. Pushrods shall be made of metal.
 - 2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.
 - 3. Roller camshafts are prohibited.
 - 4. Rocker arms shall be stock ratio Volkswagen.
 - 5. Maximum valve sizes are restricted to 39.0mm intake and 32.0mm exhaust. Valves shall be stock length (with a tolerance of +.100" maximum) and valve stem diameters shall be stock. Valves shall be of steel.
 - 6. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.
- k) Porting, polishing and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.
- l) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Absolute maximum static compression ratio is 9.00-to-1. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.
- m) May use any primary or final drive gears of any origin. This does not allow the use of alternate transaxles.
- n) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.

- o) Voltage regulator, generator and/or generator stand may be removed.
 - p) One or more batteries may be used.
 - q) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.
 - r) Valve covers are unrestricted and may be bolted on.
 - s) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting. This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.
 - t) Bodywork to the rear of the main roll hoop may be removed.
 - u) *A limited-slip differential (LSD) is permitted.*
- D. *Other Solo Vee allowances: Although the following allowances are generally based upon the FST ruleset, they have been altered to better follow the needs and goals of this program and the philosophy of the Solo Vee.*

1. Front Suspension

The front suspension shall be standard VW Type I sedans H-beam front suspension (i.e., link pin or ball joint), or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

- a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.*
- b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.*
- c) Removal of the shock towers above the upper H-beam tube centerline.*
- d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free*

- e) *The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers.*

The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable.

- f) *Replacement of torsion bar rubbers with spacers of another material.*
- g) *Installation of any ride height adjuster(s).*
- h) *Removal of the drum brake backing plates.*
- i) *In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, and toe-in and link pin inclination are free.*
- j) *In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.*
- k) *Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.*
- l) *Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.*

2. Rear Suspension

- a) *The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.*
- b) *The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.*
- c) *Springs, shock dampers, their actuation, and camber compensating devices are free.*

3. Braking System

- a) *Standard VW Type 1-3 brake components, disk or drum,*

may be used, including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle or any combination thereof is unrestricted as long as the units chosen are deemed safe.

- b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.*
 - c) Any type lining or pad material may be used.*
 - d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.*
 - e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.*
 - f) Rear brake drum assemblies may be removed and replaced with one piece cast iron brake rotors with machined-in rear axle splines. Caliper mounting is free.*
 - g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.*
 - h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.*
 - i) Brake lines may be of any suitable material, including steel braided lines.*
 - j) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.*
- E. Solo Vees may upgrade their 1600 cc engines in either one of the following two option packages. There shall be no "mixing" of allowances. When chosen as a package, these allowances will override selective limitations in other sections of the Solo Vee rules.*
- 1. Increase compression up to and including 10:1 ratio with OEM bore and stroke. Fuel injection is prohibited.*

Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. Port location may not be changed from OEM stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor is permitted. Multiple carburetion is

restricted to a maximum of two 44mm carburetors with 28mm venturies. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2inch ID pipe. Any intake manifold not having a plenum chamber is permitted.

Minimum weight 1000#

OR

- 2. Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. 9:1 compression ratio. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.*

Minimum weight 1000#

- F. Electric radiator/engine cooling fan(s) may be installed on F440/500 and Solo Vee vehicles.

APPENDIX B - BUMPING ORDER

“Bumping” is not approved for championship events. However, the following bumping order is recommended for regional events in cases where a class is to be combined with another class.

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies’ Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies’ Class (see diagram). If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL bump to HS, then to ESL, then to ES, then to DSL, etc.Also, Ladies’ Class entrants should be bumped first to create a class. **Example:** If there is only one entrant in each of the three classes CS, DS and DSL, the entrant in DSL would be bumped into DS first to form a DS class and the CS entrant would then be bumped upward into BS (i.e., it would not be correct to bump the DS entrant into CS before considering the DSL entrant).

Proceed left to right following the arrows, until a class is formed. Where two bumping paths come together, including Ladies to-open bumps, all bumps up to the joining point should be done before continuing along the bump path.

STOCK CATEGORY

HS ⇒ GS ⇒ DS ⇒ ES ⇒ CS ⇒ BS ⇒ AS ⇒ SS ⇒ To correct Street Prepared
STS ↑↑ FS ↑↑ class for bumped car.

STREET TOURING CATEGORY

STS ⇒ STS2 ⇒ STX ⇒ STU ⇒ To correct Street Prepared
class for bumped car.

STREET PREPARED CATEGORY

ESP ⇒ BSP ⇒ ASP ⇒ To correct Prepared class for each bumped car.
FSP ⇒ DSP ⇒ CSP ⇒ ASP To correct Prepared class for each bumped car.
STX ↑↑

PREPARED CATEGORY

CP ⇒ BP ⇒ ⇒ ↓
DP ⇒ EP ⇒ ⇒ XP ⇒ To DM or EM, whichever is correct for bumped car.
↑↑ GP FP ↑↑

MODIFIED CATEGORY

EM ⇒ DM ⇒ CM ⇒ BM ⇒ AM
↑↑ ↑↑
FM F125

STREET MODIFIED CATEGORY

SM ⇒ SM2 ⇒ XP

APPENDIX C - SOLO ROLL BAR STANDARDS

A. BASIC DESIGN CONSIDERATIONS

1. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.
2. The top of the roll bar shall not be below the top of the driver's helmet when the driver is in normal driving position, and shall not be more than six inches behind the driver. It is strongly suggested that the roll bar extend at least three inches above the driver's helmet. In case of two driver cars, both drivers must be within the roll bar height requirement, however only one driver must be within six inches of the roll bar. In a closed car equipped with a roll bar/cage, it must be as close as possible to the interior top of the car.
3. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.
4. The two vertical members forming the sides of the hoop shall not be less than fifteen inches apart (inside dimension). It is desirable that the roll bar extend the full width of the cockpit to provide maximum bearing area in all soil conditions during rollovers. The roll bar vertical members on formula cars and other single seat cars with a center driver position must be not less than fifteen inches apart, inside dimension, at their attachment points to the uppermost main chassis member.
5. An inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.
6. It is recommended that steel gusset plates be used at all welds. Gussets should be at least two inches long on each leg and 3/16 inches thick.
7. It is recommended that roll bars be coated only with a light coat of paint. If, however, a roll bar should be chrome-plated, it is recommended that the structure be normalized.
8. Post or tripod types of roll bars are not acceptable.

B. MATERIAL

After 9-22-85, aluminum is not an acceptable alternate material. Cars using aluminum roll bars or roll cages must file proof with the SD that the structure was approved prior to 9-22-85 as provided in this section.

1. The roll bar hoop and all braces must be of seamless, ERW, or

DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). It is strongly recommended that roll bars not be constructed of ERW due to quality and strength concerns.

2. The size of tubing to be used shall be determined on the basis of the weight and speed potential of the car. The following minimum sizes are required and are based upon the weight of the car without the driver.
 - a) Over 1500 lbs.-min. of 1-1/2" o.d. x .120" wall or 1-3/4" o.d. x .095" wall
 - b) Over 1000 lbs.-min. of 1-1/4" o.d. x .090" wall
 - c) Under 1000 lbs.-min. of 1" o.d. x .060" wall

Dimensions are nominal. 0.005" variation in wall thickness is allowed.

3. Each mounting plate shall be at least .080" thick if welded and 3/16" thick if bolted. A minimum of 3 bolts per plate is required for bolted mounting plates.
4. All bolts and nuts shall be SAE Grade 5 or better, 5/16" minimum diameter.

C. FABRICATION

1. One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of the highest possible quality with full penetration and will be subjected to very critical inspection. Arc welding, particularly heliarc, should be used wherever possible.

D. BRACING

1. It is recommended that braces be of the same size tubing as used for the roll bar itself.
2. All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop, and at an angle of at least thirty degrees from vertical. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible.
3. It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side to the top of the hoop on the other side.

E. MOUNTING PLATES

1. Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.
2. In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.

F. REMOVABLE ROLL BARS

Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must bottom on the permanent mounting, and at least two bolts must be used to secure each such joint. The telescope section must be at least eight inches in length.

G. INSTALLATION ON CARS OF SPACE FRAME AND FRAMELESS DESIGN

1. It is important that roll bar structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.

H. ROLL CAGES

It is recommended but not mandatory that all cars utilize a roll cage as defined in Section 18 of the GCR.

I. ROLL BAR PADDING

Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam (R) or Ensolite (R) or other similar material with a minimum thickness of one-half inch.

APPENDIX D - SOLO TRIALS RULES

I. PURPOSE

Solo® Trials provides a venue for SCCA® members who wish to experience higher speeds than the current Solo® program allows and/or for whom the Time Trials program has not been available or desirable. Solo® Trials is a program for regions and drivers with a lower level of speeds, hazards, administrative complications and costs than Time Trials.

Background Motivation:

Several independent and marque autocross clubs, although considerably less regulated, have offered this type of program for many years without competition from SCCA®. Since region and member input indicated a need SCCA® has developed this new program. An added incentive to formulate this program for our membership was the potential to attract new members from the independent clubs who run this type of event into the SCCA® Solo® Program.

The Solo® Trials Program has three primary goals:

- 1) to be a venue for our members to compete in a safe, higher speed Solo® event;
- 2) to give SCCA® Regions, previously unable for various reasons to conduct Time Trials, a different type of Solo event to offer current and potential members; and
- 3) to develop a cadre of new competitors and organizers experienced in Solo® Trials events who will be encouraged to consider involvement in Time Trial Events. With the achievement of these three goals the Solo® Trials Program will provide a more rounded Solo® program for our members.

II. CONCEPT

All Solo® Trials Events will generally be run on flat, expansive asphalt or concrete pavement with very minimal fixed objects present on the course site. Essentially, these events will be planned for sites such as airport facilities or very large parking areas that can have a defined perimeter to control access and be protected from unwanted entry. This program is not intended for racetrack facilities, which are used for Time Trials events or shopping mall-type parking lots that are commonly used for Solo® events. Extremely rare exceptions may be made for racetrack facility usage under special circumstances when the course design and locations of hazards present appropriate risks, such as an airport-based facility.

The course will be designated by pylons, and as in other Solo® events, displacement of these pylons will penalize drivers.

Solo® Trials events can be characterized as introductory Time Trials

events, using pylon defined road courses and speeds in excess of those currently limited in the Solo® program are permitted but are more limited than for Time Trials events. Approved course designs will not normally permit potential vehicle speeds of the fastest Stock, Street Touring®, or Street Prepared vehicles to exceed 95 MPH.

Solo® Trial events will fall under the authority of the Divisional Solo® Steward (DSS) and under the regulation of the National Solo® Rules (SR), except as exempted by these Solo® Trials Rules.

III. PROCEDURE FOR SCCA® SANCTION

Regions wishing to participate in the Solo® Trials Program shall:

1. Submit to the National Office an event site approval request which includes a proposed scale course design map with surrounding areas indicated; and
2. Submit sanction application to the DSS after receiving event site approval.

IV. SITE SELECTION AND COURSE DESIGN APPROVAL

Courses shall be placed on relatively level, smooth pavement surfaces and shall avoid incorporating elevation changes or abrupt high-speed maneuvers that could lead to loss of control.

The course design should limit straights (defined as a section of course where full acceleration is possible, regardless of whether it is totally straight or not) to a maximum of 1,200 feet, including the braking zone preceding a subsequent maneuver. The intent of this requirement is for the top speed of the fastest Solo Stock or Street Prepared-type cars to not normally exceed 95 mph at any point on the course.

The course shall be designed to provide the Chief Steward and the Safety Steward, or their designated representatives, a direct line of sight to all portions of the course or radio communications must be provided between all corner stations and those officials.

Prior event site inspection is mandatory and shall be coordinated with the Solo® Safety Committee (SSC). The inspection shall be made by the Divisional Solo Safety Steward (DSSS) or a designated representative of the SSC. This inspection will ensure that:

1. The proposed course pavement and overall event facility is capable of supporting a safe event;
2. Proper worker safeguards are available and will be utilized; and
3. The event site can be appropriately secured from unwanted entry by unauthorized individuals.

A safety report on the acceptability of the site shall be filed with the SSC with copies to the Director of Solo®. This report shall form the basis of SCCA® sanction and insurance issuance. Once a course site has been approved, it need not be inspected again unless there have been changes in pavement or to surrounding course areas. However, each subsequent event must go through all other sanction requirements.

V. SCCA INSURANCE

Liability and Participant Accident coverage will be provided as indicated in the SCCA® Insurance Manual

VI. EVENT OFFICIALS

The Chief Steward shall be appointed by the DSS and the Chief of Safety shall be appointed by the Divisional Solo® Safety Steward (DSSS). The host region shall appoint all other officials. All event officials must be SCCA members in good standing. The selection of the Chief Steward and the Safety Steward shall be done with utmost care reflective of the type of event. It is recommended that the Chief Steward and Safety Steward have Time Trials experience but, as a minimum, these officials shall have five years Solo® experience as an Event Chairman or a Safety Steward.

VII. ENTRANT ELIGIBILITY AND LICENSING

Driver Eligibility:

Must be an SCCA® member, at least 16 years old, and possess a "full privilege" operator's (driver's) license from their state of residence.

Novice drivers may not participate in any Solo® Trials event. Drivers in a Solo® Trials event must have experience in at least four parking lot type Solo® events within the last two years. Proof may be in the form of event results or a letter from a Regional Executive, Divisional or National Solo® Official attesting to the experience level of the prospective entrant.

VIII. WORKERS

Events will operate primarily utilizing competitors, who are not competing at the moment, as course workers. This practice will duplicate the procedures currently in place for the Solo® Program. However, it is highly recommended that experienced Club Racing Flagging and Communications workers be used in a supervisory capacity. Prior to the beginning of competition runs, a workers training session will be held in order that each worker (driver) be familiar with what will be expected of them when they are placed on station.

IX. EVENT SAFETY REQUIREMENTS

1. A fire vehicle shall be provided that will be equipped to fight car fires. This vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s).
2. An ambulance must be on call and available to respond within five minutes of a telephone call from the event site. A cellular phone must be available on site to minimize response time in the event of an emergency. At a minimum, one individual certified in Advanced First Aid by the American Red Cross, or equivalent, along with an extensively equipped First Aid kit must be present and available. If this individual is also a competitor, another certified individual must be on duty while he or she is competing. It is highly recommended that an ambulance be stationed on site and staffed with qualified personnel for the duration of the event.
3. A prearranged safety plan, approved by the SSC, must be in place to cope with major emergencies.
4. At least 20 pounds of dry chemical extinguisher (total capacity) must be provided at each flagging station. Each station shall also be equipped, at a minimum, with a red and a yellow flag.
5. Radio communication shall be provided from each flagging station to event officials at the event control point.
6. As a minimum, each station shall have two workers.
7. Each flagging station shall be on the inside approach of its respective corner and be placed a minimum of 75 feet from the course edge. It is highly recommended that the station be located behind a solid protection barrier such as, but not limited to, concrete, tire wall, Armco.

X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with the Solo[®] Rules, Section 3.3.3. must be successfully completed prior to competition. Competitors and officials are reminded that this inspection must be conducted with consideration to conditions of a Solo Trials event. The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be inadequate. In addition, vehicles must meet the following applicable requirements:

1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.
2. Vehicles prepared to Time Trials specifications must meet all current Time Trials safety equipment requirements.
3. Vehicles prepared to Solo[®] specifications must meet the following additional requirements:

- a. Street Modified, Prepared and Modified category vehicles, and all open vehicles, must have a roll bar meeting current Solo® Appendix C standards (exception: open cars may substitute factory hardtops equipped with bolt-in fasteners). In addition, Stock, Street Touring®, and Street Prepared vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo® prepared vehicles have roll cages/roll bars meeting current GCR requirements. Roll cages are highly recommended for all vehicles and, if installed, must conform to current GCR Section 9.4.
 - b. A driver restraint system as described in the current GCR Section 9.3.18 is required for all Street Modified, Prepared, and Modified category vehicles, and for all Stock, Street Touring®, and Street Prepared category vehicles equipped with a roll bar or roll cage. Stock, Street Touring®, and Street Prepared category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.
 - c. A hand-held fire extinguisher meeting the current GCR Section 9.3.22.B is highly recommended.
4. Karts are not permitted in Solo® Trials events

XI. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:

1. A helmet meeting the current Solo® requirements as a minimum.
2. All open cars and closed cars that do not have original equipment roll up windows must be equipped with a window net, or the driver must wear an approved arm restraint system. Vehicles with original equipment roll up windows may compete without either a window net or a driver arm restraint if the driver side window is rolled up during competition.
3. Drivers of open cars shall wear goggles or face shields.
4. SCCA approved fire resistant clothing as listed in the current GCR, Section 9.3.19, is highly recommended for drivers of Solo® Street Modified, Prepared and Modified category vehicles, and Club Racing GT, Production, Formula, and Sports Racing vehicles. This includes suits, gloves, socks, and shoes. Fire retar-

dent clothing is highly recommended for all drivers.

5. All drivers must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot.

APPENDIX E - SOLO SAFETY STEWARD GUIDEBOOK

I. INTRODUCTION

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 lay-out. It is the intention of the SCCA that all material contained herein is reviewed with all students during a Solo Safety Steward Seminar.

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 and a casual observer that may be interested in viewing a Solo event. A driver, worker, crewmember, or guests are participants. A SSS has the responsibility and authority to require that these individuals not be allowed to congregate in areas surrounding the actual course that would place them in jeopardy from competing vehicles.

The vast majority of Solo events are sanctioned and insured as "non-spectator" events. Therefore, any non-participant lingering on the event premises for more than a few moments must sign the SCCA waiver or leave the facility. However, such casual observers are common so their safety and your protection must be addressed. Although it is imperative that event waivers be signed, it is not the responsibility of the Safety Steward to execute this function. This responsibility lies with the event Chairman, who must reasonably assure that all participants and non-participants sign the required SCCA waiver. However, it is the responsibility of the Safety Steward to confirm that the Chairman, the Waiver Chief, or his/her 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 SCCA's. The principle 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's Solo events have an excellent safety record and it is important that it be kept that way. Therefore, the SEB's purpose in initiating the SSS program was twofold:

- 1) to improve overall event safety and
- 2) 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, SCCA's efforts toward safety had been primarily directed at the competitors, IE: 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 Solo I 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 Rule 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 SSS

The DSSS is responsible for the training and license recommendations (new or upgrades) of members in his/her 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 DSSS appoints Safety Stewards to serve at Solo Divisional Championship events within his or her division. The appointment of a Safety Steward for regional Solo events is the responsibility of the Regional Executive of the host region or his/her designee. In quite a few regions, this authority for regional Solo events is transferred to the region’s Solo Chairman and this is an acceptable practice.

The SSC appoints the SSS, and deputies as required, for all National Solo Championship events, subject to the approval of the SEB.

The event manager will appoint the SSS for National Tour and Pro Solo Events. The hosting region normally suggests candidates.

V. PROCEDURES FOR BECOMING A SSS

A. SSS LICENSING REQUIREMENTS

There are two grades of Solo Safety Steward licenses.

1. SOLO SAFETY STEWARD
2. SOLO SAFETY INSTRUCTOR

- B. Interested members, 18 years of age or older, should communicate with the DSSS of their division or their Regional Safety Steward/Instructor, expressing a desire to become a SSS. An application will be forwarded to the member, or the member can obtain the application from an instructor at a classroom seminar or at the SCCA web site: <http://www.scca.com/amateur/>

applications.html

This application must be completed and returned to the DSSS following the completion of the training requirements.

- C. Complete the SSS training. Training involves two phases:
 - 1) Seminar (classroom) instruction; Seminar instruction is mandatory for all members wishing to obtain a license and must be given by a qualified Safety Steward authorized by the SSC as an Instructor.
 - 2) Practical instruction; Act as assistant (Deputy or logbook holder) to a licensed Safety Steward at two separately sanctioned Solo events.
- D The DSSS may, based upon the qualifications of the applicant, approve the license application. The Central Licensing Department shall be advised of each approval and will issue each license.
- E The SCCA Central Licensing Department will make annual license renewals. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application. The renewal date is the same as membership renewal.
- F The requirements pertaining to licenses may be waived by the SSC, except for the attendance at a seminar.

VI. PROCEDURES FOR BECOMING A SSS INSTRUCTOR

- A. Members that are licensed SSS may obtain an application from their DSSS or the SCCA web site at <http://www.scca.com/amateur/applications.html>
- 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 or she will forward it to the Solo Department 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 years experience as a licensed SSS.
 - 2. The applicant must have officiated as a SSS in at least five events in the past two years.
 - 3. The applicant must have received a positive letter of recommendation from his/her 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 each year unless the SSC instructs the SD 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 our Safety Stewards.

The word "hazard" is specifically mentioned in our rulebook because it is the word we use to define what is acceptable to the Solo program from a safety standpoint and what is not.

Section 2.1 of the SR 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.

Rule 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 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 may not serve in any other official capacity during an event. In fact, a Safety Steward may not compete in a Solo event at which he/she officiates unless another licensed Safety Steward is present to perform his/her 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 DSSS, prior to the scheduled event, should make this advance visit with a representative of the host Region or the event’s chairman 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 Chairman and the SCCA Risk Management Department.

Information and/or detailed maps pertaining to spectator, driver and worker safety requirements for Solo events can be obtained by contacting the event chairman. The SSS must implement such requirements prior to and during the running of the event. HOW-

EVER, 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, fly-wheel, 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 Chairman or Chief Steward, whichever is applicable.

The Safety Steward'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 Chairman 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 Chairman 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's final recommendation(s) for the control of spectators; and driver or worker safety (relative to course design) 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, Rule I.4 of the Solo Rules.

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. They may be trainees (logbook holders) 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, or logbook, 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 is responsible for his/her own event. A visiting SSS has no authority to alter a decision of the officiating SSS 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 National Solo Safety Committee. Such intervention on the part of the DSSS or SSC member should be used infrequently and only after suggesting altered safety procedures to the officiating SSS. 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 Solo 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 SD 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 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 partici-

pant safety, that driver safety relative to course design (see rule 2.1 of the current Solo Rules) has been followed and that all worker stations have been located in safe areas. At Spectator Solos, 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 (barri-
cade tape, streamers, barricades, rope, etc.). Such site design-
ation 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.
6. Make final course inspection just prior to the start of competi-
tion each day, or at resumption of competition when the event
has been stopped for any extended period.
7. The Solo Safety Steward has the authority to disapprove a
site for karts only when there are upright solid objects (light
poles, fence posts, etc.) on the site within 50 feet of the actual
course, or low-lying objects adjacent to the course area. This
does not include curbs. While safety systems for karts pro-
vide acceptable driver protection for most incidents, upright
solid objects and low-lying objects present potential hazard
for which kart safety systems are not well suited. This rule
gives the Solo Safety Steward the option of excluding karts
without having to declare the site unsafe for everyone. It is the
judgement of the Solo Safety Steward whether the course
design, surface, solid objects, and type of karts running
present an unsafe mix. In most cases, the situation can be
resolved by a course design change.
8. In case of non-compliance with safety requirements, the fol-
lowing steps shall be taken:
 - a. Advise the Chief Steward (Solo Championship events) or
Event Chairman (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, in-
form the Chief Steward or Event Chairman 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 Chairman 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 Chairman 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 SSS

As noted above, the SSS 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 Rule 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, SCCA Risk Management's emergency weekend telephone number is 1-800-770-9994.

F. REPORTING AN INCIDENT

If one of the following incidents occur:

- a) Spectator, or participant fatality
- b) Serious participant injury (requiring off-site medical treatment)
- c) Any spectator injury

Then:

1. **Call SCCA Risk Management's emergency number 1- 800-770-9994, immediately!**
2. Complete and mail the SCCA Incident Report Form and original waiver to Risk Management.
3. Complete and mail the postage pre-paid Insurance Claim Form card to Acordia-Wisenberg Insurance, Inc.
4. Within one business day of the event, call the DSSS and report incident.

If one of the following incidents occurs:

- a) Minor participant injury (no medical assistance required)
- b) Property damage. (Damage to a competition vehicle is considered property damage and must be reported to SCCA Risk Management and the Divisional Safety Steward)

Then:

1. Complete and mail the SCCA Incident Report Form to Risk Management and the DSSS.
2. Within one business day of the event, call the 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 SCCA's safety concerns 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 SSS's concerning spectators and participants at all Solo events.

AUTHORITY:

Per Section I.4 of the Introductory Section of the Solo Rulebook.

SOLO SAFETY COMMITTEE:

This committee administers the program.

LIABILITY OF SAFETY STEWARDS:

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 his or her 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 Department.

OVERLAPPING RESPONSIBILITY:

A SSS is responsible for his or her own event. A SSS visiting other regional events has no authority or responsibility to alter a decision of the officiating SSS 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 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 STEWARDS:

A SSS may appoint a deputy or deputies to help in the administration of his/her duties. SSS license applicants may be used in this capacity for the purposes of training.

CROWD CONTROL MARSHALS:

The Safety Steward'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 Chairman 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.

LOGBOOK:

The Logbook is not required to be submitted to the National Office. It is available herein for SSS use in tracking events worked.

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 can not 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.

GUIDELINES FROM THE SSC

A. Rollover potential guidelines

The SSC has reviewed the allowance of competing cars with higher roll centers and has prepared the following chart to be used as a guideline for assisting Regional members in determining whether a vehicle has a higher than average potential to roll over in Solo competition. Vehicles falling into the acceptance range still have the probability to roll over but they are less likely to roll over than those that are not in the acceptable range are.

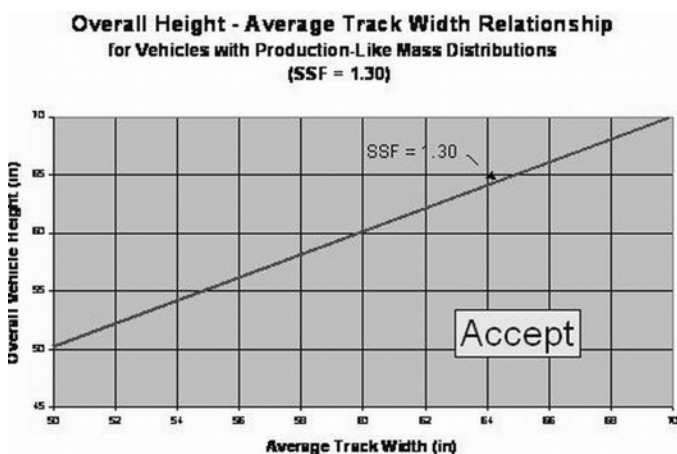
One method of assessing rollover resistance and one level more sophisticated than the Static Stability Factor (SSF), is using "stability margin". This idea is that the vehicle's steady cornering g-level at which incipient rollover would occur (two wheel lift or 2WL) should exceed the steady cornering g-level provided by the tires (maximum lateral acceleration or MaxLat) by some margin. This should only be applied to categories for which the Center of Gravity (CG) height estimation based on roof height could be presumed to be reasonably valid. This chart is for Stock, Street Touring, and Street Prepared categories vehicles.

An approach of this type is required to help event officials assess the rollover risk potential of vehicles which fall in a gray area

between traditional Solo cars and those which clearly have a “high center of gravity”. While it is imperfect, it should strike a balance between risk reduction and admission of the most vehicles to Solo while introducing a consistent procedure for doing so.

This chart is for Regional Officials and Technical Inspectors to determine the acceptance level of high roll center vehicles referred to in Section 3.1. The measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the normal track measurement as stated in the GCR for the Average Track Width.

Vehicles with a SSF less than 1.30 should not be permitted to compete in our Solo II events due to their higher risk of roll over.



B. Guidelines to corner speeds determinations based on radius of a turn

The following table is a guideline for Regional Officials and Course Designers: it shows values of cornering speeds versus corner radius (not diameter) for various lateral accelerations. This data should be considered in light of other calculations which estimate that a fast Stock or Street Prepared car can pull well in excess of 1.0G's in lateral acceleration, and can accelerate from 30mph to 70mph in less than 300 feet.

Cornering Speeds in Miles Per Hour

<i>Lateral G's</i>	<i>Turn Radius (ft.)</i>										
	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>	<u>60</u>	<u>70</u>	<u>80</u>	<u>90</u>	<u>100</u>	<u>125</u>	<u>150</u>
0.90	16	20	23	26	28	31	33	35	37	41	45
0.95	17	21	24	27	29	32	34	36	38	42	46
1.00	17	21	24	27	30	32	35	37	39	43	47
1.05	18	21	25	28	31	33	35	38	40	44	49
1.10	18	22	26	29	31	34	36	38	41	45	50
1.15	19	22	26	29	32	35	37	39	41	46	51
1.20	19	23	27	30	33	35	38	40	42	47	52
1.25	19	23	27	31	34	36	39	41	43	48	53
1.30	20	24	28	31	34	38	40	43	45	50	55
1.35	20	25	28	32	35	38	40	43	45	50	55

SOLO SAFETY STEWARD LOGBOOK

Grade of License _____ Valid Until _____

Name of SSS _____

(Print full name)

Address _____

City _____ State _____ Zip Code _____

Region _____ Member No. _____

HOW TO USE THIS LOGBOOK

Licensed Solo Safety Stewards:

1. Event Solo Safety Stewards and Deputy Solo Safety Stewards should record events worked in their logbooks.
2. License renewal requires that you serve as event or deputy Solo Safety Steward for at least two events per year.

Trainees:

1. Trainees assisting licensed Solo Safety Stewards should record events that are worked in their logbooks. However, the licensed Solo Safety Steward with whom you worked must sign off your verification of working at these events on your license application.
2. License attainment requires that you serve as a Solo Safety Steward Trainee for at least two separately sanctioned events within 12 months of the seminar.
3. Complete license application and send it to your Divisional Solo Safety Steward. His or her name can be found on the SCCA web site at <http://www.scca.com/Inside/Index.asp?IdS=OCEA4F-38CCD00&Reference=RegionalSites&~=>

EVENT LOG

Date	Event	Region
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

APPENDIX F - CLARIFICATIONS

Whenever a competitor remains unsure of the legality of certain configurations after studying the rules carefully, he/she is encouraged to obtain a clarification by writing the SEB. The SEB will attempt to respond as soon as possible. If events require a deadline for a response, the SEB will attempt to accommodate that deadline.

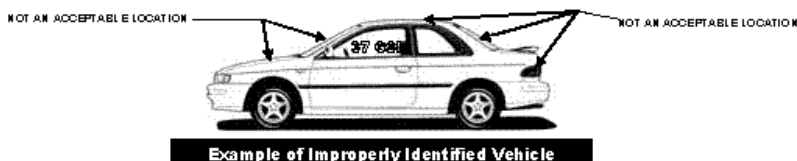
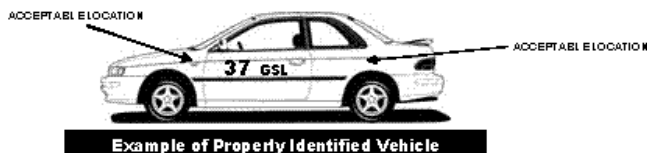
The requesting member must be aware that clarifications are general statements of principle offered in good faith and are designed to clarify intent, but they do not afford specific cars permanent protection from subsequent protest and disqualification. Nor are the responses from the SEB inviolable instructions to protest committees. This is because in most cases the SEB is responding to a specific or limited question and operating only on information supplied by the interested party which cannot be guaranteed by the SEB to be complete. Photos and descriptions provided for the SEB's consideration may not be clear or may not portray the information in the full light of issues of information that may subsequently be considered by a protesting party. Due to the volume of mail, the SEB cannot research each item for the competitor. Even if it could, it could not assure that new information would not be forthcoming at a future date.

The rules are constantly evolving as the pressures of competition induce competitors to exploit each and every facet of the rules. Such competitors may discover and act in good faith on an entirely new interpretation that the SEB feels compelled to pronounce legal according to the letter of the rules but in fact circumvents the rulesmakers' original intent and may result in a long-term disservice to the majority of competitors if allowed to stand. In these cases the SEB will revise the rule but only after going through the required rules change process. Therefore it is always in the competitor's best interest to obtain a clarification before investing large amounts of time, money and effort in an interpretation which may be short-lived. Such rulings will be accompanied by the appropriate caveats that the SEB is considering such a change.

In the extreme, some competitors feel the need to base their efforts largely on clever reinterpretations of rules rather than driving prowess or engineering skill based on common principles offered in good faith by the SEB and accepted by the majority at face value. Such efforts are constantly challenging the SEB and those who pursue this route must accept the risks they take when they exploit loopholes that clearly are not in the best interest of the membership at large. In such cases, the interests of the majority must ultimately hold sway over "fairness" to the individual.

VEHICLE IDENTIFICATION

The following illustrations are intended as examples to help guide competitors in the placement and sizing of their numbers and class letters.



TIMING AND SCORING PROCEDURES

The Official Times, which include copies of the Master Time Log with penalties included and the Course Incident Reports, will be posted after each run. If a computer malfunction occurs and a printout cannot be posted, this will not delay the start of the next runs; however, every effort will be made to have a computer printout of preliminary results after each run.

The Course Incident Report sheets will be picked up halfway through each run from each corner station and posted as part of the Official Results. These supersede the penalty portion of the Master Time Log if there is a discrepancy in cone counts or DNF's. The reason for picking up the Course Incident Report sheets halfway through each run is so that the competitors who run in the beginning of the heat will be able to see the times and cone counts before their next

run. Theoretically, downtime should only occur when the corner sheets are being picked up (approximately two minutes).

It is the competitor's responsibility to bring any posting discrepancies to the attention of the Chief of Course, who will then confer with the Chief of Timing. This can be done without having to go through the Protest procedures; however, if a competitor feels that he/she has not received a satisfactory action or reply from the Chief of Course, the next step is to go through the Protest procedure.

GENERAL

'Scott Russell' linkages, for example like that found on the rear of an '06 Nissan Maxima, are a form of independent suspension and are not included in the definition of solid rear axle.

STOCK CATEGORY CLARIFICATIONS

AIR CONDITIONING

Stock class cars with optional air conditioning are allowed to compete without the belt in place. Additionally, the entire air conditioning system may be removed, but any related components (springs, radiator, etc.) that are part of an air conditioning package must be returned to standard parts for the standard model (non-air conditioned). Removal of part of the air conditioning system is allowed only if no other components for the car differ between model's equipped with and without air conditioning, i.e., springs, radiator, etc.

Air conditioning may be added to any car as a "comfort and convenience" item, provided it serves no other purpose and other components are not added or deleted unless otherwise authorized by the current Solo Rules.

If a factory option, may be removed and backdated as an assembly or separate components of the system may be removed (i.e., individual under-hood components only).

COIL SPRING PERCHES

The intent of the Stock Category allowance for alternate shock absorbers is that the dimensional characteristics of the shock absorber and spring location must remain consistent with those of the original units, as per 13.5.F. In the case of coil spring perches on aftermarket shocks, the vertical distance of the spring position above the lower shock mounting point must be no less than the distance found on the original equipment unit. If the characteristics of the shock (e.g. gas pressure) are such that this positioning results

in a change in the car's ride height, that change is permitted.

ENGINE MODIFICATIONS

Allowed engine modifications in the Stock and Street Prepared category: The clarifications below reflect the basic premise of all the Solo preparation rules that only modifications specifically designated by the rules are allowed.

- a. Heads and/or blocks may only be trued (shaved) to the service limit specified in the factory workshop manual. If a service limit is not specified, then the head and/or block may not be trued (shaved) and must be used at the specified original dimension.
- b. Camshafts are not considered normally expendable items, therefore they must not only meet original specifications but they must be from the original manufacturer. After-market units are not allowed.

FACTORY RECALLS

Factory recalls fall under the requirements of section 13.0, which states "...Stock category cars must be run as specified by the factory...". Recalls designated by the factory as being installed only in response to complaints are considered optional and allow for both specifications (pre and post recall) to be valid. However, if the manufacturer issues a mandatory recall, only the most current specification is valid. The U.S. government provides recall information via telephone.

HEADLIGHTS

Retractable headlights may only be positioned in configurations intended by the manufacturer. This means that a partially-up position is only permitted if it can be attained via a designed intermediate position of the switch used to raise and lower the headlight pods.

INTERCOOLERS

Intercoolers may not be packed with any type of ice during runs.

PUSH ROD GUIDE PLATES

Push rod guide plates are only allowed in Stock or Street Prepared when installed as original equipment by the vehicle manufacturer or when the factory service manual allows push rod guide plates as an acceptable repair method.

SEAT PADDING (applies to Solo only)

Cushions may be used for the purpose of bringing the driver within reach of the controls of a vehicle. The word 'cushion' means a free-standing pillow, towel, blanket, or similar article consisting of foam

rubber, feathers, or comparable materials. Such cushions may not be attached either to the vehicle or to the driver's body. Prohibited means of attachment include, but are not limited to the following: straps, hooks, snaps, loop-type fasteners (e.g. Velcro), adhesives, or similar aids. The intent of this allowance is to enable the driver to more comfortably operate the controls of the vehicle without enhancing the driver seat's ability to hold the driver in place.

SHOCK ABSORBERS

Section 13.5.D does not apply to the following aspect of this configuration: The hole in the metal and rubber shock absorber bushing found at the top of the shock absorber in the suspension of a Mazda Miata may be enlarged to accommodate the diameter of the shaft of a replacement shock absorber.

SPARE TIRE COVERS

A spare tire cover which can be secured in place by original fasteners such as bolts, nuts, snaps, straps, etc., is not normally considered a "loose item" and thus is not removable under the provisions of safety inspection requirements. Covers which cannot be secured by such means may be removed. A cover which is secured to the spare itself, and thus becomes a loose object when the spare tire is removed as allowed by 13.2.F, may be removed with the tire. Competitors who are in doubt as to whether such a tire cover is correctly viewed as a loose item are advised to leave it in place.

SUSPENSION ADJUSTMENT

The Stock category suspension adjustment allowances do not allow non-factory-authorized use of eccentric or smaller bolts. Factory authorized crash repair methods may only be applied to the extent needed to restore the suspension to within its specified range of adjustment. The crash repair methods referred to would include such methods as frame, unibody or suspension component straightening (bending) or unlimited grinding of attachment holes. Section 13.8 does allow the use of factory authorize methods of adjustment for non-competitive use which have a specific, physical limit. Examples would include the alternate size bolts authorized by VW for the Golf and the grinding of strut mounting holes to a specific dimension authorized by GM for J-cars. Any alignment specifications resulting from these authorized methods are allowed.

CONTROL ARM SPACERS - CORVETTE (84 +)

The spacers located on the fasteners for the front upper control arms may not be removed or modified to gain additional camber/caster. Only the shims may be removed.

HARNESS BAR

A harness bar which attaches only between the upper seat belt mounts on the B pillars complies with 13.2.H provided the constraints of 13.2.H are met.

SUBARU WRX OPTIONS

The following items are port-installed options on the Subaru WRX, are listed when installed on the vehicle's window sticker, and pending evidence to the contrary are considered legal: carbon fiber trim, turbo boost gauge, titanium shift knob, short throw shifter, rear diff protector, spoilers, arm rest extension.

CORVETTE SPARE TIRE COVER

The spare tire cover on a C4 Corvette may be removed when the spare tire is removed as allowed by 13.2.F.

WELDING AND OPTION PACKAGE CONVERSION

Option package changes which require welding to be accomplished are allowed provided they comply with the rule requiring that the option package conversion be complete and supported by factory documentation.

"THIRD SPRING" SHOCK ABSORBERS

The Penske "Hydraulic Third Spring" shock absorber configurations, and any others like them, are not allowed by the Stock category rules.

SHOCK BUSHINGS

For E36 and E46 BMW's, 13.5.B permits the removal of the shock bushing from the rear shock upper mounting plate (e.g. via drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

MIATA SWAY BAR MOUNTS

For the purposes of 13.7, the upper (flat) and lower (U-shaped) mounting brackets for the front sway bar in a Miata are both considered to be sway bar brackets.

MINI COOPER JACKING PUCKS

The four black jacking pucks underneath Mini Coopers may be removed before competition for safety reasons. These are considered somewhat similar to a wheel center cap in the type of hazard they can present if they come off the car at speed during competition.

ELISE WHEEL SENSOR SHIMS

The wheel speed/cruise control sensor “shims” on a Lotus Elise are considered a dual-purpose item, since they also affect available camber range, and may not be removed.

PORSCHE STRUT ORIENTATION

The strut on a Porsche 911 GT3 (996) may not be rotated from its OE orientation, since this configuration is authorized by the manufacturer for “racing” (i.e. competition) purposes only and thus does not meet the requirements of Section 13.

GM ECU REFLASH

The Technical Service Bulletin# 06-06-04-051 regarding engine recalibration (i.e. an ECU reflash) of the Z0K Solstice and Cobalt SS is not legal for Stock category use since it is specified for competition purposes and thus does not meet the requirements of sections 13.0, 12.4, and 3.8.A (ref. 06-337).

GM STEERING KNUCKLES

The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, also do not meet the requirements of the Stock category.

MIATA BUMP STOP/DUST BOOT

On a Mazda Miata with an integral bump stop / dust boot configuration, the OE boot may be detached from the OE bump stop and removed, replaced, or modified under the allowances of 13.5.D.

STREET TOURING CATEGORY CLARIFICATIONS

BODYWORK/INTAKE

Section 14.10.B specifically allows the modification of air intake tract system components up to the engine inlet as defined therein. The same rule specifically prohibits modifying the existing structure of the car to accommodate the allowed intake tract system modifications. The factory partitions surrounding the Mini and Mini S air filter housing are considered to be separate vehicle structures not integral to the air intake tract system. Therefore, it is not permitted to modify these partition structures. These structures must be maintained in the original OE configuration. This is in keeping with previous rulings on this same subject for other vehicles.

BMW X-BRACE

Cross reinforcement (X-brace) from 1995 BMW M3 (E36) Lightweight and Convertible is not legal for the ST category M3 coupe. Cross reinforcement was not available from the factory on eligible

coupe models, nor does it qualify as a standard part (see 12.4) via parts manual supercession, thus making it illegal for both ST and Stock category usage.

EMISSIONS SYSTEM

Since the inception of the ST category, the goal has been to reflect common, street-legal modifications, as stated in the opening paragraph of section 14. An integral part of street legality is emissions legality. The SEB interprets the phrases "meet emissions standards" and "emissions legal" as the ability to meet the tailpipe emissions standards of an Inspection and Maintenance (I/M) test. I/M testing is commonly required by the EPA in so-called "non-attainment zones" and is a subset of the original vehicle emissions certification (Federal Test Procedure).

On vehicles equipped with OBD-II monitoring, the I/M test relies on the OBD-II system to determine whether or not the vehicle meets the tailpipe emissions standards. Non-compliance is indicated by the malfunction indicator lamp (MIL, commonly called a check engine light). As such, modifications that invalidate the monitoring and/or reporting of the OBD-II system are not considered emissions legal.

On pre-OBD-II vehicles, the I/M test utilizes a dynamometer test to determine whether or not the vehicle meets the tailpipe emissions standards. The three common tailpipe dynamometer tests are IM240, ASM2525 and ASM5015.

SEAT BELT RECEIVERS

Seat belt receivers integral to stock seats do not have an allowance for deletion and must be maintained if replacement seats are installed.

STREET PREPARED CATEGORY CLARIFICATIONS

CRANK FIRE IGNITION SYSTEM

SR, Section 15.9.A. For the purposes of triggering a crank fire ignition system, which is an allowed modification in the Street Prepared category, a trigger ring may be added to the crankshaft, or a crankshaft pulley may be modified to serve the purpose of the trigger ring. Mounting of the trigger ring, or modification to the crankshaft pulley may serve no purpose other than to provide a means of triggering the ignition system. The original distributor may be removed and the distributor mounting hole covered with a plate. The location of electronic ignition control modules is unrestricted.

LEAF SPRINGS

Per Section 15.8.A, for vehicles originally equipped with leaf springs, either multi or mono leaf springs may be substituted.

ENGINE MODIFICATIONS

Allowed engine modifications in the Stock and Street Prepared category: The clarifications below reflect the basic premise of all the Solo preparation rules that only modifications specifically designated by the rules are allowed.

- a. Heads and/or blocks may only be trued (shaved) to the service limit specified in the factory workshop manual. If a service limit is not specified, then the head and/or block may not be trued (shaved) and must be used at the specified original dimension.
- b. Camshafts are not considered normally expendable items, therefore they must not only meet original specifications but they must be from the original manufacturer. After-market units are not allowed.

PUSH ROD GUIDE PLATES

Push rod guide plates are only allowed in Stock or Street Prepared when installed as original equipment by the vehicle manufacturer or when the factory service manual allows push rod guide plates as an acceptable repair method.

ROTARY ENGINE LUBRICATION SYSTEM

Any rotary engine model vehicle that has a lubrication system that incorporates an oil line injecting oil into the fuel system in the stock configuration must maintain that arrangement in Street Prepared, even if an alternate carburetor is used.

BUMPER UNITS

The allowances of 15.2.F do not currently permit a replacement non-standard front bumper/spoiler integral front fascia unit.

TORQUE ARMS

The longitudinal member which GM refers to as a "torque arm" on 3rd and 4th generation Camaros, which controls differential movement, is covered by the allowances of 15.8.E and may be substituted or modified.

MIATA HARDTOP/SOFT TOP

Per 15.1, a Miata covered by the listing in CSP may update/backdate to the hardtop/soft top specifications of the Club Sport package, which permit the car to compete with the hardtop on, and/or with the soft top on, or with both removed.

SUNROOF

A non-OE sunroof replacement panel may not be used in place of the OE sunroof.

PASSENGER AIR BAG

Section 15.1.C does not permit the removal of a passenger-side airbag from the dash of an airbag-equipped Miata. The entire dashboard may be backdated to one which did not have an airbag, provided the requirements of 15.1 are met.

REAR VIEW MIRROR

The SP rules do not permit the removal of rear view mirrors.

SPOILERS

The SP rear spoiler allowance was intended to allow common aftermarket body kits and spoilers that have no notable aerodynamic effect at autocross speeds. Rule 15.2.H.2.b states that "The spoiler may not function as a wing." For purposes of rulemaking and interpretation, a "wing" has been generally understood to mean an aerodynamic device making use of air passing both over and under a solid element to create aerodynamic force. A rear "spoiler" is generally understood to be an aerodynamic device fixed to the rear bodywork of the vehicle where air passes over, but not under, the solid element to create aerodynamic force. The base of a "spoiler" is contiguously attached to the bodywork (e.g., deck lid) of the vehicle to prevent airflow underneath the spoiler element.

Some cars are equipped by the OEM with standard or optional bodywork elements that meet the definition of "wing" stated above, although they may be identified in marketing material, owner's manuals, shop manuals, and/or parts lists as "spoilers." These bodywork elements may not be modified per 15.2.H.2.b, except to be replaced with either a standard or optional OE element, or exact replica of a standard or optional OE element in an alternate material, as per 15.2.H.2.a. "Plugging" the underside opening of an OE wing by any means, including but not limited to tape, cardboard, foam, etc. to turn it into a spoiler and allow additional spoiler additions is not a legal modification. Examples of cars

having such OE bodywork elements that would be considered wings by definition include, but are not limited to, the '93+ Chevrolet Camaro, the Subaru WRX Sti, numerous Ford Mustang variations from '87 on, Dodge SRT-4, and Mitsubishi Evolution.

NOTE: 15.1.C is not affected by this clarification.

STREET MODIFIED CATEGORY CLARIFICATIONS

PORSCHE FASCIA

With regard to a Porsche 911, the fascia is the painted plastic part and was not present on earlier years of the model. The attachment points behind the fascia may only be modified per 16.1.O to permit installation of an allowed alternate fascia. An early 911 may only use a substitute fascia if the car can be legally updated per 15.1.C (Street Prepared) to a later bumper configuration employing a fascia.

FIAT / YUGO PARTS

Fiat and Yugo components may be mixed as permitted under Section 16.1.

PREPARED CATEGORY CLARIFICATIONS

CORVETTE CROSS MEMBER

The BP supplemental class rules do not permit the removal of a Corvette C3 cross member and replacement of it with one from a C4 or C5, without incurring a weight penalty.

MODIFIED CATEGORY CLARIFICATIONS

BODYWORK

Pursuant to retaining consistency with the intent of Club Racing regulations, the SEB is concerned about modifications to bodywork for the purpose of enhancing downforce. C Modified Formula Ford competitors wishing to make body alterations to their cars should request a ruling on the desired configuration if there is any doubt as to its legality.

FORMULA FORD BODYWORK RESTRICTIONS

Members who have questions concerning the legality of a particular car's configuration should submit detailed photographs and/or drawings of the car to the SEB via the Solo Department, in order to determine if the specific bodywork of concern is considered legal for C Modified.

FORMULA 440

F Modified class is for current year GCR legal cars except as amended by the Solo rules. The current GCR (Formula Car Specifications) requires that F440 be constructed with the driver's feet behind the front edge of the front wheels. Short wheelbase cars constructed prior to this change are "grandfathered", and remain legal even though the driver's feet extend beyond the front wheels.

FORMULA 500 EXHAUST

Solo rule 3.5, "Mufflers", overrides the F500 sound level limit in the FCS, but not the exhaust length limit.

SOLO VEE/FORMULA VEE

The Solo Vee and Formula Vee at Solo events are not required to comply with the section of the Formula Car Specifications, C.8 requiring additional panels to prevent the intrusion of objects into the driver area. All other requirements of the Solo rules, 18.3 Formula Cars, Appendix A, and the 1993 Formula Car Specifications are in effect.

CLUB RACING ASR VEHICLES

Vehicles prepared to the "new" Club Racing A Sports Racer (ASR) specifications defined in SRCS A.1.b are eligible to compete in A Modified. Vehicles prepared to the "old" ASR specifications defined in SRCS A.1.a remain eligible for B Modified.

DM AND EM PROGRESSION

The CP-GP Prepared Category rules are the foundation for the preparation of a Modified Category DM or EM vehicle. The Modified rules are a specified progression from Prepared Category and are intended to be far less restrictive than the Prepared rules. Examples of areas where CP-GP rules are not intended to be restrictive in Modified are as follows: engine and drivetrain, wheelbase, track, and brake location. The CP-GP rules are to be followed when they do not conflict with specific allowances or the intent of the Modified Category ruleset.

This clarification is to eliminate questions about the actual relationship between the two categories, and to indicate the intent of that relationship. Inclusive of that intent, if it doesn't say you can, then you can't.

ARIEL AND TONIQ

The Ariel Atom and Tonic may be eligible for B Modified or A Modified, if the car is in compliance with the class rule set.

MOTORCYCLE-ENGINED PRODUCTION-BASED CARS

Relative to an otherwise-fully legal D/E Modified but motorcycle-engined vehicle running in B Mod, it is the intent of the rules allowing such class entry to permit the competitor to have two preparation options: the car may be prepared to the appropriate GCR/SRCS, or it may continue to adhere to the D/E Modified Solo specifications. However, in either case, the applicable displacement/minimum weight shall be as listed in the Solo B Modified rules. There shall be no mixing of the two rule set allowances. EXAMPLE: Motorcycle-engined D/E Modified cars in B Modified may not utilize any Sports Racer aerodynamic allowances without being mandated to fully prepare to all SR requirements.

F125 AND FORMULA JUNIOR CLARIFICATIONS

WORLD FORMULA CHAIN / SPROCKET / GEAR

It is permissible to use an alternate chain/sprocket/gear (type 35) on the World Formula engine as used in the FJr. classes.

BRIGGS ENGINE

The Briggs World Formula engine as homologated by CIK is eligible for competition in FJA and FJB, with minimum weight of 275 lbs. in both classes.

EASY KART

F125: The EasyKart is considered legal for F125 provided its construction meets the requirements of Section 19, particularly 19.1.D.2

APPENDIX G - KARTS AT SOLO EVENTS

I. APPROVAL PROCEDURE

- A. Regions conducting Solo events which will have karts competing must so indicate on the sanction application.
- B. A post event report describing the kart portion of the event should be submitted, but not required, with the usual Audit Report Form. These event reports will be helpful to the SCCA in more effectively evaluating the kart program.

II. EVENT OPERATION PROCEDURES

- A. 125cc shifter karts are the fastest karts allowed.
- B. Karts will not be allowed to be driven under power through the paddock; they must be pushed, either on the ground or on a portable stand.
- C. A grid area must be established that is either separated from the regular car grid or grids karts with similar sized vehicles such as formula cars. Traffic flow to and from the grid area must be controlled.
- D. If karts are allowed which require a push-start, such as shifter karts, the grid area must accommodate this need adequately.
- E. All karts will be run as a group or grouped with formula cars, and not intermixed on course with full-bodied cars. However, at the discretion of the Solo Safety Steward, the Event Chairman, and the Chief Stewards, karts may be allowed on course with full-bodied cars if the course design allows for safe separation, such as the start and finish areas being remote from each other.
- F. Event procedures regarding karts will be announced at the drivers' meeting and will also be in written form for posting.

APPENDIX H - JUNIOR DRIVER PROGRAM

I. RULES AND PROCEDURAL UPDATES

- A. As this program remains in the developmental phase, rule updates or clarifications may appear periodically in the Fastrack section of the official SCCA publication or www.scca.com.

II. EVENT OPERATION

- A. All procedures described in Appendix G, Section II, and in Section 19.2 would apply. The Junior Driver Program may either be run incorporated into an event, run concurrently on a separate course, run after an event, or as a stand-alone event.
- B. In addition to the above, the following procedures would apply:
 - 1. Appointment of at least one Youth Steward. Two additional assistant Youth Stewards are recommended. Duties are described below.
 - 2. Conduct an additional driver's meeting for the Junior Drivers.
 - 3. Provide a small area for Junior Driver vehicle orientation.
 - 4. Develop work assignments for Junior Drivers that are appropriate to their individual ages and background. An alternate to a traditional work assignment could be a safety training session. Either work assignments or training sessions will be under the supervision of the Youth Stewards. NOTE: Waiver duty is limited to persons above the age of majority of the state in which the event is held, however, Junior Drivers may assist an adult.

C. Youth Steward Duties

The Youth Steward is a licensed position. Licensed applications are available via the SCCA website. Duties are as follows:

- 1. In conjunction with the event chairperson and event Solo Safety Steward, establish specific event procedures relative to schedule, grid and site layout, special instructions, Junior Driver vehicle orientation, etc.
- 2. Oversee the conduct of all Junior Drivers with the authority for disciplinary action including reprimand, time penalty, disqualification, expulsion from the site, and driver suspension.

3. Conduct a Junior Drivers' meeting that emphasizes safety, responsibility and event procedures.
4. Conduct a Junior Driver vehicle orientation session prior to competition runs for inexperienced drivers.
5. Lead at least two mandatory course walks for inexperienced Junior Drivers.

D. Pilot Program for Younger Drivers

Selected Regions will be allowed to have drivers 5 years old and older participating on Solo courses using Cadet carts with 3HP engines, as per WKF rules. The Solo course used could either be the regular event course during or after the event, or a totally separate course. Regions may only be approved for this pilot program if they have been running a Solo Formula Junior program for a minimum of one year, with at least four events conducted with Junior Drivers. The National Office, Solo Department, will issue the approvals to the Regions for participation in this program.

III. JUNIOR DRIVER ELIGIBILITY

- A. SCCA member. Membership may be waived for first event.
- B. For classing purposes, the minimum age is 8 years old (see below). It is important that Solo Rules Section 1.4.4V be strictly adhered to when Junior Drivers are participating. Formula Junior B drivers must be 8 years old before being allowed to compete. Formula Junior A drivers must be between 12 years old and 18 years old. Regions are free to adjust the FJB to FJA transition age (the year in which a child turns 12 years old) to accommodate their region's competition season.

For sanctioning requirements the minimum age is 12 years old. However, the minimum age may be reduced to 8 years old for any SCCA Region which requests and is approved for an exception. Approval may be granted only after the Region submits the name of its Youth Steward and a written description of how the Junior Drivers will be administered. Additionally, the Youth Steward will be required to contact the Youth Steward in an experienced pilot program Region to learn of their experiences and methods.

- C. Completed minor competitor waiver.
- D. Attendance at Junior Driver meeting and course walk.

APPENDIX I - SOUND MEASUREMENT PROCEDURES

The provisions of this section are recommended, but not presently required. The specific DB levels (values of "XX") are expected to be assigned by Regions according to the needs of their sites.

The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures. Vehicle sound emission is not a constant factor that can be trimmed to barely legal (in the manner of engine displacement or vehicle weight.) Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level "adjustments" to well under the limit, to allow for variations in conditions. The intent of the following rules is to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring stations will be on both sides of vehicles to ensure sound output levels are below limits.

STANDARD

Maximum limit of (XX) dB, A weighted, at the measuring point.

MEASUREMENT

The measuring point will be established during course set up, and approved by the event chair. The course map shall be provided to the chief of sound two days before the event.

When possible, measurements will be taken at all event sites to provide information for competitors.

Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM.

The measuring point will be 50 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

SOUND STATION(S)

A Sound Station will be established at the measuring point(s) on the course.- At a minimum, an ANSI Type 2 sound with a digital readout will be used.

The meter will be mounted on a tripod, 3-4 feet above ground level.

The meter will be positioned perpendicular to the vehicle's direction of travel.

The meter will be set to "A" weighting, "Slow" Response.

When possible and practical, the Sound Station(s) will be as far away as practical from inhabited buildings.

The Sound Station Operator will record the Heat #, Run #, Car # and Class and Sound Reading, on a Log developed for that purpose.

Sound Logs will be posted on site after each run group, and on the web following the event.

Sound Logs will be maintained for one year.

Every car will be measured on every run.

The Sound Station Operator and the Grid Sound Control worker will be equipped with a radio on the same channel as the Corners, Grid and Control.

One or more (as required) of the "downstream" corner stations will be equipped with a black flag and dedicated flagger.

The Sound Control Grid worker will be equipped with a clip board & notepad to record the car number of violators announced by the sound operator, for his reference when the car returns to Grid.

VIOLATIONS

When a vehicle exceeds $(XX - 3)$ dBA, the sound operator will inform the grid sound control worker.

When a vehicle exceeds $(XX + 3)$ dBA, the sound operator will announce over the radio, "sound flag, sound flag," then state the car number and class, and the measured reading. The Grid Sound Control Worker will record the car number and sound reading.

The corner station(s) with the black flag will display it when called by Sound Control, so it can be seen by the driver, signifying to the driver that his vehicle has exceeded the $(XX + 3)$ dBA secondary limit.

The driver must immediately come off the throttle and continue through the course, without either stopping or driving at a competition pace.

Any run (XX) dBA or over will be scored a DNF.

The driver will be notified of any measurement over $(XX - 3)$ dBA.

When a car in violation (XX) dBA or over returns to grid, the Grid Sound Control worker will notify the driver of the car's measured sound level. The driver will be given the opportunity for a "mechanical delay" to attempt to reduce the vehicle's sound level. If, in the judgment of the Grid Sound Control worker, the driver has attempted a viable remedy, he will authorize a "second chance run". If the driver(s) declines any "repair" action, or the "repair" is deemed inadequate or inappropriate by the Grid Sound Control Worker, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Sound Control Worker may offer advice to competitors. This advice, however, shall be in no manner be construed to imply that said suggested corrective action(s) absolves

the competitor from complying. If the vehicle exceeds either limit on the "second" chance run, the vehicle may be given one "final chance" run if the vehicle meets all the requirements of the previous paragraph (second chance run).

If the vehicle exceeds the limit on the "final" chance run, all subsequent runs by that vehicle, if any, are forfeited.

Drivers may appeal the decision of the Grid Sound Control Worker to the Event Chair.

APPENDIX J - ACRONYMS - REGISTERED TRADEMARKS

Acronyms

AC	Appeals Committee	NAC	National Appeals Committee
DOT	Department of Transportation	OE	Original Equipment
DSIS	Divisional Solo I Steward	PC	Protest Committee
DSS	Divisional Solo Steward	SD	Solo Department
DSSS	Divisional Solo Safety Steward	SR	Solo Rules
		SEB	Solo Events Board
		SSC	Solo Safety Committee
GCR	General Competition Rules, Club Racing		

Registered Trademarks

American Sedan	Racetruck
Can-Am	Runoffs
Canadian American Challenge Cup	SCCA
Fast Five	SCCA Pro Racing
Fast Five Pacesetter Challenge	Solo I
Fast Masters	Solo
FasTrack	Spec Racer
Matters of the Moment	SportsCar
National Racing School	Stylized N
Pacesetter Challenge	Super Solo
POR	Trans Am
Press on Regardless	United States Road Rally Challenge
ProRally	Wire Wheel
ProSolo	World Challenge
Pro Sports 2000	Xtreme Racer

APPENDIX K – AWARDS

I. NATIONAL SOLO II CHAMPIONSHIPS

STOCK CATEGORY

Super Stock:

2007	Ian Stewart	Orlando, FL	Porsche 911 GT3
2006	Matthew Braun	Northville, MI	Lotus Elise
2005	Erik Strlenieks	Austin, TX	Chevrolet Z06
2004	Stacey Molleker	Granite Falls, WA	Chevrolet Corvette
2003	Pat Salerno	Danbury, CT	Chevrolet Corvette
2002	Erik Strelneiks	Austin, TX	Chevrolet Corvette
2001	John Ames	Colorado Springs, CO	Chevrolet Corvette
2000	Curt Ormiston	Kirkland, WA	Chevrolet Corvette
1999	Erik Strelneiks	Austin, TX	Mazda RX7
1998	Tom Kotzian	Gladstone, OR	Mazda RX7
1997	Jeff Altenburg	Catonsville, MD	Mazda RX7
1996	Gary Thomason	Oceanside, CA	Mazda RX7
1995	John Ames	Colo Springs, CO	Mazda RX7
1994	Jim Harnish	York, PA	Dodge Viper
1993	Roger E Johnson	Hilliard, OH	Chevrolet Corvette
1992	Tom Kotzian	Gladstone, OR	Chevrolet Corvette
1991	T.C. Kline	Hilliard, OH	Chevrolet Corvette
1990	Tom Kotzian	Gladstone, OR	Chevrolet Corvette
1989	Roger E. Johnson	Fostoria, OH	Chevrolet Corvette

Super Stock Ladies:

2007	Tristan Kotzian-Coulter	Hillsboro, OR	Porsche 911 GT3
2006	Lori Robertson	Chinto Hills, CA	Chevrolet Z06
2005	Carolyn Feigenspan	Austin, TX	Chevrolet Z06
2004	Leslie Cohen	Encinitas, CA	Chevrolet Corvette
2003	Karen Rafferty	Irwin, PA	Chevrolet Corvette
2002	Laura Molleker	Granite Falls, WA	Chevrolet Corvette
2001	Leslie Cohen	Encinitas, CA	Chevrolet Corvette
2000	Beth McClure	Leander, TX	Mazda RX7
1999	Lori Robertson	Chino Hills, CA	Chevrolet Corvette
1998	Jennifer Wilson	Odenton, MD	Mazda RX7
1997	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
1996	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
1995	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
1994	Diane Moores	Clinton, CT	Chevrolet Corvette
1993	Shauna Marinus	Folsom, CA	Chevrolet Corvette
1992	Shauna Marinus	Folsom, CA	Chevrolet Corvette
1991	Laura Molleker	Bothell, WA	Chevrolet Corvette
1990	Jo Ann Lynch	Woodland Hls, CA	Chevrolet Corvette
1989	Diane Giddings	Granite Bay, CA	Chevrolet Corvette

A Stock:

2007	Jason Collett	Knoxville, TN	Honda S2000
2006	Jeff Cashmore	New Berlin, WI	Chevrolet Corvette
2005	Paul Kozlak	Litchfield, ME	Porsche 993

2004	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2003	Matthew Braun	Farmington Hills, MI	Chevrolet Corvette
2002	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2001	Andrew McKee	San Jose, CA	Porsche Boxster
2000	Gary Thomason	Oceanside, CA	Honda S2000
1999	Paul Kozlak	Harleysville, PA	Porsche 968
1998	Matt Murray	Westport, CT	Porsche 968
1997	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1996	Bob Tunnell	Boulder, CO	BMW M3
1995	Kevin Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1994	John Ames	Colorado Springs, CO	Mazda RX7 Turbo
1993	Mark Daddio	Beacon Falls, CT	Mazda RX7 Turbo
1992	Jeff Altenburg	Catonsville, MD	Mazda RX7 Turbo
1991	Russell Wiles	Sioux Falls, SD	BMW M-3
1990	Michael Piera	Danbury, CT	Porsche 911S
1989	King Thompson	Troy, MI	Porsche 911E
1988	Greg Fordahl	Bremerton, WA	Porsche 911T
1987	Randy Peck	El Paso, TX	Lotus Elan
1986	Randy Peck	El Paso, TX	Lotus Elan
1985	Michael Piera	Bethel, CT	Porsche 911S
1984	Tommy Saunders	Roanoke, TX	Lotus Elan
1983	Tommy Saunders	Bedford, TX	Lotus Elan
1982	John Havranek	Cambridge, MA	Porsche 914-6
1981	John Parsons	Lombard, IL	Porsche 914
1980	James Normile	Kansas City, MO	Lotus Elan
1979	John Fergus II	Dublin, OH	Porsche 911S
1978	John Fergus II	Dublin, OH	Porsche 911S
1977	John Fergus II	Dublin, OH	Porsche 911S
1976	E.Paul Dickinson	Huntington, WV	Porsche 911T
1975	E.Paul Dickinson	Huntington, WV	Porsche 911T
1974	E.Paul Dickinson	Huntington, WV	Porsche 911T
1973	E.Paul Dickinson	Huntington, WV	Porsche 911T

A Stock Ladies:

2007	Carol Kolk	White Lake, MI	Pontiac Solstice GXP
2006	Denise Cashmore	New Berlin, WI	Chevrolet Corvette
2005	Juliann Pokorny	Lake Forest, IL	Honda S2000
2004	Jennifer Isley	Mission Viejo, CA	Chevrolet Corvette
2003	Jennifer Isley	Irvine, CA	Chevrolet Corvette
2002	Kim Bullis	Lake in the Hills, IL	Chevrolet Corvette
2001	Anna Hedley Goeke	Kirkland, WA	Porsche Boxster
2000	Rita Wilsey	Lake Elsinore, CA	Honda S2000
1999	Marchell Fletcher	Durango, CO	Porsche 968
1998	Polly Mitchell	Knoxville, TN	Porsche 968
1997	Cathy Strathman	Norfolk, VA	Porsche 968
1996	Patty Tunnell	Boulder, CO	BMW M-3
1995	Marchell Fletcher	Durango, CO	Toyota MR2 Turbo
1994	Shauna Marinus	Folsom, CA	Mazda RX7 Turbo
1993	Laura Molleker	Snohomish, WA	Mazda RX7 Turbo
1992	Stacy Reitmeir	Sunnyvale, CA	Mazda RX7 Turbo
1991	Susan Hagaman	Kirkland, WA	Porsche Carrera
1990	Susan Hagaman	Kirkland, WA	Porsche 911T

1989	Susan Hagaman	Kirkland, WA	Porsche 911
1988	Susan Hagaman	Kirkland, WA	Porsche 911
1987	Susan Hagaman	Bellevue, WA	Porsche 911
1986	Susan Hagaman	Bellevue, WA	Porsche 911
1985	Diane Thoman	Ft.Lauderdale,FL	Porsche 911SC
1984	Beverly Saunders	Roanoke, TX	Lotus Elan
1983	Barbara McKee	Bloomington, IL	Lotus Elan
1982	Barbara McKee	Bloomington, IL	Lotus Elan
1981	Elsie Haninger	Gahanna, OH	Porsche 911
1980	Linda Blevins	Melbourne, FL	Lotus Europa
1979	Diane Thoman	Ft.Lauderdale, FL	Porsche 911SC

B Stock:

2007	Jason Isley	Ladera Ranch, CA	Mazda RX-8
2006	Jason Isley	Ladera Ranch, CA	Mazda RX-8
2005	Jason Isley	Ladera Ranch, CA	Mazda RX-8
2004	Jason Saini	Lake Forest, IL	Honda S2000
2003	Jason Saini	Lake Forest, IL	Honda S2000
2002	Andy McKee	San Jose, CA	Honda S2000
2001	Peter Raymond	Erie, CO	Mazda Miata
2000	Peter Raymond	Erie, CA	Mazda Miata
1999	Gary Thomason	Oceanside, CA	Mazda Miata
1998	George Doganis	Big Bear Lake, CA	Mazda Miata
1997	George Doganis	Big Bear Lake, CA	Mazda Miata
1996	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1995	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1994	Kevin Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1993	Rich Fletcher	Durango, CO	Toyota MR2 Turbo
1992	Rich Fletcher	Durango, CO	Toyota MR2 Turbo
1991	Bob Smith	Parma, OH	Toyota MR2 S/C
1990	Ray Meesseman	Holly, MI	Chevrolet Corvette
1989	David Schnoerr	Indianapolis,IN	Porsche 944Turbo
1988	Roger E. Johnson	Fostoria, OH	Chevrolet Corvette
1987	Grant Byers	Ventura, CA	Chevrolet Corvette
1986	Grant Byers	Ventura, CA	Chevrolet Corvette
1985	Keith Scala	Fairfield, CT	Mazda RX7GSLSE
1984	Roger E. Johnson	Fostoria, OH	Chevrolet Corvette
1983	Roger E. Johnson	Fostoria, OH	Chevrolet Corvette
1982	Michael Martin	Louisville, KY	Chevrolet Corvette
1981	Roger E. Johnson	Fostoria, OH	Chevrolet Corvette
1980	Bruce Madden	Atlanta, GA	Jensen Healey
1979	Steve Eberman	Ovrland Park,KS	Chevrolet Corvette
1978	David Wright	Chattanooga, TN	Chevrolet Corvette
1977	Bruce Kalin	St. Joseph, MI	Chevrolet Corvette
1976	Orin Butterick	Memphis, TN	Chevrolet Corvette
1975	Larry Lard	Northborough, MA	Jaguar XKE
1974	Steve Eberman	Arlington Hts,IL	Chevrolet Corvette
1973	John Anderson	Austin, TX	Chevrolet Corvette

B Stock Ladies:

2007	Jennifer Isley	Ladera Ranch, CA	Mazda RX-8
2006	Anna Goeke	Kirkland, WA	Mazda RX-8
2005	Anna Hedly Goeke	Kirkland, WA	Mazda RX-8

2004	Annie Bauer	Renton, WA	Honda S2000
2003	Juliann Pokorny	Lake Forest, IL	Honda S2000
2002	Ann Vogel	Tulsa, OK	Honda S2000
2001	Kyung An	Austin, TX	Mazda Miata
2000	Kyung An	Austin, TX	Mazda Miata
1999	Katie Elder	Folsom, CA	Mazda Miata
1998	Katie Elder	Folsom, CA	Mazda Miata
1997	Katie Elder	Kensington, CA	Mazda Miata
1996	Yvonne Short	Colorado Springs, CO	Porsche 944
1995	Yvonne Short	Colorado Springs, CO	Porsche 944
1994	Marchell Fletcher	Durango, CO	Toyota MR2 Turbo
1993	Kay Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1992	Kay Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1991	Kay Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1990	Sharon Meesseman	Holly, MI	Chevrolet Corvette
1989	Laura Molleker	Bothell, WA	Mazda RX-7 Turbo
1988	Donna Swift	Raytown, MO	Chevrolet Corvette
1987	Donna Swift	Raytown, MO	Chevrolet Corvette
1986	Karen Bryant	Defiance, OH	Chevrolet Corvette
1985	Mary Rice	Hollister, CA	Mazda RX-7
1984	Jo Ann Lynch	Woodland Hills, CA	Chevrolet Corvette
1983	Barbara Mitchell	Houston, TX	Porsche 944
1982	None		
1981	Barbara Mitchell	Houston, TX	Porsche 924T
1980	Barbara Mitchell	Houston, TX	Jensen Healey
1979	Janet Saxton	Hazel Crest, IL	Jensen Healey

C Stock:

2007	Ryan Buetzer	Long Beach, CA	Mazda Miata
2006	Kevin Dietz	Seattle, WA	Pontiac Solstice
2005	Chris Williams	Austin, TX	Mazda Miata
2004	Steve Telehowski	Auburn Hills, MI	Mazda Miata
2003	Steve Telehowski	Novi, MI	Mazda Miata
2002	Matthew Braun	Farmington Hills, MI	Mazda Miata
2001	Jonathan Roberts	Savannah, GA	Toyota MR2
2000	Ken Frey	Greenwich, CT	Toyota MR2
1999	Brian Priebe	Powell, OH	Toyota MR2
1998	Andrew McKee	Santa Rosa, CA	Toyota MR2
1997	Kevin Bailey	Colorado Springs, CO	Toyota MR2
1996	Michael Butler	San Francisco, CA	Mazda Miata
1995	Michael Butler	San Francisco, CA	Mazda Miata
1994	Bob Klingler	Colorado Springs, CO	Mazda Miata R
1993	Steve Compton	Aurora, CO	Porsche 914
1992	Jeff Reitmeir	Sunnyvale, CA	Porsche 914
1991	Jeff Reitmeir	Mt. View, CA	Porsche 914
1990	Russell Wiles	Sioux Falls, SD	BMW M3
1989	Kenneth Hurd	Hinesburg, VT	Mazda RX-7GSLSE
1988	Kenneth Hurd	Hinesburg, VT	Mazda RX-7GSLSE
1987	Paul Kozlak	Canton, CT	Mazda RX-7 GSL
1986	Paul Kozlak	Canton, CT	Mazda RX-7 GSL
1985	Paul Kozlak	Canton, CT	Mazda RX-7 GSL
1984	Jim Garry	Albany, NY	Mazda RX-7

1983	John Parsons	Lagrange Park,IL	Porsche 914
1982	Leon McCaskill	Coppell, TX	Mazda RX-7
1981	Bill Madamba	San Francisco,CA	Mazda RX-7
1980	David Skelton	Bartlett, TN	Alfa Romeo Spyder
1979	Steve Fallon	Richardson, TX	Porsche 911S
1978	Lowell Peabody	Manchester, MA	Porsche 914
1977	Steve Davis	Marietta, GA	Jensen Healey
1976	Jim Gray	Louisville, KY	Porsche 914
1975	Nick Strine	Houston, TX	Porsche 914
1974	Dean Smith	Greenwood, IN	Porsche 914
1973	Edwin Sandborn	Reading, MA	Porsche 914

C Stock Ladies:

2007	Annie Bauer	Kent, WA	Pontiac Solstice
2006	Shelbi Zigler	Bothell, WA	Pontiac Solstice
2005	Kyung Wootton	Austin, TX	Mazda Miata
2004	Kyung Wootton	Austin, TX	Mazda Miata
2003	Kyung Wootton	Austin, TX	Mazda Miata
2002	Kyung Wootton	Austin, TX	Mazda Miata
2001	Michelle Seelig	Edmond, OK	Mazda Miata
2000	Marchelle Fletcher	Durango, CO	Porsche 924S
1999	Chris McKinney	Fresno, CA	Toyota MR2
1998	Teresa Lommatzsch	San Jose, CA	Toyota MR2
1997	Kay Bailey	Colorado Springs, CO	Toyota MR2
1996	Renee Eady	Carrolton, GA	Mazda Miata
1995	Diane Moores	Clinton, CT	Mazda Miata
1994	Renee Eady	Carrolton, GA	Mazda Miata
1993	Marla Davis	Laurel, MD	Mazda Miata
1992	Michelle Reitmeir	Cupertino, CA	Porsche 914
1991	Stacy Reitmeir	Mt. View, CA	Porsche 914
1990	Stacy Lynd Reitmeir	Mt. View, CA	Porsche 914
1989	Stacy Lynd	Mt. View, CA	Porsche 914
1988	Renee Eady	Carrollton, GA	Mazda RX-7 Turbo
1987	Stacy Lynd	Los Altos, CA	Porsche 914
1986	Mary Rice	San Jose, CA	Dodge GLH Turbo
1985	Renee Eady	Carrollton, GA	Mazda RX-7
1984	Debbie Barrett	Sunnyvale, CA	Mazda RX-7
1983	Sharon DeLara	Sonoma, CA	Mazda RX-7
1982	Marilyn McCaskill	Coppell, TX	Mazda RX-7
1981	Dee Schweikle	Lexington, KY	Alfa Romeo Spyder
1980	Toni Ward	St. Louis, MO	Mazda RX-7
1979	Barbara Mitchell	Houston, TX	Jensen Healey

D Stock:

2007	Bartek Borowski	Elmwood Park, IL	Acura Integra
2006	Bartek Borowski	Elmwood Park, IL	Acura Integra
2005	G.J. Dixon III	Scarsdale, NY	BMW 330i
2004	Brian Fitzpatrick	Omaha, NE	Acura Integra TypeR
2003	Ron Bauer	Renton, WA	BMW 330ci
2002	Kevin McCormick	Lincoln, CA	Acura Integra TypeR
2001	Russell Blume	Wichita, KS	BMW 318is
2000	Danny Shields	Valrico, FL	Plymouth Neon
1999	Mark Daddio	Beacon Falls, CT	Dodge Neon

1998	Mark Daddio	Beacon Falls, CT	Dodge Neon
1997	Mark Chiles	Palm Bay, FL	Dodge Neon
1996	Brian Priebe	Kettering, OH	Plymouth Neon
1995	Bob Tunnell	Superior, CO	BMW 318
1994	Bob Smith	Parma, OH	Honda CRX Si
1993	Byron Short	Colorado Springs, CO	Porsche 914
1992	Bill Breedlov	SaltLakeCity, UT	Datsun 240Z
1991	Mark Chiles	Palm Bay, FL	Nissan Sentra SE-R
1990	Neal Sapp	Baltimore, MD	Honda Civic Si
1989	Todd Rupp	Carrollton, GA	Pontiac Fiero
1988	Peter Raymond	Larkspur, CO	Toyota MR2
1987	David Schnoerr	Schaumburg, IL	Porsche 944T
1986	Peter Raymond	Larkspur, CO	Toyota MR2
1985	Joseph Darwal	Bedford, OH	Fiat X1/9
1984	Jonathan Bruce	Milford, MA	Fiat X1/9
1983	Rick Davis	Perrysburg, OH	Fiat X1/9
1982	William Johnson	Topeka, KS	MGB
1981	William Johnson	Topeka, KS	MGB
1980	Edward Haigh	Brighton, MA	MGB-GT
1979	Leon McCaskill	Garland, TX	Mazda RX-7
1978	George Schweikle	Lexington, KY	Alfa Romeo
1977	Dick Rasmussen	Santa Clara, CA	Datsun 260Z
1976	Stuart Rulka	Burnaby, BC	Morgan 4 + 4
1975	Stuart Rulka	Burnaby, BC	Morgan 4 + 4
1974	Dan Ripley	Littleton, CO	Alfa Romeo
1973	Stuart Rulka	Burnaby, BC	Morgan 4 + 4

D Stock Ladies:

2007	Karen Kraus	Frederick, MD	Subaru Impreza
2006	Mary Medicus	Lafayette, CO	Acura ITR
2005	Kathy Fitzpatrick	McKinney, TX	Acura Integra
2004	Kathy Fitzpatrick	Omaha, NE	Acura Integra
2003	Annie Bauer	Renton, WA	BMW 330ci
2002	Patty Tunnell	Superior, CO	BMW 330ci
2001	Ann Heller	Tulsa, OK	Plymouth Neon
2000	Lynn Collins	Lockport, IL	Dodge Neon
1999	Laura Molleker	Snohomish, WA	Dodge Neon
1998	Laura Molleker	Snohomish, WA	Dodge Neon
1997	Laura Molleke	Snohomish, WA	Dodge Neon
1996	Lynne Rothney-Kozlak	Harleysville, PA	Dodge Neon
1995	Lynne Rothney-Kozlak	Philadelphia, PA	Dodge Neon
1994	Ann Hollis	Austin, TX	Honda CRX Si
1993	Renee Eady	Carrollton, GA	Honda Civic Si
1992	Renee Eady	Carrollton, GA	Honda Civic Si
1991	Renee Eady	Bremen, GA	Honda Civic Si
1990	Renee Eady	Woodstock, GA	Honda CRX Si
1989	Jeanne Ross	RanchoPalos,CA	Toyota MR2
1988	Dorothy Raymond	Larkspur,CO	Toyota MR2
1987	Ann Hollis	Baldwin, MD	Honda Civic Si
1986	Dorothy Raymond	Larkspur, CO	Toyota MR2
1985	Mary Raden	Toledo, OH	Fiat X1/9
1984	Debbie Smith	Parma, OH	Volkswagen Rabbit

1983	Cindy Darwal	Bedford, OH	Fiat X1/9
1982	Heidi Wyse	Toledo, OH	Toyota Supra
1981	Kay Johnson	Topeka, KS	MGB
1980	None		
1979	Marty Walter	Leawood, KS	MGB

E Stock:

2007	Brian Johns	Murfreesboro, TN	Mazda Miata
2006	Bryan Heitkotter	Fresno, CA	Toyota MR2
2005	Ryan Buetzer	Redondo Beach, CA	Toyota MR2
2004	Ryan Buetzer	Topeka, KS	Toyota MR2
2003	Jeff Cashmore	New Berlin, WI	Toyota MR2
2002	Pat Salerno	Danbury, CT	Toyota MR2
2001	Robert Carpenter	Knoxville, TN	Honda CRX
2000	Jeff Cashmore	New Berlin, WI	Toyota Celica ST
1999	Paul Eklund	Tigard, OR	Toyota Celica GT
1998	Paul Eklund	Tigard, OR	Toyota Celica GT
1997	David Pearson	South Lyon, MI	Saturn SC
1996	Bob Smith	Parma, OH	Toyota Celica
1995	Erik Strelnieks	Atlantic Beach, FL	Dodge Neon
1994	Steve Brolliar	Madison, OH	Plymouth Neon
1993	T.C. Kline	Hilliard, OH	BMW 318IS
1992	Bob Tunnell	Hermosa Beach, CA	Volkswagen Jetta
1991	Alan McConnell	Huntsville, AL	Volkswagen GTI
1990	Alan McConnell	Huntsville, AL	Volkswagen GTI
1989	Alan McConnell	Huntsville, AL	Volkswagen Jetta
1988	Danny Shields	Valrico, FL	Volkswagen Jetta
1987	Mark McGowan	Toledo, OH	Volkswagen Golf GTI
1986	Gene Wetzelsberg	Endicott, NY	Volkswagen Scirocco
1985	Richard Varsell	Bristol, CT	Honda Civic S
1984	Ron Haase	San Pedro, CA	Honda CRX
1983	Randy Pobst	Melbourne Beach, FL	Volkswagen Rabbit
1982	Steven Roberts	Kansas City, KS	Fiat X1/9
1981	Bob Hayes	Bowling Green, KY	Fiat 124 Spyder
1980	Bob Hayes	Bowling Green, KY	Fiat 124 Spyder
1979	Bob Hayes	Bowling Green, KY	Fiat 124 Spyder
1978	Bob Hayes	Bowling Green, KY	Fiat 124 Spyder
1977	Larry Svaton	Webster, TX	Fiat X1/9
1976	Jeff Garber	Braintree, MA	Austin Healey
1975	Kennety Tripkos	Lawrence, KS	Triumph TR-4
1974	Philip Gott	Northboro, MA	Triumph TR-3
1973	Robert Nielson	San Jose, CA	Opel GT 1900

E Stock Ladies:

2007	Tara Johns	Murfreesboro, TN	Mazda Miata
2006	Jodi Fordahl	Bremerton, WA	Porsche 944
2005	Jodi Fordahl	Bremerton, WA	Porsche 944
2004	Meredith Brown	Los Alamos, NM	Toyota MR2
2003	Meredith Brown	Los Alamos, NM	Toyota MR2
2002	Mari Clements	Alta Loma, CA	Toyota MR2
2001	Debbie Fessler	Sylvania, OH	Toyota Celica
2000	Sara Meissner	Mt. Prospect, IL	Toyota Celica ST
1999	Debbie Fessler	Sylvania, OH	Toyota Celica GT

1998	Debbie Fessler	Sylvania, OH	Toyota Celica GT
1997	Jean Kinser	Conyers, GA	Dodge Neon
1996	Wendi Allen	Jacksonville, FL	Dodge Neon
1995	Renee Eady	Carrollton, GA	Dodge Neon
1994	Jean Kinser	Elgin, IL	Dodge Neon
1993	Patty Tunnell	Hermosa Beach, CA	BMW 318
1992	Patty Tunnell	Hermosa Beach, CA	Volkswagen Jetta
1991	Tasha Goodale	Conifer, CO	Honda Civic
1990	Patty Tunnell	Hermosa Beach, CA	Volkswagen Jetta
1989	Kay Bailey	Colorado Springs, CO	Volkswagen Golf GT
1988	Tina Kennedy	Naugatuck, CT	Honda Civic
1987	Marlene Alexander	Columbus, OH	Volkswagen GTI
1986	Tracy Whitworth	St. Louis, MO	Triumph Spitfire
1985	Dorothy Raymond	Larkspur, CO	Opel 1900
1984	Tracy Cook	San Pedro, CA	Honda CRX
1983	Linda Blevins	Melbourne, FL	Volkswagen Rabbit
1982	Cindy Darwal	Bedford, OH	Fiat X1/9
1981	Kathy Barnes	Seabrook, NH	Fiat X1/9
1980	Betty Kullman	Bowling Green, KY	Fiat X1/9
1979	Betty Wills	Oklahoma City, OK	Fiat X1/9

F Stock:

2007	Sam Strano	Knoxdale, PA	Ford Shelby Mustang
2006	Jason Burns	York, PA	Ford Mustang
2005	Casey Weiss	Garland, TX	Chevrolet Camaro
2004	David Schotz	Granada Hills, CA	Ford Mach 1
2003	Mike Johnson	Rutherford, NJ	Chevrolet Z-28
2002	Paul Kozlak	Harleysville, PA	Chevrolet Camaro
2001	Paul Kozlak	Harleysville, PA	Chevrolet Camaro
2000	Mark Daddio	Beacon Falls, CT	Chevrolet Camaro
1999	Pat Salerno	Danbury, CT	Chevrolet Camaro
1998	Dean Sapp	Catonsville, MD	Pontiac Firebird
1997	Chris Ramey	Cypress, TX	Chevrolet Camaro
1996	Brian Goodner	Des Moines, IA	Chevrolet Camaro
1995	Mark Daddio	Beacon Falls, CT	Chevrolet Camaro
1994	Dean Sapp	Cantonville, MD	Chevrolet Camaro
1993	Paul Kozlak	Broad Brook, CT	Chevrolet IROC 350
1992	Mark Daddio	Beacon Falls, CT	Chevrolet IROC-Z
1991	Jeff Altenburg	Catonsville, MD	Pontiac Firebird
1990	G.H. Sharp	Kernersville, NC	Chevrolet IROC-Z
1989	Jeff Altenburg	Orlando, FL	Chevrolet IROC
1988	John Ames	Colorado Springs, CO	Ford Mustang LX
1987	Bill Madamba	San Francisco, CA	Chev. Camaro Z-28
1986	Bill Madamba	San Francisco, CA	Chev. Camaro Z-28
1985	Jack Burns	Rochester, MI	Ford Mustang GT
1984	Bill Archer	Plano, TX	Pontiac Trans-Am
1983	Dennis Bay	Livonia, MI	Chev. Camaro Z-28
1982	Mike Camicia	San Jose, CA	Ford Mustang
1981	Dave Kutney	Cincinnati, OH	Pontiac Trans-Am
1980	Bruce Dickey	Battle Creek, MI	Ford Mustang
1979	Warren Wetzelberg	Endicott, NY	Chevrolet Camaro
1978	Dave Kutney	Cincinnati, OH	Pontiac Trans-Am

1977	Ken Rupp	Ft. Walton Bch., FL	Ford Mustang
1976	Dave Kutney	Cincinnati, OH	Pontiac Trans-Am
1975	Warren Wetzelberg	Endicott, NY	Chevrolet Camaro
1974	Ray Yergler	Des Moines, IA	Chevrolet Camaro
1973	Warren Wetzelberg	Endicott, NY	Chevrolet Camaro

F Stock Ladies:

2007	Jennifer Merideth	Westland, MI	Ford Mustang Shelby
2006	Crissy Weaver	Beavercreek, OH	Ford Mach 1
2005	Crissy Weaver	Beavercreek, OH	Ford Mach 1
2004	Crissy Weaver	Beavercreek, OH	Ford Mach 1
2003	Diane Lapusnak	Rutherford, NJ	Chevrolet Z-28
2002	Eileen Lindberg	Shelby Township, MI	Ford Mustang Bullitt
2001	Heather Shehan	Ypsilanti, MI	Ford Mustang Bullitt
2000	Bea Regganie	Joliet, IL	Chevrolet Camaro
1999	Jean Alft	Wichita, KS	Chevrolet Camaro
1998	Jean Alft	Wichita, KS	Chevrolet Camaro
1997	Jackie Mutschler	Houston, TX	Chevrolet Camaro
1996	Teresa Lommatzsch	San Jose, CA	Chevrolet Camaro
1995	Belinda Endress	Newbury Park, CA	Chevrolet Camaro
1994	Jean Alft	Wichita, KS	Chevrolet IROC
1993	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet IROC
1992	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet IROC
1991	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet IROC
1990	Mary Rice	Salinas, CA	Chevrolet IROC
1989	Mary Rice	Salinas, CA	Chevrolet IROC-Z
1988	Linda Smiley	Kettering, OH	Ford Mustang GT
1987	Mary Rice	San Jose, CA	Chev. Camaro Z-28
1986	Linda Smiley	Kettering, OH	Ford Mustang GT
1985	Ruth Crawford	Waukesha, WI	Pontiac Trans-Am
1984	Rita Parke	Rochester, NY	Chev. Camaro Z-28
1983	Rita Parke	Pittsford, NY	Pontiac Trans-Am
1982	Rita Parke	Pittsford, NY	Pontiac Trans-Am
1981	Rita Parke	Pittsford, NY	Pontiac Trans-Am
1980	Donna Osthus	Seattle, WA	Pontiac Firebird
1979	Janice Rick	Manchester, MA	Pontiac Trans-Am

G Stock:

2007	Ron Williams	Topeka, KS	Mini Cooper S
2006	Craig Wilcox	Blue Springs, MO	Mini Cooper S
2005	Mark Chiles	Mount Joy, PA	Mini Cooper S
2004	Robert Carpenter	Knoxville, TN	Toyota Celica
2003	Brien Priebe	Mislawaka, IN	Toyota Celica GT
2002	Brian Priebe	Granger, IN	Toyota Celica
2001	David Fauth	Aurora, CO	Acura Integra TypeR
2000	David Fauth	Aurora, CO	Acura Integra TypeR
1999	Bob Endicott	San Pedro, CA	Acura Integra TypeR
1998	Mark Allen	Jacksonville, FL	Mitsubishi Eclipse
1997	David Schotz	Phoenix, AZ	Mazda MX6
1996	John Hayes	San Diego, CA	Mazda MX-6
1995	Dan Cadenhead	Alpine, CA	Mazda MX-6
1994	Danny Shields	Valrico, FL	Mazda MX-6
1993	Danny Shields	Valrico, FL	Mazda MX-6

1992	Dean Sapp	Catonsville, MD	Chrysler Conquest
1991	Steve Broliar	Madison, AL	Chrysler Conquest
1990	Steve Broliar	Madison, AL	Chrysler Conquest
1989	Bruce Dickey	Wichita Falls, TX	Ford Mustang
1988	Russell Wiles	Sioux Falls, SD	BMW 325
1987	Russell Wiles	Sioux Falls, SD	BMW 325
1986	Randy Pobst	Melbourne, FL	Volkswagen Jetta
1985	Ken Rupp	Carrollton, GA	Sunbird Turbo
1984	John Duane	Bellingham, MA	Pontiac Firebird
1983	Charles McCraryIII	Smyrna, GA	Mazda GLC
1982	Sam Bloom	Chicago, IL	Dodge Colt RS
1981	Barry Goldine	Fremont, CA	Volkswagen Scirocco
1980	Robert Monday	Indianapolis, IN	Dodge Colt RS
1979	Gene Wetzelberg	Endicott, NY	Volkswagen Scirocco
1978	Ed Berry	Riverdale, GA	Volkswagen Rabbit
1977	Ed Berry	Riverdale, GA	Volkswagen Rabbit
1976	Ken Alden	White River Jct,VT	Audi Fox 1975
1975	John Meek	Boulder, CO	Honda Civic
1974	Frank Filicicchia	Chicago, IL	Volkswagen
1973	John Meek	Ft. Collins, CO	NSU TT

G Stock Ladies:

2007	Wendi Allen	Jacksonville Beach, FL	Mini Cooper S
2006	Wendi Allen	Ft.Lauderdale, FL	Mini Cooper S
2005	Angie Rogers	Granger, IN	Mini Cooper S
2004	Wendi Allen	Weston, FL	Mini Cooper S
2003	Donna Frank	Durham, NC	Toyota Celica GT
2002	Mary Medicus	Lafayette, CO	Audi A4 1.8T
2001	Katie Elder	Folsom, CA	Acura Integra TypeR
2000	Katie Elder	Folsom, CA	Acura Integra TypeR
1999	Katy Endicott	San Pedro, CA	Acura Integra TypeR
1998	Wendi Allen	Jacksonville, FL	Mitsubishi Eclipse
1997	Diane Remetta	Clinton, CT	Chevrolet Camaro
1996	Diane Moores Remetta	Clinton, CT	Chevrolet Camaro
1995	Keli Cadenhead	Alpine, CA	Mazda MX-6
1994	Kay Bailey	Colorado Springs, CO	Mazda MX-6
1993	Keli Cadenhead	Alpine, CA	Mazda MX-6
1992	Marla Davis	Laurel, MD	Chrysler Conquest
1991	Marla Davis	Laurel, MD	Chrysler Conquest
1990	Lisa Kenas	Cupertino, CA	Chrysler Conquest
1989	Marchell Fletcher	Durango, CO	Chrysler ConquestT
1988	Marlene Alexander	Columbus, OH	BMW 325is
1987	J.Diane Byrne	Lees Summit, MO	Ford Mustang SVO
1986	Maxine Bateman	Pleasanton, CA	Acura Integra
1985	Lou Albertson	W.Bloomfield, MI	Pontiac Sunbird
1984	Betsy Blackburn	Atlanta, GA	Pontiac 2000
1983	Paula Mills	N.Little Rock, AR	Ford Fiesta
1982	Mary Davis	Perrysburg, OH	Dodge Colt
1981	Janice Rick	Manchester, MO	Dodge Colt
1980	Molly Riley	Omaha, NE	Volkswagen Scirocco
1979	Signe Geist	Wichita, KS	Honda Civic

H Stock:

2007	Jack Burns	Hamilton, OH	Mazda 3
2006	Karter Bollmann	Houston, TX	Mini Cooper
2005	Karter Bollmann	Friendswood, TX	Mini Cooper
2004	Keith Brown	Des Moines, WA	Mini Cooper
2003	Mark Chiles	Rocky Mount, NC	Mini Cooper
2002	Matthew Murray	Westport, CT	BMW 318i
2001	Gerry Terranova	Allen, TX	Honda Civic Si
2000	Gerry Terranova	Allen, TX	Honda Civic Si
1999	Jeff Cashmore	Glendale, WI	Toyota Celica
1998	Rick McDaniel	Holland, OH	Toyota Celica
1997	Rick McDaniel	Odenton, MD	Toyota Celica
1996	Rick McDaniel	Milwaukie, OR	Toyota Celica
1995	Andy Hollis	Austin, TX	Mazda MX-6
1994	Rick McDaniel	Milwaukie, OR	Toyota Celica
1993	Jeff Reitmeir	Sunnyvale, CA	BMW 318
1992	Dan Cadenhead	Alpine, CA	Toyota Paseo
1991	Mal Kooiman	Zeeland, MI	Chev.CosworthVega
1990	Ken Frey	Cos Cob, CT	Toyota Celica
1989	Steve Broliar	Madison, AL	Dodge Shadow
1988	Todd Rupp	Carrollton, GA	Pontiac Sunbird
1987	Todd Rupp	Carrollton, GA	Sunbird Formula
1986	Chris Peterson	SLC, UT	Saab 900
1985	Alan Sheidler	Holland, OH	Plymouth Colt GTS
1984	Peter Cunningham	Milwaukee, WI	Saab 99
1983	John Duane	Bellingham, MA	Pontiac Firebird
1982	Garwood Anderson	Lincoln, NE	Chevrolet Corvair
1981	Charles McCrary	Smyrna, GA	Mazda GLC
1980	Charles McCrary	Atlanta, GA	Mazda GLC
1979	C.Bud Henthorn	Independence,KY	BMW 320i
1978	Paul Bess	Dayton, OH	Fiat 850

H Stock Ladies:

2007	Cara Ness	Medfield, MA	Honda Civic Si
2006	Kristi Brown	Des Moines, WA	Mini Cooper
2005	Donna Cate Frank	Durham, NC	Mini Cooper
2004	Dawn Maxwell	Phoenix, AZ	Mini Cooper
2003	Dawn Maxwell	Phoenix, AZ	Mini Cooper
2002	Yvonne Short	Scottsdale, AZ	Mini Cooper
2001	Wendi Allen	Jacksonville, FL	Honda Civic Si
2000	Sharron Shields	Valrico, FL	BMW 318is
1999	Sharron Shields	Valrico, FL	Mazda MX-6
1998	Audrey Harnish	York, PA	Toyota Celica
1997	Elaine McDaniel	Odenton, MD	Toyota Celica
1996	Elaine McDaniel	Milwaukie, OR	Toyota Celica
1995	Ann Hollis	Austin, TX	Mazda MX-6
1994	Michelle Reitmeir	Monte Sereno, CA	Mazda MX-3
1993	Shelly Monfort	Los Gatos, CA	BMW 318
1992	Keli Cadenhead	Alpine, CA	Toyota Paseo
1991	Jane Vinton	Bloomington, IL	Mazda 323SE
1990	Jane Vinton	Bloomington,IL	Mazda 323SE
1989	Jane Vinton	Bloomington,IL	Mazda 323SE
1988	Beverly Nichols	Amelia, OH	Saab 900S

1987	Tina Reeves	Rochester, NY	Dodge Colt
1986	Tina Reeves	Rochester, NY	Dodge Colt
1985	Tina Reeves	Rochester, NY	Dodge Colt
1984	Deborah Sheidler	Holland, OH	Plymouth Colt
1983	Janice Rick	Manchester, MO	Dodge Colt
1982	Donna Katarzynski	Harvey, IL	Datsun 1200
1981	Dorothy Raymond	Denver, CO	Opel 1900
1980	Janice Barlow	Clearfield, UT	Datsun 1200
1979	Ellen Upshaw	Atlanta, GA	Mazda GLC

STREET TOURING CATEGORY

Street Touring S:

2007	Jason Frank	Racine, WI	Honda Civic Si
2006	Jason Rhoades	San Diego, CA	Nissan 240SX
2005	Ken Motonishi	Orange, CA	Honda Civic Si
2004	Kevin McCormick	Lincoln, CA	Honda Civic Si
2003	Kenichi Motonishi	Orange, CA	Honda Civic Si
2002	Chris Shenefield	Trucksville, PA	Honda Civic Si
2001	Jason Tipple	New Albany, OH	Honda Civic Si

Street Touring S Ladies:

2007	Katie Elder	Folsom, CA	Honda Civic Si
2006	Katie Elder	Folsom, CA	Honda Civic Si
2005	Katie Elder	Folsom, CA	Honda Civic Si
2004	Katie Elder	Folsom, CA	Honda Civic
2003	Katie Elder	Folsom, CA	Honda Civic
2002	Kelley Mossgrrove	Hilliard, OH	Honda Civic Si
2001	Linda Duncan	Morrison, CO	Subaru Impreza

Street Touring X:

2007	Chris Fenter	Appleton, WI	Subaru Impreza WRX
2006	Steve O'Blenes	Garden Grove, CA	Subaru WRX
2005	Joshua Sortor	Glendale, AZ	Subaru Impreza WRX

Street Touring X Ladies:

2007	Amy Coleman	Renton, WA	Subaru WRX
2006	Kathleen Fitzpatrick	McKinney, TX	BMW M3
2005	Ann Hollis	Austin, TX	Subaru Impreza WRX

Street Touring U:

2007	James Paulson	Portland, OR	Subaru WRX STi
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Street Touring U Ladies:

2007	Amy Fair	Fairview, TX	BMW M3
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STREET PREPARED CATEGORY

A Street Prepared:

2007	Michael Johnson	Glen Allen, VA	Chevrolet Z06
2006	Michael Johnson	Glen Allen, VA	Chevrolet Z06
2005	James Gunn-Wilkinson	San Diego, CA	Porsche GT2
2004	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2003	Daniel Popp	Cincinnati, OH	Chevrolet Corvette

2002	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2001	Mark Huffman	Avondale, AZ	Lotus Elan
2000	Mark Huffman	Avondale, AZ	Lotus Elan
1999	Ren Marinus	Folsom, CA	Mazda RX-7 Turbo
1998	Shauna Marinus	Folsom, CA	Mazda RX-7 Turbo
1997	Charles Cave	Carbondale, CO	Lotus Elan
1996	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1995	Craig Carr	Poland, OH	Lotus Elan
1994	Dwight Mitchell	Carmichael, CA	Porsche 911
1993	Craig Carr	Poland, OH	Lotus Elan
1992	Charles Cave	Las Cruces, NM	Lotus Elan
1991	Ron Babb	Renton, WA	Lotus Elan
1990	Dwight Mitchell	Carmichael, CA	Porsche 911
1989	Craig Carr	Poland, OH	Lotus Elan
1988	Scott Holley	Noblesville, IN	Porsche 911S
1987	Gary Milligan	Vancouver B.C.	Lotus Europa
1986	Dick Rasmussen	Raleigh, NC	Lotus Europa
1985	David Skelton	Bartlett, TN	Porsche 914/6
1984	Doug Maxcy	Plano, TX	Lotus Europa
1983	Dan Holm	San Jose, CA	Datsun 240Z

A Street Prepared Ladies:

2007	Diane Johnson	Glen Allen, VA	Chevrolet Z06
2006	Pilar Miranda	Morgan Hill, CA	Porsche GT2
2005	Karen Rafferty	Northville, MI	Chevrolet Z06
2004	Bea Regganie	Joliet, IL	Chevrolet Z06
2003	Bea Regganie	Joliet, IL	Chevrolet Z06
2002	Su Brude	Plano, TX	Chevrolet Corvette
2001	Gloria Carr	Poland, OH	Lotus Elan
2000	LiNay White	Puyallup, WA	Dodge Viper
1999	Lisa Carle	West Chester, PA	Lotus Elan
1998	Lisa Carle	Coatesville, PA	Lotus Elan
1997	Lisa Carle	Coatesville, PA	Lotus Elan
1996	Gloria Carr	Poland, OH	Lotus Elan
1995	Gloria Carr	Poland, OH	Lotus Elan
1994	Sally Brown	Spring, TX	Porsche 911
1993	Gloria Carr	Poland, OH	Lotus Elan
1992	Karen Babb	Renton, WA	Lotus Elan
1991	Karen Babb	Renton, WA	Lotus Elan
1990	Karen Babb	Renton, WA	Lotus Elan
1989	Karen Babb	Renton, WA	Lotus Elan
1988	Karen Babb	Renton, WA	Lotus Elan
1987	Karen Babb	Renton, WA	Lotus Elan
1986	Karen Babb	Renton, WA	Lotus Elan
1985	Susan Hagaman	Bellevue, WA	Porsche 914
1984	Vicky Maxcy	Plano, TX	Lotus Europa
1983	Karen Babb	Seattle, WA	Mazda RX-7

B Street Prepared:

2007	Tom Berry	Alta Loma, CA	Mitsubishi Evo IV
2006	John Tak	Clarkston, MI	Mitsubishi Evo RS
2005	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
2004	Harold Olsen	Folsom, CA	Chevrolet Corvette

2003	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2002	Bill Buetow	Puyallup, WA	Chevrolet Corvette
2001	Vic Sias	Mountain View, CA	Datsun 240Z
2000	Ray Miller	Citrus Heights, CA	Chevrolet Corvette
1999	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1998	Andy Craig	Fremont, CA	Datsun 240Z
1997	Phil Currin	Gainesville, FL	Chevrolet Corvette
1996	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1995	Phil Currin	Gainesville, FL	Chevrolet Corvette
1994	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1993	Bruce Wentzel	Milford, MI	Chevrolet Corvette
1992	Tommy Saunders	Southlake, TX	Chevrolet Corvette
1991	Bruce Wentzel	Milford, MI	Chevrolet Corvette
1990	Tommy Saunders	Roanoke, TX	Chevrolet Corvette
1989	Bill Thompson	Duncanville, TX	Chevrolet Corvette
1988	Phil Currin	Gainesville, FL	Chevrolet Corvette
1987	Rod Derrick	Salt Lake City, UT	Chevrolet Corvette
1986	Tommy Saunders	Roanoke, TX	Chevrolet Corvette
1985	Bruce Wentzel	Brighton, MI	Chevrolet Corvette
1984	Bruce Wentzel	Brighton, MI	Chevrolet Corvette
1983	Bill Thompson	Duncanville, TX	Chevrolet Corvette

B Street Prepared Ladies:

2007	Christine Berry	Alta Loma, CA	Mitsubishi Evo IV
2006	Patty Tunnell	Superior, CO	BMW LTW
2005	Lori Robertson	Chino Hills, CA	Chevrolet Corvette
2004	Angela Moffett	Puyallup, WA	Chevrolet Corvette
2003	Angela Moffett	Puyallup, WA	Chevrolet Corvette
2002	Angela Moffett	Puyallup, WA	Chevrolet Corvette
2001	Patty Tunnell	Superior, CO	BMW M3
2000	Patti Yeo	Auburn, CA	Chevrolet Corvette
1999	LiNay White	Puyallup, WA	Chevrolet Corvette
1998	LiNay White	Puyallup, WA	Chevrolet Corvette
1997	Linda Shelton	Salt Lake City, UT	Chevrolet Corvette
1996	Mary Wentzel	Milford, MI	Chevrolet Corvette
1995	Mary Wentzel	Milford, MI	Chevrolet Corvette
1994	Mary Wentzel	Milford, MI	Chevrolet Corvette
1993	Mary Wentzel	Milford, MI	Chevrolet Corvette
1992	Mary Wentzel	Milford, MI	Chevrolet Corvette
1991	Mary Wentzel	Milford, MI	Chevrolet Corvette
1990	Mary Brotz	Livonia, MI	Chevrolet Corvette
1989	Jo Ann Lynch	Woodland Hills, CA	Chevrolet Corvette
1988	Jo Ann Lynch	Woodland Hills, CA	Chevrolet Corvette
1987	Jo Ann Lynch	Woodland Hills, CA	Chevrolet Corvette
1986	Mary Brotz	Livonia, MI	Chevrolet Corvette
1985	Jo Ann Lynch	Woodland Hills, CA	Chevrolet Corvette
1984	Marsha Heckert	Sacramento, CA	Chevrolet Corvette
1983	Jeanne Ross	Salinas, CA	Pontiac FireAm

C Street Prepared:

2007	Reijo Silvennoinen	Seal Beach, CA	Mazda Miata
2006	Matt McCabe	Omaha, NE	Mazda Miata
2005	George Doganis	Lakeside, CA	Mazda MX-5

2004	Tim Aro	Richmond, VA	Toyota MR2 Spyder
2003	Tom Ellam	Livermore, CA	Mazda Rx-3
2002	George Doganis	La Mesa, CA	Mazda Miata
2001	Tom Ellam	Livermore, CA	Mazda RX-3
2000	David Palmquist	Anaheim, CA	Mazda Miata
1999	C. Heath McMillan	Woodstock, GA	Honda CRX
1998	Tom Ellam	Bloomingsburg, NY	Maxda RX-3
1997	Guy Ankeny	Simi Valley, CA	Mazda Miata
1996	Elliott Harvey	Lakeland, FL	Datsun SRL311
1995	Bob Endicott	San Pedro, CA	Honda CRX
1994	Lane Sanders	Tareytown, NY	Honda Civic
1993	Elliott Harvey	Lakeland, FL	Datsun SRL311
1992	Neil Kuhns	San Diego, CA	Honda CRX
1991	Elliott Harvey	Lakeland, FL	Datsun SRL-311
1990	Grady Wood Jr	Collierville, TN	Honda CRX
1989	Rickey Hines	Oakland, CA	Pontiac FieroGT
1988	Elliott Harvey	Lakeland, FL	Datsun SRL311
1987	Elliott Harvey	Lakeland, FL	Datsun SRL311
1986	Chuck Noonan	Barre, MA	Honda CRX
1985	Chuck Noonan	Barre, MA	Honda CRX
1984	Chuck Noonan	Barre, MA	Honda CRX
1983	Chuck Sample	Fort Wayne, IN	Fiat X1/9

C Street Prepared Ladies:

2007	Tami Daniels	Gladstone, OR	Mazda MX-5
2006	Danielle Engstrom	Frankfort, IL	Toyota MR2
2005	Danielle Engstrom	Frankfort, IL	Toyota MR2 Spyder
2004	Jennifer Lee	Kailua, HI	Mazda Miata
2003	Danielle Engstrom	Frankfort, IL	Toyota Spyder
2002	Denise Kugler	Springtown, PA	Honda CRX
2001	Denise Kugler	Springtown, PA	Honda CRX
2000	Audrey Harnish	York, PA	Honda CRX
1999	Audrey Harnish	York, PA	Honda CRX
1998	Patty Tunnell	Superior, CO	BMW M3
1997	Pilar Miranda	San Jose, CA	Mazda Miata
1996	Pilar Miranda	Torrence, CA	Mazda Miata
1995	Katy Endicott	San Pedro, CA	Honda CRX
1994	Debra Waddell	Worcester, MA	Honda Civic
1993	Katy Endicott	San Pedro, CA	Honda CRX Si
1992	Ginette Jordan	Vernon, CT	Honda Civic
1991	Ginette Jordan	Vernon, CT	Honda Civic
1990	Betsy Bryan Tinsley	Kennesaw, GA	Honda Civic
1989	Tina Kennedy	Naugatuck, CT	Honda Civic
1988	Laurie Davis	Carlsbad, CA	Honda CRX
1987	Pat Hines	Oakland, CA	Pontiac FieroGT
1986	Debbie Barrett	Hillsboro, OR	Honda Civic Si
1985	Sharon Wallace	Kent, WA	Fiat X1/9
1984	Lavonne VanSickle	Fairlawn, OH	BMW 2002
1983	Vicky Mihara	San Francisco, CA	Mazda RX-2

D Street Prepared:

2007	Mike Shields	Temple, NH	BMW 325is
2006	Mike Shields	Temple, NH	BMW 325is

2005	David Fauth	Centennial, CO	BMW 325is
2004	Derek Butts	San Bruno, CA	Lexus Is300
2003	David Fauth	Centennial, CO	BMW 325is
2002	Steve Hoelscher	New Market, AL	Fiat X1/9
2001	Mark Daddio	Beacon Falls, CT	Dodge Neon
2000	Steve Hoelscher	New Market, AL	Fiat X1/9
1999	Steve Hoelscher	New Market, AL	Fiat X1/9
1998	Steve Hoelscher	New Market, AL	Fiat X1/9
1997	Tom Ellam	Bloomington, NY	Mazda RX-3
1996	Tom Berry	Alta Loma, CA	Mazda RX-3
1995	Tom Berry	Alta Loma, CA	Mazda RX-3
1994	Bill Condrashoft	Fiddletown, CA	Fiat X1/9
1993	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1992	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1991	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1990	Don Roberts	Phoenix, AZ	MGB
1989	Bill Condrashoff	Concord, CA	Fiat X1/9
1988	Jinx Jordan	Vernon, CT	Honda CRX
1987	Jinx Jordan	Vernon, CT	Honda CRX
1986	Chuck Sample	Ft. Wayne, IN	Fiat X1/9
1985	Chuck Sample	Ft. Wayne, IN	Fiat X1/9

D Street Prepared Ladies:

2007	Beverlee Larsson	Anaheim Hills, CA	BMW 325is
2006	Beverlee Larsson	Anaheim, CA	BMW 325is
2005	Beverlee Larsson	Anaheim, CA	BMW 325is
2004	Patty Tunnell	Superior, CO	BMW 330Ci
2003	Kathy Leicester-Wolfskill	Nederland, CO	BMW 325is
2002	Kathy Leicester-Wolfskill	Nederland, CO	BMW 325is
2001	Tina Reeves	Rochester, NY	Fiat X1/9
2000	Tina Reeves	Rochester, NY	Fiat X1/9
1999	Tina Reeves	Rochester, NY	Fiat X1/9
1998	Lisa Krueger	Midland, MI	VW Rabbit
1997	Ginette Jordan	Vernon, CT	Honda CRX
1996	Ginette Jordan	Vernon, CT	Honda CRX
1995	Benita Asher	Menlo Park, CA	Fiat X 1/9
1994	Pilar Miranda	Palos Verdes Es, CA	Mazda RX-3
1993	Michelle Reitmeir	Monte Sereno, CA	Mazda RX-3
1992	Tina Kennedy	Barre, MA	Suzuki Swift GT
1991	Tina Kennedy	Barre, MA	Suzuki Swift GT
1990	Tina Kennedy	Barre, MA	Suzuki Swift GT
1989	Akkana Peck	San Francisco, CA	Fiat X1/9
1988	Ginette Jordan	Vernon, CT	Honda CRX
1987	Ginette Jordan	Vernon, CT	Honda CRX
1986	Ginette Jordan	Vernon, CT	Honda CRX
1985	Ginette Jordan	Vernon, CT	Honda CRX

E Street Prepared:

2007	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2006	Sam Strano	Knoxdale, PA	Chevrolet Camaro
2005	Andrew Lieber	Bay City, MI	Mitsubishi Evo
2004	Sam Strano	Brookville, PA	Chevrolet Camaro
2003	David Schotz	Mesa, AZ	Ford Mustang Cobra

2002	Sam Strano	Brookville, PA	Chevrolet Camaro
2001	Mark Madarash	Ft. Worth, TX	Pontiac Trans-Am
2000	Bob Tunnell	Superior, CO	BMW M3
1999	Mark Madarash	Ft. Worth, TX	Pontiac Trans-Am
1998	John Ames	Colorado Springs, CO	Ford Mustang
1997	John Ames	Colorado Springs, CO	Chevrolet Camaro
1996	John Ames	Colorado Springs, CO	Chevrolet Camaro
1995	Dennis Riehle	Savage, MN	Chevrolet Camaro
1994	Ken Mitchell	Roseville, CA	Chevrolet Camaro
1993	Gary Thomason	Vista, CA	Chevrolet Z-28
1992	Gary Thomason	Vista, CA	Chevrolet Z-28
1991	John Ames	Colorado Springs, CO	Ford Mustang
1990	Dan Livezey	Huntington Beach, CA	Chevrolet Camaro
1989	Dan Livezey	Huntington Beach, CA	Chevrolet Camaro
1988	Dave Kutney	W.Chester, OH	Pontiac Trans-Am

E Street Prepared Ladies:

2007	Lorien Feighner	Howell, MI	Ford Mustang
2006	Lorien Feighner	Howell, MI	Ford Mustang
2005	Jennifer Merideth	Westland, MI	Ford Mustang
2004	Nancy Maloney	Scottsdale, AZ	Mitsubishi Evo
2003	Jennifer Merideth	Westland, MI	Ford Mustang
2002	Jennifer Merideth	Westland, MI	Ford Mustang
2001	Lorien Feighner	Howell, MI	Ford Mustang
2000	Patty Tunnell	Superior, CO	BMW M3
1999	Eileen Lindberg	ShelbyTownship, MI	Ford Mustang
1998	Belinda Endress	Newburg Park, CA	Chevrolet Camaro
1997	Karen Chabal	Valencia, PA	Ford Mustang
1996	Cathy Maltby	Granville, OH	Ford Mustang
1995	Teresa Lommatzsch	San Jose, CA	Chevrolet Camaro
1994	Teresa Lommatzsch	San Jose, CA	Chevrolet Camaro
1993	Jean Kinser	Elgin, IL	Chevrolet Camaro
1992	Marcella Mitchell	Roseville, CA	Chevrolet Camaro
1991	Marcella Mitchell	Roseville, CA	Chevrolet Camaro
1990	Linda Smiley	Kettering, OH	Chevrolet Camaro
1989	Mary Brotz	Livonia, MI	Chevrolet Camaro
1988	Judy Schoonmaker	Walworth, NY	Chev.Camaro Z28

F Street Prepared:

2007	Jason Tipple	Galloway, OH	Honda Civic Si
2006	Kevin Wenzel	Denver, CO	Volkswagen Scirocco
2005	Kevin Wenzel	Louisville, CO	Volkswagen Scirocco
2004	Allen Kugler	Springtown, PA	Honda Demon
2003	Allen Kugler	Springtown, PA	Honda Demon
2002	Taka Aono	Gardena, CA	Toyota Corolla GTS
2001	J. Brett Howell	Suwanee, GA	Honda Civic DX
2000	Kevin Wenzel	Louisville, CO	Volkswagen Scirocco

F Street Prepared Ladies:

2007	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2006	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2005	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2004	Lisa Krueger	Midland, MI	Volkswagen Rabbit

2003	Yoshie Shuyama	Gardena, CA	Toyota Corolla GTS
2002	Yoshie Shuyama	Gardena, CA	Toyota Corolla GTS
2001	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2000	Lisa Krueger	Midland, MI	Volkswagen Rabbit

STREET MODIFIED CATEGORY

Street Modified:

2007	Mark Daddio	Beacon Falls, CT	Mitsubishi Evo 8 RS
2006	Bob Tunnell	Superior, CO	BMW M3
2005	Vic Sias	Santa Clara, CA	BMW M3
2004	Vic Sias	Santa Clara, CA	BMW M3
2003	Jeff Reitmeir	Los Altos, CA	BMW M3
2002	Jeff Reitmeir	Los Altos, CA	BMW M3

Street Modified Ladies:

2007	Denise Kugler	Springtown, PA	Honda Herman
2006	Elise Sias	Santa Clara, CA	BMW M3
2005	Katie Lacey	Saint Paul, MN	Volkswagen Scirocco
2004	Debbie Fessler	Sylvania, OH	Honda Civic
2003	Patty Tunnell	Superior, CO	BMW M3
2002	Karen Rafferty	Irwin, PA	Toyota Supra

Street Modified 2:

2007	Erik Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
2006	Andrew McKee	San Jose, CA	Mazda RX-7
2005	Gary Thomason	Oceanside, CA	Chevrolet Z06
2004	Andrew McKee	San Jose, CA	Mazda RX-7

Street Modified 2 Ladies:

2007	Beth McClure-Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
2006	Angela Moffet	Puyallup, WA	Chevrolet Z06
2005	Angela Moffet	Puyallup, WA	Chevrolet Z06
2004	Lori Robertson	Chino Hills, CA	Chevrolet Corvette

PREPARED CATEGORY

A Prepared (pre-'06) / X Prepared ('06+):

2007	Robert Tunnell	Superior, CO	BMW M3
2006	David Newman	Allentown, PA	Porsche 911
2005	Guy Ankeny	Simi Valley, CA	Chevrolet Camaro
2004	Gordon Kinney	Columbus, OH	Sunbeam Tiger
2003	Gordon Kinney	Columbus, OH	Sunbeam Tiger
2002	Gordon Kinney	Columbus, OH	Sunbeam Tiger
2001	Sam Platt	Chesterfield, MO	Chevrolet Corvette
2000	Gordon Kinney	Columbus, OH	Sunbeam Tiger
1999	Greg Fordahl	Bremerton, WA	Porsche 911 3.8RSR
1998	Ron Babb	Renton, WA	Lotus Elan
1997	Ron Babb	Renton, WA	Lotus Elan
1996	Ron Babb	Renton, WA	Lotus Elan
1995	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1994	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1993	Bill Martin	Ridgecrest, CA	Lotus Europa TC

1992	Joe Darwal	Richfield, OH	Lotus Europa
1991	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1990	Norm Maasshoff	Warren, MI	Lotus Elan
1989	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1988	Norm Maasshoff	Sterling Hgts,MI	Lotus Elan
1987	Norm Maasshoff	Sterling Hgts,MI	Lotus Elan
1986	Chris O'Donnell	Irvine, CA	Lotus Elan
1985	Chris O'Donnell	Irvine, CA	Lotus Elan
1984	Ronald Flier	Glendale, MO	Lotus Europa
1983	Gary Milligan	Richmond, BC	Lotus Super 7
1982	Jerry Fink	Media, PA	Lotus Super 7
1981	Ronald Flier	Ellsville, MD	Lotus Europa
1980	E.Paul Dickinson	Huntington, WV	Lotus 7 Series IV
1979	Ronald Flier	Ladue, MO	Lotus Europa
1978	Ronald Flier	St.Louis, MO	Lotus Europa
1977	Tip Franklin	Fairfax, VA	Lotus 7
1976	Bill Shenk	Centreville, VA	Lotus 7 Series IV
1975	Harry Gompf	Lawrenceburg, IN	Porsche 914-6
1974	Richard Reese	Columbus, OH	Lotus Super 7
1973	Harry Gompf	Lawrenceburg, IN	Porsche 914-6

A Prepared Ladies (pre-'06) / X Prepared Ladies ('06+):

2007	Patty Tunnell	Superior, CO	BMW M3
2006	Barbara Beecher	Davie, FL	Porsche RSR
2005	Mary Ankeny	Simi Valley, CA	Chevrolet Camaro
2004	Shelley Beckett	San Diego, CA	Lotus Elan
2003	Shelley Beckett	Valley Center, CA	Lotus Elan
2002	Sharron Shields	Valrico, FL	Porsche Boxster
2001	Sandra Castro	Clover, SC	Porsche Boxster
2000	Paulette Nagler	Oaks Park, CA	BMW M3
1999	Jodi Fordahl	Bremerton, WA	Porsche 911 3.8RSR
1998	Karen Babb	Renton, WA	Lotus Elan
1997	Karen Babb	Renton, WA	Lotus Elan
1996	Karen Babb	Renton, WA	Lotus Elan
1995	Karen Babb	Renton, WA	Lotus Elan
1994	Karen Babb	Renton, WA	Lotus Elan
1993	Susan Hagaman	Kirkland, WA	Lotus Europa
1992	Jenny Rogers	Durango, CO	Lotus Europa
1991	Jenny Rogers	Durango, CO	Lotus Europa
1990	Jenny Rogers	Durango, CO	Lotus Europa
1989	Jenny Rogers	Durango, CO	Lotus Europa
1988	Jenny Rogers	Durango, CO	Lotus Europa
1987	Katie Kelly	Pleasanton, CA	Lotus 7A
1986	Mary Thomas	Catoosa, OK	Lotus Europa
1985	Vicki Flier	Glendale, MO	Lotus Europa
1984	Mary Rice	Hollister, CA	Shelby Cobra
1983	Wanda Angelomatis	Vancouver, BC	Lotus Super 7
1982	Muriel Banker	Rockford, IL	Datsun 240Z
1981	Mary Rice	Salinas, CA	Datsun 240Z
1980	Mary Rice	Salinas, CA	Datsun 240Z
1979	Saundra Kline	Baltimore, MD	Porsche 914-6

B Prepared:

2006	Jeff Kiesel	Poway, CA	Mazda RX-7
2005	Stan Whitney	Frisco, TX	Chevrolet Corvette
2004	Sam Platt	Chesterfield, MO	Chevrolet Corvette
2003	Steve Oblenes	Garden Grove, CA	Mazda RX-7
2002	Steve Oblenes	Garden Grove, CA	Mazda RX-7
2001	Steve Oblenes	Garden Grove,CA	Mazda RX-7
2000	Sean Breese	Penryn, CA	Chevrolet Corvette
1999	Randy Herrick	Topeka, KS	Mazda RX-7 Turbo
1998	Bill Fleig	Carmichael, CA	Chevrolet Corvette
1997	Ken Yeo	Auburn, CA	Chevrolet Corvette
1996	Sam Platt	Chesterfield, MO	Chevrolet Corvette
1995	Sam Platt	Chesterfield, MO	Chevrolet Corvette
1994	Mike Poupart	Metairie, LA	Chevrolet Corvette
1993	Barry Schonberger	Evansville, IL	Sunbeam Tiger
1992	Larry Park	Milpitas, CA	Chevrolet Corvette
1991	Larry Park	Fremont, CA	Chevrolet Corvette
1990	Bob Matthews	Fairfax, VA	Chevrolet Corvette
1989	Larry Park	Fremont, CA	Chevrolet Corvette
1988	Larry Park	Fremont, CA	Chevrolet Corvette
1987	Bill Herron	Sacramento, CA	Chevrolet Corvette
1986	Claire Ball	Wheeling, IL	Chevrolet Corvette
1985	Barry Schonberger	Evansville, IN	Sunbeam Tiger
1984	Jesus Villarreal	San Lorenzo, CA	Chevrolet Corvette
1983	Lou Anderson	Vista, CA	Griffith 200
1982	Lou Anderson	Vista, CA	Griffith 200
1981	Jesus Villarreal	San Lorenzo, CA	Chevrolet Corvette
1980	Gerald Kuhn	W. Berlin, NJ	Chevrolet Corvette
1979	Larry Park	San Jose, CA	Chevrolet Corvette
1978	John Seiler	Fresno, CA	Chevrolet Corvette
1977	Jack McDonald	Vallejo, CA	Chevrolet Corvette
1976	Ron Faller	Huron, OH	Sunbeam Tiger
1975	L.C. Bohrer	Tukwila, WA	Sunbeam Tiger
1974	L.C. Bohrer	Tukwila, WA	Sunbeam Tiger
1973	Craig Johnson	San Francisco,CA	Chevrolet Corvette

B Prepared Ladies:

2006	Shawn Kiesel	Powlay, CA	Mazda RX-7
2005	Janis Knudsen	Napa, CA	Chevrolet Corvette
2004	Su Brude	Frisco, TX	Chevrolet Corvette
2003	Barbara Beecher	Ft. Lauderdale, FL	Porsche 944T
2002	None		
2001	Patti Yeo	Auburn, CA	Chevrolet Corvette
2000	Jeannine Breese	Penryn, CA	Chevrolet Corvette
1999	Amy Rose Herrick	Topeka, KS	Mazda RX-7 Turbo
1998	Amy Rose Herrick	Topeka, KS	Mazda RX-7 Turbo
1997	Patti Yeo	Auburn, CA	Chevrolet Corvette
1996	Patty Lee	New Orleans, LA	Chevrolet Corvette
1995	Patti Yeo	Auburn, CA	Chevrolet Corvette
1994	Patty Lee	New Orleans, LA	Chevrolet Corvette
1993	Patty Lee	New Orleans, LA	Chevrolet Corvette
1992	Pati Park	Milpitas, CA	Chevrolet Corvette

1991	Pati Park	Fremont, CA	Chevrolet Corvette
1990	Vickie Tessier	Springfield, VA	Chevrolet Corvette
1989	Pati Park	Fremont, CA	Chevrolet Corvette
1988	Pati Park	Fremont, CA	Chevrolet Corvette
1987	Pati Park	Fremont, CA	Chevrolet Corvette
1986	Marsha Heckert	Sacramento, CA	Chevrolet Corvette
1985	Buni Freutel	Columbus, OH	Chevrolet Corvette
1984	None		
1983	Pati Park	San Jose, CA	Chevrolet Corvette
1982	Pati Park	Milpitas, CA	Chevrolet Corvette
1981	Chris Kuhn	W. Berlin, NJ	Chevrolet Corvette
1980	Chris Kuhn	W. Berlin, NJ	Chevrolet Corvette
1979	Kelly Hansen	Fresno, CA	Chevrolet Corvette

C Prepared:

2007	Darrel Padberg	Muskego, WI	Ford Mustang
2006	Darrel Padberg	Muskego, WI	Ford Mustang
2005	Ron VerMulm	Winterset, IA	Chevrolet Camaro
2004	Mike Maier	San Ramon, CA	Ford Mustang
2003	Darrel Padberg	Muskego, WI	Ford Mustang
2002	Buddie Jasman	Linwood, MI	Ford Mustang
2001	Ron VerMulm	Winterset, IA	Chevrolet Camaro
2000	Jesus Villarreal	San Lorenzo, CA	Ford Mustang
1999	Kurt Janish	Plano, TX	Chevrolet Camaro
1998	Frank Stagnaro	Petaluma, CA	Shelby GT350
1997	Frank Stagnaro	Petaluma, CA	Shelby GT350
1996	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1995	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1994	Mike Zickuhr	Hobart, IN	Chevrolet Camaro
1993	Frank Stagnaro	San Leandro, CA	Shelby GT350
1992	Frank Stagnaro	San Leandro, CA	Shelby GT350
1991	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1990	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1989	Grayden Obenour	Ft. Wayne, IN	Ford Mustang
1988	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1987	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1986	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1985	Grayden Obenour	West Chester, OH	Ford Mustang
1984	Mark Ruden	Los Altos, CA	Chevrolet Camaro
1983	Bill Foster	Porterville, CA	Chev. Camaro Z-28
1982	Gene Hanchett	Madera, CA	Chev. Camaro Z-28
1981	Bill Foster	Sierra Madre, CA	Chev. Camaro Z-28
1980	Bill Foster	Sierra Madre, CA	Chev. Camaro Z-28
1979	Gene Hanchett	Madera, CA	Chev. Camaro Z-28
1978	Gene Hanchett	Madera, CA	Chev. Camaro Z-28
1977	Gene Hanchett	Madera, CA	Chev. Camaro Z-28
1976	Gene Hanchett	Fresno, CA	Chev. Camaro Z-28
1975	Gene Hanchett	Fresno, CA	Chev. Camaro Z-28
1974	Gene Hanchett	Fresno, CA	Chev. Camaro Z-28
1973	Keith Feldott	Hinsdale, IL	Chev. Camaro Z-28

C Prepared Ladies:

2007	Donna Bartling	Katy, TX	Ford Mustang
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2006	Desiree Padberg	Muskego, WI	Ford Mustang
2005	Brandy Sandberg	Magnolia, IL	Plymouth Barracuda
2004	Susan Delzell	Pittsburgh, PA	Ford Mustang
2003	Susan Delzell	Pittsburgh, PA	Ford Mustang
2002	Susan Delzell	Pittsburgh, PA	Ford Mustang
2001	Susan Delzell	Pittsburgh, PA	Ford Mustang
2000	Susan Delzell	Pittsburgh, PA	Ford Mustang
1999	Susan Delzell	Pittsburgh, PA	Ford Mustang
1998	Liz Berger	Kansas City, KS	Shelby GT 350
1997	Susan Delzell	Pittsburgh, PA	Ford Mustang
1996	Susan Delzell	Pittsburgh, PA	Ford Mustang
1995	Liz Berger	Kansas City, KS	Chevrolet Corvair
1994	Cathy Earle	Valparaiso, IN	Chevrolet Camaro
1993	Barbara Ogg	Mill Valley, CA	Shelby GT350
1992	Susan Delzell	Pittsburgh, PA	Ford Mustang
1991	Liz Berger	Kansas City, KS	Chevrolet Corvair
1990	Cathy Earle	Valparaiso, IN	Chevrolet Camaro
1989	Marlene Obenour	Ft. Wayne, IN	Ford Mustang
1988	Cathy Earle	Valparaiso, IN	Chevrolet Camaro
1987	Suzanne Berger	Overland Park,KS	Chevrolet Corvair
1986	Suzanne Berger	Overland Park,KS	Chevrolet Corvair
1985	Suzanne Berger	Overland Park,KS	Chev.Corvair Monza
1984	Shauna Farley	Los Altos, CA	Chevrolet Camaro
1983	Mary Rice	Hollister, CA	Shelby GT350
1982	Mary Rice	Hollister, CA	Shelby GT350
1981	Kelly Hansen	Fresno, CA	Chev.Camaro Z28
1980	Kelly Hansen	Fresno, CA	Chev.Camaro Z28

D Prepared:

2007	Keith Brown	Des Moines, WA	Mazda Miata
2006	Steve Hoelscher	St.Augustine, FL	Toyota MR2
2005	Steve Bollinger	Granger, IN	Austin Healey Sprite
2004	Chris Lindberg	Farmington Hills, MI	Mazda Miata
2003	Chris Lindberg	Utica, MI	Mazda Miata
2002	Chris Lindberg	Shelby Township, MI	Mazda Miata
2001	Stan Whitney	Grapevine, TX	Mazda Miata
2000	Grady Wood	Heber Springs, AR	Honda CRX
1999	Steve Bollinger	Granger, IN	Austin Healey Sprite
1998	Steve Bollinger	Granger, IN	Austin Healey Sprite
1997	Grady Wood	Heber Springs, AR	Honda CRX
1996	Randy Herrick	Topeka, KS	Fiat X 1/9
1995	Randy Herrick	Topeka, KS	Fiat X 1/9
1994	Wade Scannell	Griswold, CT	Austin-Healey Sprite
1993	Adam Malley	Conyers, GA	Honda Civic
1992	Bill Swan	Clovis, CA	Honda 1200
1991	Chuck Sample	Ft. Wayne, IN	Fiat X1/9
1990	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1989	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1988	Steve Bollinger	Chesterfield,MO	Austin-Healey Sprite
1987	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1986	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1985	Wayne Snyder	Grand Rapids, MI	Triumph Spitfire
1984	Michael Odell	Monterey, CA	MG Midget

1983	Paul Rice	Gilroy, CA	MG Midget
1982	John Kelly	Pleasanton, CA	Lotus 7A
1981	John Kelly	Pleasanton, CA	Lotus 7A
1980	John Kelly	Pleasanton, CA	Lotus 7A
1979	Dan McKay	Dallas, TX	A-H Sprite
1978	Jeff Korner	Abington, MA	A-H Sprite
1977	Daniel Sheehy	Birmingham, AL	A-H Sprite
1976	Charlie Clark	Overland Park, KS	Yenko Stinger
1975	Carl Coman	Tulsa, OK	MG Midget
1974	James Harrington	Sheffield, OH	Datsun 510
1973	Kevin Cooper	Brookfield, IL	A-H Sprite

D Prepared Ladies:

2007	Kim Wilson	Bowling Green, KY	Toyota MR2 Spyder
2006	Kim Bullis	Bowling Green, KY	Toyota MR2 Spyder
2005	Kim Bullis	Crystal Lake, IL	Toyota MR2 Spyder
2004	Tina Reeves	Rochester, NY	Mazda Miata
2003	Paula Whitney	Sherwood, AR	Mazda Miata
2002	Paula Whitney	N. Little Rock, AR	Mazda Miata
2001	Paula Whitney	Irving, TX	Mazda Miata
2000	Pam Kannan	Orangevale, CA	Honda CRX
1999	Kim Bollinger	Granger, IN	Austin-Healey Sprite
1998	Kim Bollinger	Granger, IN	Austin-Healey Sprite
1997	Paula Whitney	Irving, TX	Honda CRX
1996	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1995	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1994	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1993	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1992	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1991	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1990	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1989	Rene Dunham	Woodstock, GA	Triumph Spitfire
1988	Janice Rick	Manchester, MO	Datsun 1200
1987	Rene Dunham	Woodstock, GA	Triumph Spitfire
1986	Sharon Gilbert	Castro Valley, CA	MG Midget
1985	Janice Barlow	Layton, UT	Datsun 1200
1984	Kelly Hansen	Fresno, CA	MG Midget
1983	Kelly Hansen	Fresno, CA	MG Midget
1982	Debbi Eley	Tuscaloosa, AL	Triumph Spitfire
1981	Patricia Kelly	Pleasanton, CA	Lotus 7A
1980	Patricia Kelly	Pleasanton, CA	Lotus 7A
1979	Susan Anderson	Florissant, MO	Alfa Romeo Giulietta

E Prepared:

2007	Tom Ellam	Livermore, CA	Mazda RX-3
2006	Tom Ellam	Livermore, CA	Mazda RX-3
2005	Todd Green	Hebron, IN	Datsun SRL311
2004	Chris Dorsey	Colorado Springs, CO	Honda CRX
2003	John Thomas	Tampa, FL	Honda Civic
2002	John Thomas	Meridian, MS	Honda Civic
2001	John Thomas	Meridian, MS	Honda Civic
2000	John Thomas	Tampa, FL	Honda Civic
1999	John Thomas	Tampa, FL	Honda Civic

1998	John Thomas	Meridian, MS	Honda Civic
1997	John Thomas	Meridian, MS	Honda Civic
1996	John Thomas	Meridian, MS	Honda Civic
1995	John Thomas	Meridian, MS	Honda Civic
1994	John Thomas	Memphis, TN	Honda Civic
1993	John Thomas	Memphis, TN	Honda Civic
1992	Howard Wolf	San Jose, CA	Ford Escort Mexico
1991	Tom Anker	San Jose, CA	Datsun 510
1990	Chuck Noonan	Barre, MA	Honda Civic
1989	Chuck Noonan	Barre, MA	Honda Civic
1988	Chuck Noonan	Barre, MA	Honda Civic
1987	Randolph Welch	Salt Lake City, UT	Datsun 510
1986	Randolph Welch	Salt Lake City, UT	Datsun 510
1985	Randolph Welch	Salt Lake City, UT	Datsun 510
1984	Chet Hansen	Fresno, CA	Austin-Healey Sprite
1983	Tom Bootz	Evansville, IN	Datsun1200
1982	Tom Bootz	Evansville, IN	Datsun1200
1981	Tom Bootz	Evansville, IN	Datsun1200
1980	Howard Wolf	San Jose, CA	Fiat 850 Spyder
1979	Craig Way	San Jose, CA	Fiat 850
1978	Gary Gooch	Union City, CA	A-H Sprite
1977	Gary Gooch	Union City, CA	A-H Sprite
1976	George Phillips	Richmond, IN	Triumph Spitfire
1975	David Lacy	Houston, TX	MG Midget
1974	David Lacy	Houston, TX	MG Midget
1973	Chet Hansen	Fresno, CA	Austin-Healey Sprite

E Prepared Ladies:

2007	Jennifer Lee	Honolulu, HI	Mazda RX-3
2006	Jennifer Lee	Kailua, HI	Mazda RX-3
2005	Kristin Tipple	Galloway, OH	Honda Civic
2004	Martha Lou Haddon	Chesterfield, MO	Honda CRX
2003	Kathy Barnes	Tolland, CT	Honda Civic
2002	Kathy Barnes	Tolland, CT	Honda Civic
2001	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
2000	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1999	Tonya Duplice	New Castle, CO	Mazda RX-2
1998	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1997	Tonya Duplice	New Castle, CO	Mazda RX-2
1996	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1995	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1994	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1993	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1992	Joy Cottier	Bellevue, WA	BMW 2002
1991	Betsy Tinsley	Kennesaw, GA	Honda Civic
1990	Kathleen Barnes	Tolland, CT	Honda Civic
1989	Kathleen Barnes	Tolland, CT	Honda Civic
1988	Sheila Breedlove	Salt Lake City, UT	Datsun SRL311
1987	Shelly Monfort	Los Altos, CA	Datsun SRL311
1986	Terry Talley	Shreveport, LA	MGB
1985	Nadine Barr	San Jose, CA	Mazda RX-3
1984	Nadine Barr	San Jose, CA	MG Midget

1983	Nadine Barr	San Jose, CA	MG Midget
1982	Martha Haddon	MarylandHgts, MO	Austin-Healey Sprite
1981	Rene Dunham	Washington, IL	Spitfire
1980	Pat Hines	Oakland, CA	Datsun1200
1979	Pat Hines	Oakland, CA	Datsun1200

F Prepared:

2007	John Thomas	Tampa, FL	Datsun 240Z
2006	John Thomas	Tampa, FL	Datsun 240Z
2005	Chris Cox	Morgan Hill, CA	BMW M3
2004	Chris Cox	Morgan Hill, CA	BMW M3
2003	Chris Cox	Morgan Hill, CA	BMW M3
2002	Greg Fordahl	Bremerton, WA	Porsche 914
2001	Greg Fordahl	Bremerton, WA	Porsche 914
2000	Greg Fordahl	Bremerton, WA	Porsche 914
1997	(Combined with AP)		
1996	Barry Schonberger	Evansville, IN	Sunbeam Tiger
1995	Andy York	Nashville, TN	Porsche 914
1994	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1993	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1992	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1991	John Thomas	Oxford, MS	Datsun 240Z
1990	John Aitken	Lexington, KY	Porsche 911
1989	Gary Wigglesworth Sr.	Dover, PA	Porsche 914-6GT
1988	Andrew Craig	Fremont, CA	Datsun 280Z
1987	Andrew Craig	Fremont, CA	Datsun 240Z
1986	Jim McKamey	Portage, IN	Triumph TR8
1985	Andrew Craig	Fremont, CA	Datsun 280Z

F Prepared Ladies:

2007	None		
2006	Stephanie Chang	Morris Plains, NJ	Porsche 911
2005	Pilar Miranda	Morgan Hill, CA	BMW M3
2004	None		
2003	Pilar Miranda	Morgan Hill, CA	BMW M3
2002	Jodi Fordahl	Bremerton, WA	Porsche 914
2001	Jodi Fordahl	Bremerton, WA	Porsche 914
2000	Jodi Fordahl	Bremerton, WA	Porsche 914
1997	(Combined with APL)		
1996	Debbi Eley	Tuscaloosa, AL	Mazda RX-7
1995	Claudia Lyons	Sausalito, CA	Porsche 914
1994	Ellen Ferguson	Boulder, CO	Porsche 914-6
1993	Ellen Ferguson	Boulder, CO	Porsche 914-6
1992	Debbi Eley	Tuscaloosa, AL	Mazda RX-7
1991	Pilar Miranda	Torrance, CA	Mazda RX-7 Turbo
1990	Debbi Eley	Tuscaloosa, AL	Mazda RX-7
1989	Claudia Lyons	Sausalito, CA	Porsche 914-6 GT
1988	Joan Colman	Sausalito, CA	Datsun 280Z
1987	Debbie Fehn	Grapevine, TX	Mazda RX-7
1986	Luinna Kelly	Littleton, CO	Mazda RX-7
1985	Joan Colman	Sausalito, CA	Porsche 914-6

G Prepared:

2007	Bo Rader	Wichita, KS	Austin-Healey Sprite
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2006	Bo Rader	Wichita, KS	Austin-Healey Sprite
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G Prepared Ladies:

2007	Christine Cutrer	Topeka, KS	Fiat X1/9
2006	Rene Dunham	Woodstock, GA	Triumph Spitfire

MODIFIED CATEGORY

A Modified:

2007	George Bowland	Mill Spring, NC	BBR Shark
2006	Todd Bowland	Huntersville, NC	BBR Shark
2005	George Bowland	Mill Spring, NC	BBR Shark
2004	Chuck Sample	Fort Wayne, IN	BBR Shark
2003	George Bowland	Tyron, NC	BBR Shark
2002	Gary Milligan	Richmond, BC, Canada	Phantom Special
2001	John Engstrom	Mt. Prospect, IL	Correlian Pod Racer
2000	Gary Milligan	Richmond BC.	Phantom ExtremeR20
1999	William Goodale	Milford, MA	Dragon F1
1998	Gary Milligan	Richmond, BC, Canada	Rapid Log Phantom
1997	Joe Cheng	Burnaby, BC, Canada	Phantom Special
1996	Gary Milligan	Burnaby, BC, Canada	Phantom Special
1995	George Bowland	Columbus, OH	BBR Special
1994	George Bowland	Gahanna, OH	BBR Special
1993	George Bowland	Gahanna, OH	BBR Special
1992	William Goodale	Milford, MA	Tui Supervee
1991	Jim McKamey	Portage, IN	MRC T-5
1990	Todd Bowland	Blacksburg, VA	BBR Special
1989	William Goodale	Milford, MA	TUI-BG5
1988	George Bowland	Fairfax, VA	Legrand Supervee
1987	Barry Goldine	Santa Clara, CA	Tui BH3
1986	Bud Grocki	Worcester, MA	Banshee BG-2
1985	William Goodale	Milford, MA	Lola B85
1984	Tim Berry	San Anselmo, CA	Tui BH3
1983	Bud Grocki	Worcester, MA	Banshee BG-2
1982	Bud Grocki	Worcester, MA	Banshee BG-2
1981	Bud Grocki	Worcester, MA	Banshee BG-2
1980	Jim McKamey	Portage, IN	Taurus
1979	Laurent Gagnon	Wethersfield, CT	Brabham BT21
1978	Laurent Gagnon	Newington, CT	Brabham BT21
1977	Laurent Gagnon	Hartford, CT	Brabham BT21
1976	Kim Baker	Wibraham, MA	Super Vee
1975	John MacDonald	Marlboro, MA	Brabham BT29
1974	Gary Lowndsdaie	Livonia, MI	Lotus Elan
1973	Stan Cox	Mooresville, NC	Beech FSV

A Modified Ladies:

2007	Jenny Williams	Canal Winchester, OH	Prototype S/S
2006	Jenny Smith	Canal Winchester, OH	Prototype S/S
2005	None		
2004	Karen Christoff	Oxford, MS	Honda Civic
2003	Kristi Gilliland	Billings, MT	Avenger Mk II
2002	Angela Hamilton	Arlington, TX	UTA FSAE
2001	None		

2000	Paula Fortini	Libertyville, IL	Corellian RT-4
1999	None		
1998	Kelly Bowland	Schaumburg, IL	BBR Special
1997	Sam Scharnberg	Urbandale, IA	Ralt RT
1996	Trudi McKamey	Portage, IN	MRC T-5A
1995	Erin Cox	Shreveport, LA	JW Special
1994	Trudi McKamey	Portage, IN	MRC T-5A
1993	Trudi McKamey	Portage, IN	MRC T-5A
1992	Kiersten Scharnberg	Urbandale, IA	Lola T-252
1991	Kiersten Scharnberg	Urbandale, IA	Lola T-252
1990	Jodi Fordahl	Bremerton, WA	Legrand MK18
1989	Kiersten Scharnberg	Urbandale, IA	Lola T-252
1988	Gerry Wilson	Boise, ID	Lotus SI
1987	Sam Scharnberg	Urbandale, IA	Brabham BT35
1986	Sam Scharnberg	Urbandale, IA	Brabham BT35
1985	Sam Scharnberg	Urbandale, IA	Brabham BT35
1984	Sam Scharnberg	Urbandale, IA	Brabham BT35
1983	Joyce Carey	Reynoldsburg, OH	TCR Snark F5000
1982	Dorothy Boxhorn	Brookfield, WI	Lola T-204
1981	None		
1980	Susan Anderson	Florissant, MO	Brabham BT21
1979	Sharon Gompf	Lexington, KY	Porsche 914-6

B Modified:

2007	Evan Brauch	Littleton, CO	Omni-Fab SR1
2006	Tommy Saunders	Southlake, TX	Dragon
2005	Stuart Lumpkin	McKinney, TX	Dragon SR1-B
2004	Tommy Saunders	Southlake, TX	Dragon SR1
2003	Tommy Saunders	Southlake, TX	Dragon SR1
2002	Tom Bootz	Evansville, IN	Legrand MK 25
2001	Tom Bootz	Evansville, IN	Legrand MK 25
2000	Eric Pettigrew	Louisville, KY	Ralt RT4
1999	Bruce Domeck	Louisville, KY	Ralt RT4
1998	Bruce Domeck	Louisville, KY	Ralt RT4
1997	Bill Gendron	Monson, MA	LeGrand MK25G
1996	Bruce Domeck	Louisville, KY	Ralt RT-4
1995	Tom Bootz	Evansville, IN	Legrand MK25
1994	Tom Bootz	Evansville, IN	Legrand MK25
1993	Tom Bootz	Evansville, IN	Legrand MK25
1992	Bruce Domeck	Louisville, KY	Brabham BT-38
1991	David Thompson	Ogden, UT	Ralt Super Vee
1990	Ron Flier	Glendale, MO	Lola T460
1989	Jesus Villarreal	San Lorenzo, CA	March 722FA
1988	Jim McKamey	Portage, IN	MRC T-5
1987	John Neighbors	Houston, TX	LeGrand MK27B
1986	John Neighbors	Houston, TX	LeGrand MK27B
1985	Bruce Cambern	Birmingham, MI	Nobelshell
1984	Ed Haigh	Quincy, MA	Lotus Haigh
1983	John Neighbors	St. Louis, MO	LeGrand MK27B
1982	Jim McKamey	Portage, IN	MRC TaurusII
1981	Gary Walton	Mt.View ,CA	Tui BH3
1980	John Brandon	Tulsa, OK	Caldwell D9SuperVee
1979	William Goodale	Milford, MA	Deserter GS

1978	William Goodale	Milford, MA	Deserter GS
1977	Wallace Sinclair	Fremont, CA	Lotus Super 7
1976	William Goodale	Milford, MA	Deserter GS
1975	John Haftner	N.Vancouver, BC	Dune Buggy
1974	Bob Pickering	Hollywood, CA	MGB
1973	Charles VanNostrand	Honolulu, HI	Lotus Phoenix

B Modified Ladies:

2007	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-5
2006	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-5
2005	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-5
2004	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-4
2003	Kiersten Scharnberg-Koch	Stillwell, KS	Ralt RT-5
2002	Donna Swift	Raytown, MO	Ralt
2001	Betsi Lyle	Harleysville, PA	Dragon
2000	Kiersten Scharnberg	Lenexa, KS	Ralt RT-5
1999	Kiersten Scharnberg	Urbandale, IA	Ralt RT-5
1998	Kiersten Halverson	Cathedral City, CA	Ralt RT-5
1997	Kiersten Halverson	Urbandale, IA	Ralt RT-5
1996	Vicki Flier	Glendale, MO	Ralt RT-4
1995	Kiersten Scharnberg	Urbandale, IA	Ralt RT-5
1994	Vicki Flier	Glendale, MO	Lola T-460
1993	Vicki Flier	Glendale, MO	Lola T-460
1992	Vicki Flier	Glendale, MO	Lola T-460
1991	Vicki Flier	Glendale, MO	Lola T-460
1990	Vicki Flier	Glendale, MO	Lola T-460
1989	Vicki Flier	Glendale, MO	Lola T-460
1988	Trudi McKamey	Portage, IN	MRC T-5
1987	Susan Anderson	Florissant, MO	Brabham BT21
1986	Trudi McKamey	Portage, IN	MRC T-5
1985	Susan Anderson	Florissant, MO	Brabham BT21
1984	Susan Anderson	Florissant, MO	Brabham BT21
1983	Toni Ward	St. Louis, MO	Elden MK10
1982	Cheryl Neighbors	St. Charles, MO	LeGrand MK27B
1981	Sam Scharnberg	Urbandale, IA	Brabham BT35
1980	Joyce Looman	Holland, MI	Autodynamics
1979	Frances Sinclair	Fremont, CA	Lotus Super 7

C Modified:

2007	Jim Garry	Delmar, NY	Citation FF1600
2006	Gary Godula	Farmington Hills, MI	Reynard 88F
2005	Barry Ott	Centennial CO	Reynard FF
2004	Andy Aust	Boulder, CO	Reynard FF
2003	Mark Daddio	Beacon Falls, CT	Reynard FF
2002	Stuart Lumpkin	McKinney, TX	Swift DB2
2001	Gary Godula	Lake St. Louis, MO	Reynard FF
2000	Tommy Saunders	Southlake, TX	Swift DB1
1999	Guy Ankeny	Simi Valley, CA	Tiga S2000
1998	Tommy Saunders	Southlake, TX	Swift DB1
1997	Bruce Dickey	Wichita Falls, TX	Crossle 70F
1996	Josh Sirota	Mountain View, CA	Citation FF

1995	Tommy Saunders	Southlake, TX	Van Dieman RF88
1994	Peter Raymond	Erie, CO	Citation FF
1993	Peter Raymond	Erie, CO	Citation FF
1992	Peter Raymond	Erie, CO	Citation FF
1991	Jeffrey Watson	Albuquerque, NM	Lola T-540
1990	Stuart Lumpkin	Beaumont, TX	Lola T-342
1989	Tom Bootz	Evansville, IN	LeGrand MK25
1988	Mark Snell	Puyallup, WA	LeGrand MK18
1987	Mark Snell	Puyallup, WA	LeGrand MK18
1986	Dan Cole	Fremont, CA	Silver Fox
1985	Tom Bootz	Evansville, IN	LeGrand MK25
1984	Dan Cole	Fremont, CA	Silver Fox
1983	Dan Cole	Fremont, CA	Silver Fox
1982	Dan Cole	Fremont, CA	Silver Fox
1981	Dan Cole	Fremont, CA	Silver Fox
1980	Charles Levesque	Wilton, NH	Brahma
1979	Charles Levesque	Wilton, NH	Brahma
1978	David Looman	Holland, MI	Autodynamics FV
1977	Dave Nuss	Patton, PA	Zink
1976	Nick Reese	Delaware, OH	Knievel Mini Indy

C Modified Ladies:

2007	Linda Smiley	Dayton, OH	Tiga FF
2006	Stacey Sawyer	Rindge, NH	Reynard FF1600
2005	Linda Smiley	Dayton, OH	Tiga FF
2004	Linda Smiley	Kettering, OH	Van Diemen FF
2003	Linda Smiley	Kettering, OH	Van Diemen FF
2002	Linda Smiley	Kettering, OH	Van Diemen FF
2001	Tamara McDaniel	St. Louis, MO	Reynard FF
2000	Tamara McDaniel	Novi, MI	Reynard FF
1999	Linda Smiley	Kettering, OH	Van Diemen
1998	Donna Swift	Raytown, MO	Reynard FF
1997	Jane Willis-Dickey	Wichita Falls, TX	Crossle 70F
1996	Donna Swift	Raytown, MO	Reynard FF
1995	Joyce Looman	Holland, MI	Dulon MP21
1994	Joyce Looman	Holland, MI	Dulon MP21
1993	Joyce Looman	Holland, MI	Dulon MP21
1992	Joyce Looman	Holland, MI	Dulon MP21
1991	Joyce Looman	Holland, MI	Dulon MP21
1990	Joyce Looman	Holland, MI	Puma Formula Vee
1989	Jodi Fordahl	Bremerton, WA	LeGrand MK18
1988	Jill Snell	Puyallup, WA	LeGrand MK18
1987	Jill Snell	Puyallup, WA	LeGrand MK18
1986	Sandy Cole	Fremont, CA	Silver Fox
1985	Sandy Cole	Fremont, CA	Silver Fox
1984	Sandy Cole	Fremont, CA	Silver Fox
1983	Sandy Cole	Fremont, CA	Silver Fox
1982	Sandy Cole	Fremont, CA	Silver Fox
1981	Sandy Cole	Fremont, CA	Silver Fox
1980	None		
1979	Joyce Looman	Holland, MI	Autodynamics FV

D Modified:

2007	Mark Huffman	Litchfield Park, AZ	Lotus Elan
2006	John Ames	Colorado Springs, CO	Lotus Europa
2005	John Ames	Colorado Springs, CO	Lotus Europa
2004	John Ames	Colorado Springs, CO	Lotus Europa
2003	John Ames	Colorado Springs, CO	Lotus Europa
2002	Jeff Ellerby	Marion, IA	Westfield SER
2001	Jeff Ellerby	Marion, IA	Lotus 7
2000	Christopher Bernard	Woodstock, NY	Caterham S-7
1999	Chris O'Donnell	Laguna Beach, CA	Lotus Elan
1998	Chris O'Donnell	Laguna Beach, CA	Lotus Elan
1997	Jeff Ellerby	Marion, IA	Westfield SE
1996	Chris O'Donnell	Irvine, CA	Lotus Elan
1995	Chris O'Donnell	Irvine, CA	Lotus Elan
1994	Kim Knapp	Denver, CO	Caterham 7
1993	Chris O'Donnell	Irvine, CA	Lotus Elan
1992	Chris O'Donnell	Irvine, CA	Lotus Elan
1991	Chris O'Donnell	Irvine, CA	Lotus Elan
1990	Chris O'Donnell	Irvine, CA	Lotus Elan
1989	Chris O'Donnell	Irvine, CA	Lotus Elan
1988	Ronald Flier	Glendale, MO	Lotus 7
1987	Ronald Flier	Glendale, MO	Lotus 7
1986	Ronald Flier	Glendale, MO	Lotus 7
1985	William Johnson	Stuart, FL	Lotus Super Seven
1984	Charles Levesque	Wilton, NH	Turner 1500
1983	Harold Knobel	Valdosta, GA	Austin Mini
1982	Gary Milligan	Richmond, BC	Lotus 7
1981	Bill Martin	Ridgecrest, CA	Lotus Europa
1980	Bud Grocki	Worcester, MA	Banshee BG2
1979	Bob King	Fresno, CA	Tui Super Vee
1978	Bud Grocki	Worcester, MA	Banshee
1977	Bob Gannett	Delta, BC	Brabham

D Modified Ladies:

2007	Daisy Huffman	Litchfield Park, AZ	Lotus Elan
2006	Susan Anderson	Florissant, MO	Lotus Super 7
2005	Karen Babb	Renton, WA	Lotus Elan
2004	Karen Babb	Renton, WA	Lotus Elan
2003	Karen Babb	Renton, WA	Lotus Elan
2002	Karen Babb	Renton, WA	Lotus Elan
2001	Karen Babb	Renton, WA	Lotus Elan
2000	Karen Babb	Renton, WA	Lotus Elan
1999	Karen Babb	Renton, WA	Lotus Elan
1998	Susan Anderson	Florissant, MO	Lotus Super 7
1997	Kim Bollinger	Chesterfield, MO	Austin Healey Sprite
1996	Susan Anderson	Florissant, MO	Lotus Super 7
1995	Vicki Flier	Glendale, MO	Lotus 7
1994	Katie Kelly	Pleasanton, CA	Lotus 7
1993	Katie Kelly	Pleasanton, CA	Lotus 7
1992	Judy Gallagher	Sandy, UT	Lotus Seven
1991	Janice Rick	Manchester, MO	Datsun 1200
1990	Susan Anderson	Florissant, MO	Lotus Seven

1989	Joyce Looman	Holland, MI	Formula Vee1600
1988	Vicki Flier	Glendale, MO	Lotus 7
1987	Vicki Flier	Glendale, MO	Lotus 7
1986	Joyce Looman	Holland, MI	Autodynamics FV
1985	Joyce Looman	Holland, MI	Autodynamics FV
1984	Joyce Looman	Holland, MI	Autodynamics FV
1983	Joyce Looman	Holland, MI	Autodynamics FV
1982	Joyce Looman	Holland, MI	Autodynamics FV
1981	Joyce Looman	Holland, MI	Autodynamics FV
1980	Charlotte King	Fresno, CA	Austin-Healey Sprite
1979	Charlotte King	Fresno, CA	Tui Super Vee

E Modified:

2007	Jeff Kiesel	Poway, CA	3 Rotor Sprite
2006	Jeff Christianson	Mechanicsville, IA	Westfield SEi
2005	Gerald Fink	Media, PA	Lanover Viking
2004	Wendell Karr-Ake	Yukon, OK	Mazda Miata
2003	Bill Fleig	Carmichael, CA	Austin Healey 100/8
2002	Scott McQueen	Humble, TX	Austin-Healey Sprite
2001	Scott McQueen	Humble, TX	Austin-Healey Sprite
2000	Barry Spencer	Hayward, CA	Lotus Europa
1999	Mal Kooiman	Zeeland, MI	Spitfire
1998	Steve Tamandli	South Bend, IN	Pontiac Fiero
1997	Scott McQueen	Hamble, TX	Austin Healey Sprite
1996	Steve Tamandli	South Bend, IN	Pontiac Fiero
1995	Steve Tamandli	South Bend, IN	Pontiac Fiero
1994	Gary Milligan	Richmond, BC, Can.	Lotus Europa
1993	Steve Tamandli	South Bend, IN	Pontiac Fiero
1992	Steve Tamandli	South Bend, IN	Pontiac Fiero
1991	Fred Miranda	Ventura, CA	Triumph Spitfire
1990	Fred Miranda	Ventura, CA	Triumph Spitfire
1989	Bryan Kinser	Elgin, IL	Austin-Healey Sprite
1988	Steve Tamandli	South Bend, IN	Austin-Healey Sprite
1987	Bob King	Fresno, CA	Austin-Healey Sprite
1986	Bob King	Fresno, CA	Austin-Healey Sprite
1985	Steve Tamandli	South Bend, IN	MRC Sprite
1984	Gary Walton	Mt. View,CA	Porsche 914/4
1983	Gary Walton	Mt. View,CA	Porsche 914/4
1982	Gary Walton	Mt. View,CA	Porsche 914/4
1981	Bob King	Fresno, CA	Austin-Healey Sprite

E Modified Ladies:

2007	Ann Vogel	Tulsa, OK	Mazda Miata
2006	Ann Vogel	Tulsa, OK	Mazda Miata
2005	Debbie Pruett	Kansas City, MO	Lotus 7
2004	Kim Bollinger	Granger, IN	Pontiac Fiero
2003	Debbie Pruett	Kansas City, MO	Lotus 7
2002	Debbie Pruett	Kansas City, MO	Lotus 7
2001	Debbie Pruett	Kansas City, MO	Lotus 7
2000	Debbie Pruett	Kansas City, MO	Lotus Super 7
1999	Gretchen Everett	Renton, WA	Mazda RX-7
1998	Gretchen Everett	Renton, WA	Mazda RX-7
1997	Joy Kreick	Renton, WA	Mazda RX-7

1996	Joy Kreick	Bellevue, WA	Mazda RX-7
1995	Susan Hagaman	Kirkland, WA	Lotus Europa
1994	Joy Kreick	Bellevue, WA	Mazda RX-7
1993	Gretchen Everett	Renton, WA	Mazda RX-7
1992	Pilar Miranda	Redondo Beach, CA	Triumph Spitfire
1991	Jean Kinser	Elgin, IL	Sprite RX-Z
1990	Jean Kinser	Elgin, IL	Austin-Healey Sprite
1989	Donna Anderson	Oceanside, CA	Griffith 200
1988	Charlotte King	Fresno, CA	Austin-Healey Sprite
1987	Charlotte King	Fresno, CA	Sprite Mazda Eng.
1986	Charlotte King	Fresno, CA	Sprite Mazda Eng.
1985	Charlotte King	Fresno, CA	Sprite Mazda Eng.
1984	Charlotte King	Fresno, CA	Sprite Mazda Eng.
1983	Charlotte King	Fresno, CA	Sprite Mazda Eng.
1982	Charlotte King	Fresno, CA	Sprite Mazda Eng.
1981	Charlotte King	Fresno, CA	Sprite Mazda Eng.

F Modified

2007	Gary Kramar	Arlington, TX	Red Devil F500
2006	Gary Kramar	Arlington, TX	Red Devil F500
2005	James Libecco	Bedford, OH	KBS Mk7
2004	Scott Nardin	Grandville, MI	Solo Vee Werks
2003	Chuck Voboril	Fountain Hills, AZ	Zink Z-19
2002	Chuck Voboril	Fountain Hills, AZ	Zink Z-19
2001	John Whitling	Cincinnati, OH	Red Devil F500
2000	Scott Nardin	Grandville, MI	Solo Vee Werks
1999	Gary Kramar	Arlington, TX	Red Devil
1998	John Engstrom	Mt. Prospect, IL	Red Devil
1997	John Engstrom	Mt. Prospect, IL	Red Devil
1996	Chuck Voboril	Fountain Hills, AZ	Zink Z-19

F Modified Ladies

2007	Christina Libecco	Warren, OH	KBS MKVII
2006	Elizabeth Lyle	Flemington, NH	KBS MKVII
2005	Christina Libecco	Warren, OH	KBS Mk7
2004	Jessica Gray	Blue Springs, MO	Caracal B
2003	Christina Libecco	Niles, OH	KBS Mk7
2002	Christina Libecco	Warren, OH	Zink Z-19
2001	Christina Libecco	Warren, OH	Zink Z-19
2000	Dawn Odoi	Palatine, IL	Solo Vee Bobsy
1999	Bea Regganie	Joliet, IL	Solo Vee Bobsy
1998	Jane Willis	Wichita Falls, TX	Red Devil
1997	Danielle Engstrom	Mt. Prospect, IL	Red Devil
1996	Danielle Engstrom	Mt. Prospect, IL	Red Devil

F125

2007	Jeremiah McClintock	Commerce Township, MI	Renspeed
2006	Jeremiah McClintock	Commerce Township, MI	Renspeed
2005	Tom Harrington	Las Vegas, NV	HondaCRGRoadRebel
2004	Paul Russell	San Diego, CA	Honda/CRG Heron
2003	Dan Cyr	Madison, WI	MBA/Honda Kart

F125L

2007	Suzanne Segal	Las Vegas, NV	Birel CR32Motorsport
2006	Suzanne Segal	Las Vegas, NV	Birel CR32Motorsport
2005	Suzanne Segal	Las Vegas, NV	Honda Birel
2004	Suzanne Segal	Las Vegas, NV	Birel Honda
2003	Kristi Blunt	Pittsburgh, PA	Honda TonyKart

II. SCCA PROSOLO CHAMPIONS

OVERALL CHAMPION

2007	Mike Johnson	Glen Allen, VA	Chevy Z06
2006	Andy Hollis	Austin, TX	Mazda Miata
2005	Erik Strelnieks	Austin, TX	Chevrolet Z06
2004	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2003	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2002	John Ames	Colorado Springs, CO	Chevrolet Corvette
2001	Steve Mieritz	Ft. Wayne, IN	Honda CRX
2000	David Palmquist	Anaheim, CA	Mazda Miata
1999	Mark Daddio	Beacon Falls, CT	Dodge Neon
1998	Curt Ormiston	Huntington Beach, CA	Porsche 911
1997	Gary Thomason	Oceanside, CA	Mazda RX-7
1996	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1995	Danny Shields	Valrico, FL	Mazda MX-6
1994	Steve Broliar	Madison, AL	Dodge Neon
1993	John Thomas	Memphis, TN	Honda Civic
1992	John Ames	Colorado Springs, CO	Ford Mustang
1991	Dwight Mitchell	Carmichael, CA	Porsche 911
1990	Chuck Sample	Ft. Wayne, IN	Fiat X 1/9
1989	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1988	Bob King	Fresno, CA	Austin-Healey Sprite
1987	Steve Broliar	Highlands Ranch, CO	Dodge Shadow
1986	John Ames	Colorado Springs, CO	Ford Mustang GT

OVERALL LADIES' CHAMPION

2007	Christine Berry	Alta Loma, CA	Mitsubishi Evo
2006	Beth McClure-Strelnieks	Austin, TX	Mini Cooper S
2005	Beth McClure-Strelnieks	Austin, TX	Mini Cooper S
2004	Beth McClure-Strelnieks	Austin, TX	Chevrolet Corvette
2003	Teresa Neidel McKee	San Jose, CA	Lexus IS300
2002	Patty Tunnell	Superior, CO	BMW 330ci
2001	Katie Elder	Folsom, CA	Acura Integra R
2000	Patty Tunnell	Superior, CO	BMW M3
1999	Wendi Allen	Jacksonville, FL	Acura Integra
1998	Renee Eady	Carrollton, GA	Eagle Talon
1997	Kay Bailey	Colorado Springs CO	Toyota MR-2
1996	Renee Eady	Carrollton, GA	Mazda Miata
1995	Keli Cadenhead	Alpine, CA	Mazda MX-6
1994	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet Camaro
1993	Stacy Reitmeir	Sunnyvale, CA	Porsche 914
1992	Stacy Reitmeir	Sunnyvale, CA	Porsche 914
1991	Stacy Reitmeir	Mt. View, CA	Porsche 914
1990	Ann Hollis	Baldwin, MD	Honda CRX

HONDA TUNER CHALLENGE CHAMPION

2007	Joe Tharpe	Marshalltown, IA	Honda S2000
2006	Andy Hollis	Austin, TX	Mazda Miata
2005	Joshua Sortor	Glendale, AZ	Subaru Impreza
2004	Vic Sias	Santa Clara, CA	BMW M3
2002	Dennis Grant	Windsor, Ont., Canada	Eagle Talon AWD
2001	Corey Smith	Santa Clara, CA	Audi S4
2000	Grady Wood	Heber Springs, AR	Honda Civic

BONUS CHALLENGE CHAMPION

2006	Harold Olsen	Folsom, CA	Corvette GS
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OVERALL CLUB CHAMPION

2000	Discontinued		
1999	Nat'l Series- Glen Hernandez	Bothell, WA	Porsche 924S
1998	Scotty White	Puyallup, WA	Chevrolet Corvette
1997	Kumar Viswalingam	Cincinnati, OH	Mazda Miata
1996	Open- Rad Vach	Plymouth, MI	Mazda Miata
	Ladies-Beverly Vach	Plymouth, MI	Mazda Miata

LADIES' CATEGORY

L1

2007	Jenniver Merideth	Westland, MI	Ford Shelby Mustang
2006	Meredith Brown	Los Alamos, NM	Toyota MR2
2005	Beth McClure-Strelneiks	Austin, TX	Mini Cooper S
2004	Dawn Maxwell	Phoenix, AZ	Mini Cooper
2003	Annie Bauer	Renton, WA	BMW330ci
2002	Patty Tunnell	Superior, CO	BMW 330ci
2001	Katie Elder	Folsom, CA	Acura Integra R
2000	Renee Eady	Carrollton, GA	Honda Civic
1999	Jerrette Zoner	Clinton, CT	Dodge Neon

L2

2007	Christine Berry	Alta Loma, CA	Mitsubishi Evo
2006	Beverlee Larsson	Anaheim, CA	BMW 325is
2005	Danielle Engstrom	Frankfort, IL	Toyota MR2
2004	Paula Whitney	Sherwood, AR	Mazda Miata
2003	Kathy Leicester-Wolfskill	Nederland, CO	BMW 325is
2002	Beth McClure	Leander, TX	Chevrolet Corvette
2001	Beth McClure	Leander, TX	Chevrolet Corvette
2000	Patty Tunnell	Superior, CO	BMW M3
1999	Jodi Fordahl	Bremerton, WA	Porsche 911

LADIES CLASS

1999	Kay Bailey	Colo Springs, CO	Toyota MR-2
1998	Kay Bailey	Colo Springs, CO	Toyota MR-2
1997	Kay Bailey	Colorado Spgs, CO	Toyota MR-2
1996	Renee Eady	Carrollton, GA	Mazda Miata
1995	Sally Brown	Danville, CA	Porsche 911
1994	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet Camaro
1993	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet Camaro

1992	Stacy Reitmeir	Sunnyvale, CA	Porsche 914
1991	Stacy Reitmeir	Mt. View, CA	Porsche 914

CLUB CLASS

1997	Discontinued		
1996	Open- John Engstrom	Mt. Prospect, IL	Red Devil 440
	Ladies- Katie Elder	Kensington, CA	Mazda Miata

PRO CATEGORY

Pro 1

1999	John Thomas	Tampa, FL	Honda Civic
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Pro 2

1999	Tom Berry	Alta Loma, CA	Mazda RX-3
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Pro 3

1999	Gary Thomason	Oceanside, CA	Chevrolet Corvette
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Pro 4

1999	Carter Thompson	Murfreesboro, TN	Toyota MR2 Turbo
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Pro 5

1999	Alan Dahl	Federal Way, WA	Mazda Miata
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Pro 6

1999	Mark Daddio	Beacon Falls, CT	Dodge Neon
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Pro ST

1999	Mark Allen	Jacksonville, FL	Acura Integra
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STOCK CATEGORY

Super Stock

2007	Ian Stewart	Orlando, FL	Porsche 911 GT3
2006	Gary Thomason	Oceanside, CA	Porsche GT3
2005	Erik Strelnieks	Austin, TX	Chevrolet Z06
2004	Erik Strelnieks	Austin, TX	Chevrolet Corvette
2003	Chris Ramey	Katy, TX	Chevrolet Corvette
2002	John Ames	Colorado Springs, CO	Chevrolet Corvette
2001	Erik Strelnieks	Austin, TX	Chevrolet Corvette
2000	Erik Strelnieks	Austin, TX	Mazda RX-7
1999	Jerry Hodge	Pocatello, ID	Mazda RX-7
1998	Gary Thomason	Oceanside, CA	Mazda RX-7
1997	Gary Thomason	Oceanside, CA	Mazda RX-7
1996	Gary Thomason	Oceanside, CA	Chevrolet Corvette
1995	John Ames	Colorado Springs, CO	Mazda RX-7
1994	Gary Thomason	Oceanside, CA	Chevrolet Corvette
1993	Super Sport class discontinued		
1992	Jeff Altenburg	Catonsville, MD	Mazda RX-7 Turbo
1991	Bruce Wentzel	Milford, MI	Chevrolet Corvette

A Stock (previously Stock 1)

2007	Jonathan Roberts	Richmond Hill, GA	Subaru STi
2006	Jonathan Roberts	Richmond Hill, GA	Subaru STi

2005	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2004	Paul Kozlak	Harleysville, PA	Porsche 993
2003	Matthew Braun	Farmington Hills, MI	Chevrolet Corvette
2002	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2001	Carter Thompson	Murfreesboro, TN	Toyota MR2 Turbo
2000	Carter Thompson	Murfreesboro, TN	Toyota MR2 Turbo
1999	Thomas Harrington	Las Vegas, NV	Toyota MR2 Turbo
1998	Carter Thompson	Murfreesboro, TN	Toyota MR2 Turbo
1997	Carter Thompson	Kingsport, TN	Toyota MR2 Turbo
1996	Stacy Reitmeir	Sunnyvale, CA	Porsche 911
1995	Kevin Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1994	John Ames	Colorado Springs, CO	Mazda RX-7
1993	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1992	Jamey Aebersold	New Albany, IN	Toyota MR2 Turbo
1991	Jamey Aebersold	New Albany, IN	Toyota MR2
1990	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1989	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1988	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1987	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1986	Jim Thompson	Kingsport, TN	Porsche 911 E

B Stock (previously Stock 2)

2007	Matthew Braun	Northville, MI	Mazda RX08
2006	Joe Goeke	Kirkland, WA	Mazda RX-8
2005	Ron Bauer	Renton, WA	Porsche 968
2004	Jason Saini	Lake Forest, IL	Honda S2000
2003	Andy McKee	San Jose, CA	Honda S2000
2002	Andy McKee	San Jose, CA	Honda S2000
2001	Tim Aro	Richmond, VA	Toyota MR2
2000	G. Warren Hahn	Boca Raton, FL	Mazda Miata
1999	Peter Raymond	Erie, CO	Mazda Miata
1998	Kevin McCormick	Roseville, CA	Mazda Miata
1997	Joe Goeke	Bothell, WA	Mazda Miata
1996	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1995	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1994	Rich Fletcher	Durango, CO	Toyota MR2
1993	Mark Jones	Rancho Sta Marg., CA	Toyota MR2 Turbo
1992	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1991	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1990	Mike Losert	Holly, MI	Chevrolet Corvette
1989	Ray Meeseman	Holly, MI	Chevrolet Corvette
1988	Rob Faulkner	Anaheim, CA	Mazda RX-7 Turbo
1987	Paul Kozlak	Broad Brook, CT	Mazda RX-7 GSL
1986	Roger Johnson	Fostoria, OH	Chevrolet Corvette

C Stock (previously Stock 3)

2007	Darrin DiSimo	Coral Springs, FL	Mazda MX-5
2006	Joe Tharpe	Marshalltown, IA	Pontiac Solstice
2005	Kyung Wootton	Austin, TX	Mazda Miata
2004	Steve Telehowski	Auburn Hills, MI	Mazda Miata
2003	Steve Telehowski	Novi, MI	Mazda Miata
2002	Matthew Braun	Farmington Hills, MI	Mazda Miata

2001	Barry Ott	Centennial, CO	Toyota MR2
2000	Randy Chase	San Diego, CA	Toyota MR2
1999	Michael Eckert	Powell, OH	Toyota MR2
1998	Kevin Bailey	Colorado Springs, CO	Toyota MR2
1997	Kevin Bailey	Colorado Spgs, CO	Toyota MR2
1996	Jeff Altenburg	Columbia, MD	Mazda Miata
1995	Joe Goeke	Bothell, WA	Mazda Miata
1994	Michael Butler	San Francisco, CA	Mazda Miata
1993	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1992	Neal Sapp	Catonsville, MD	Honda CRX Si
1991	Bill Breedlove	Salt Lake City, UT	Datsun 240-Z
1990	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1989	Todd Rupp	Carrollton, GA	Pontiac Fiero
1988	Peter Raymond	Larkspur, CO	Toyota MR2
1987	Peter Raymond	Larkspur, CO	Toyota MR2
1986	Alan McConnell	Millington, TN	Honda Civic Si

D Stock (previously Stock 4)

2007	Justin Rest	Westminster, MD	Subaru Impreza
2006	Kinch Reindl	Denver, CO	Acura ITR
2005	Mark Smith	Denver, CO	VW Golf
2004	G.H. Sharp	Kernersville, NC	BMW 330ci
2003	Kevin Youngers	Greeley, CO	BMW 330ci
2002	Kevin McCormick	Lincoln, CA	Acura Integra TypeR
2001	Russell Blume	Wichita, KS	BMW 318is
2000	Danny Shields	Valrico, FL	Plymouth Neon
1999	Timothy Dennison	Wappinger Falls, NY	Dodge Neon
1998	Mark Daddio	Beacon Falls, CT	Dodge Neon
1997	Mark Daddio	Beacon Falls, CT	Dodge Neon
1996	Mark Daddio	Beacon Falls, CT	Dodge Neon
1995	Bob Tunnell	Superior, CO	BMW318 si
1994	Andy Hollis	Austin, TX	Honda CRX Si
1993	Derek Francis	East Windsor, NJ	Honda Civic
1992	Bob Tunnell	Hermosa Beach, CA	Volkswagen Jetta
1991	Alan McConnell	Huntsville, AL	Volkswagen GTI
1990	Neal Sapp	Baltimore, MD	Honda Civic Si
1989	Alan McConnell	Huntsville, AL	Volkswagen Jetta
1988	Todd Rupp	Carrollton, GA	Pontiac Fiero
1987	Dick Varsell	Bristol, CT	Volkswagen GTI

E Stock (previously Stock 5)

2007	Robert Carpenter	Knoxville, TN	Toyota MR2
2006	Paul Brown	Los Alamos, NM	Toyota MR2
2005	Paul Brown	Los Alamos, NM	Toyota MR2
2004	Paul Brown	Los Alamos, NM	Toyota MR2
2003	Jeff Cashmore	New Berlin, WI	Toyota MR2
2002	Randy Noll	Oakland, CA	Toyota MR2
2001	Robert Carpenter	Knoxville, TN	Honda CRX
2000	Ken Rupp	Carrollton, GA	Toyota Celica GT
1999	Mike Johnson	Richmond, VA	Honda Civic Si
1998	Steve Broliar	Melbourne, FL	Plymouth Neon
1997	Steve Broliar	Melbourne, FL	Dodge Neon

1996	Steve Broliar	Cocoa Beach, FL	Dodge Neon
1995	Erik Strelnieks	Atlantic Beach, FL	Dodge Neon
1994	Steve Broliar	Madison, AL	Dodge Neon
1993	T.C. Kline	Hilliard, OH	BMW 318
1992	Mark Daddio	Beacon Falls, CT	Chevrolet IROC-Z
1991	Jeff Altenburg	Catonsville, MD	Pontiac Firebird
1990	Jeff Altenburg	Orlando, FL	Chevrolet IROC
1989	Jeff Altenburg	Orlando, FL	Ford Mustang
1988	John Ames	Colorado Springs, CO	Ford Mustang LX
1987	John Ames	Colorado Springs, CO	Ford Mustang LX
1986	John Ames	Colorado Springs, CO	Ford Mustang LX

F Stock (previously Stock 6)

2007	Sam Strano	Knoxdale, PA	Ford Shelby Mustang
2006	Jason Burns	York, PA	Ford Mustang
2005	David Schotz	Simi Valley, CA	Chevrolet Camaro
2004	David Schotz	Granada Hills, CA	Ford Mustang
2003	Lynne Rothney-Kozlak	Harleysville, PA	Chevrolet Z-28
2002	Sam Strano	Brookville, PA	Chevrolet Camaro
2001	Paul Kozlak	Harleysville, PA	Chevrolet IROC
2000	Kevin Youngers	Greeley, CO	Pontiac Turbo T/A
1999	Alek Tziortzis	Glenview, IL	Chevrolet Camaro
1998	Alek Tziortzis	Skokie, IL	Chevrolet Camaro
1997	Lynne Rothney-Kozlak	Harleysville, PA	Chevrolet Camaro
1996	Scott McHugh	Santa Clarita, CA	Pontiac Firebird
1995	Mark Daddio	Seymour, CT	Chevrolet Camaro
1994	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1993	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1992	Dean Sapp	Catonsville, MD	Chrysler Conquest
1991	Steve Broliar	Madison, AL	Chrysler Conquest
1990	Steve Broliar	Madison, AL	Chrysler Conquest
1989	Paul Brown	Los Alamos, NM	Plymouth Conquest
1988	Steve Broliar	Madison, AL	Dodge Daytona T
1987	Steve Broliar	Madison, AL	Dodge Shadow
1986	Randy Pobst	Melbourne, FL	Volkswagen Jetta

G Stock (previously Stock 7)

2007	Ron Williams	Topeka, KS	Mini Cooper
2006	GH Sharp	Kernersville, NC	Mini Cooper S
2005	Brian Garfield	Mount Airy, MD	Mini Cooper S
2004	Mark Chiles	Rocky Mount, NC	Mini Cooper
2003	Brian Priebe	Mislawaka, IN	Toyota Celica
2002	Brian Priebe	Granger, IN	Toyota Celica
2001	David Fauth	Aurora, CO	Acura Integra Type R
2000	Kevin McCormick	Rocklin, CA	Acura Integra Type R
1999	John McIver	Northville, MI	Mitsubishi Eclipse
1998	Mark Allen	Jacksonville, FL	Mitsubishi Eclipse
1997	David Schotz	Phoenix, AZ	Mazda MX-6
1996	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1995	Danny Shields	Valrico, FL	Mazda MX-6
1994	Danny Shields	Valrico, FL	Mazda MX-6
1993	John Ames	Colorado Springs, CO	Ford Probe GT

1990	Andy Hollis	Baldwin, MD	Honda CRX Si
1989	Steve Broliar	Madison, AL	Dodge Shadow

H Stock

2007	Matt Murray	Westport, CT	BMW 318i
2006	Marshall Cone	Sterling, VA	Mini Cooper
2005	Alan Dahl	Federal Way, WA	Audi 90 Quattro
2004	Michael Potocki	Kenmore, NY	Mini Cooper
2003	Mark Chiles	Rocky Mount, NC	Mini Cooper
2002	Brian Garfield	Eldersburg, MD	Mini Cooper
2001	Chris Kline	St. Charles, MO	Honda Civic
2000	Heyward Wagner	Kernersburg, NC	Honda Civic
1999	Todd Swensen	Stow, OH	Toyota Celica
1997	Combined with ES		
1996	Class not subscribed		
1995	Andy Hollis	Austin, TX	Mazda MX-6
1994	Jack Burns	Sylvania, OH	Mazda MX-6
1993	Jeff Reitmeir	Sunnyvale, CA	BMW 318i

Solo-Truck

1990	Tony Mashburn	Carrollton, GA	Toyota Pick-up
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Truck Sport

1991	Tony Mashburn	Carrollton, GA	Toyota Pick-up
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Mini Sport

1992	Dan Cadenhead	Alpine, CA	Toyota Paseo
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STREET TOURING CATEGORY

Street Touring S

2007	Nathan Whipple	Marlborough, MA	Honda Civic
2006	Jason Rhoades	San Diego, CA	Nissan 240SX
2005	Ken Motonishi	Orange, CA	Honda Civic
2004	Kevin McCormick	Lincoln, CA	Honda Civic
2003	Kevin McCormick	Lincoln, CA	Honda Civic
2002	Richard West	Richmond, VA	Subaru Impreza RS
2001	Richard West	Richmond, VA	Subaru Impreza RS
2000	Steve Wynne	Redmond, OR	Plymouth Neon
1999	Steve Wynne	Redmond, OR	Plymouth Neon
1998	Matt Grainger	Florissant, MO	Oldsmobile 442

Street Touring S 2

2007	Ian Baker	Herndon, VA	Honda CRX
2006	Andy Hollis	Austin, TX	Mazda Miata
2005	Robert Seelig	Edmond, OK	Honda CRX Si
2004	Jonathan Roberts	Richmond Hills, GA	Mazda Miata

Street Touring R

2001	Grady Wood	Heber Springs, AR	Honda Civic
2000	Grady Wood	Heber Springs, AR	Honda Civic
1999	George Perinis	Leesburg, VA	Nissan Sentra SE-R

Street Touring Ultra

2007	Corey Ridgick	Allentown, PA	Mitsubishi Evo
2006	Richard Hayter	Trabuco Canyon, CA	Subaru WRX
2005	Ian Stewart	Lake Mary, FL	BMW M3
2004	Kiko Seibt	Coconut Creek, FL	Subaru WRX

Street Touring X

2007	Greg McCance	Toledo, OH	Subaru WRX
2006	Billy Brooks	Park City, UT	Subaru Impreza
2005	Joshua Sortor	Glendale, AZ	Subaru Impreza
2004	Joshua Sortor	Glendale, AZ	Subaru Impreza
2003	Keith Casey	Somerset, MA	Subaru WRX Wagon
2002	Keiko Seibt	Coconut Creek, FL	Subaru WRX

STREET PREPARED CATEGORY

A Street Prepared

2007	Mike Johnson	Glen Allen, VA	Chevy Z06
2006	Michael Johnson	Glen Allen, VA	Chevrolet Z06
2005	James Gunn-Wilkinson	San Diego, CA	Porsche GT2
2004	Danny Popp	Cincinnati, OH	Chevrolet Corvette
2003	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2002	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2001	Curt Ormiston	Kirkland, WA	Ferrari 360 Modena
2000	Mark Huffman	Avondale, AZ	Lotus Elan
1999	Doug Hebenthal	Redmond, WA	Porsche 911 RS
1997	Combined to Index Street Prepared		
1996	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1995	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1994	Dwight Mitchell	Carmichael, CA	Porsche 911
1993	Dwight Mitchell	Carmichael, CA	Porsche 911
1992	Scott Holley	Fishers, IN	Porsche 911
1991	Scott Holley	Noblesville, IN	Porsche 911
1990	Jack Turner	Paducah, KY	Porsche 911
1989	Jack Turner	Paducah, KY	Porsche 911
1988	Jack Turner	Paducah, KY	Porsche 911
1987	Bill Breedlove	Salt Lake City, UT	Datsun 240-ZX

B Street Prepared

2007	Tom Berry	Alta Loma, CA	Mitsubishi Evo
2006	Harold Olsen	Folsom, CA	Corvette GS
2005	Lee Piccione	Severn, MD	BMW M3
2004	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2003	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2002	Bill Buetow	Puyallup, WA	Chevrolet Corvette
2001	Bill Buetow	Kent, WA	Chevrolet Corvette
2000	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1999	Scotty White	Puyallup, WA	Chevrolet Corvette
1997	Combined to Index Street Prepared		
1996	Class not subscribed		

C Street Prepared

2007	Reijo Silvennoinen	Seal Beach, CA	Mazda Miata
2006	Eric Clements	Alta Loma, CA	Mazda Miata
2005	George Doganis	Lakeside, CA	Mazda Miata
2004	George Doganis	Lakeside, CA	Mazda Miata
2003	Tom Ellam	Livermore, CA	Mazda RX-3
2002	Tom Ellam	Livermore, CA	Mazda RX-3
2001	David Palmquist	Anaheim, CA	Mazda Miata
2000	Tom Berry	Alta Loma, CA	Mazda RX-3
1999	Jason Harnish	York, PA	Honda CRX
1998	Bob Tunnell	Superior, CO	BMW M3
1997	Bob Tunnell	Superior, CO	BMW M3
1996	Neal Sapp	Reistertown, MD	Honda CRX Si
1995	Stacey Despelder	Greenville, MI	Honda Civic
1994	Bob Endicott	San Pedro, CA	Honda CRX Si
1993	Bob Endicott	San Pedro, CA	Honda CRX Si
1992	Bill Lamkin	Louisville, KY	Honda Civic
1991	John Hayes	San Diego, CA	Honda CRX
1990	Grady Wood	Collierville, TN	Honda CRX
1989	Dennis Shell	Salt Lake City, UT	Chevrolet Corvette
1988	Bruce Wentzel	Milford, MI	Chevrolet Corvette
1987	Rod Derrick	Salt Lake City, UT	Chevrolet Corvette
1986	Bruce Wentzel	Howell, MI	Chevrolet Corvette

D Street Prepared

2007	Alex Shchipkov	Albany, NY	BMW 325i
2006	David Fauth	Centennial, CO	BMW 325is
2005	David Fauth	Centennial, CO	BMW 325is
2004	David Fauth	Centennial, CO	BMW 325is
2003	Derek Butts	San Bruno, CA	Lexus IS300
2002	David Fauth	Centennial, CO	BMW 325is
2001	Mark Daddio	Beacon Falls, CT	Dodge Neon
2000	Jim Susko	Findlay, OH	Fiat X119
1999	Geoffrey Zimmer	Concord, NC	VW Rabbit
1997	Combined to Index Street Prepared		
1996	Tom Berry	Alta Loma, CA	Mazda RX-3
1995	Tom Berry	Alta Loma, CA	Mazda RX-3
1994	Chris Cox	San Jose, CA	Mazda RX-3
1993	Bill Condrashoff	Fiddletown, CA	Fiat X 1/9
1992	Bill Condrashoff	Fiddletown, CA	Fiat X 1/9
1991	Jim Susko	Findlay, OH	Fiat X 1/9
1990	Erik Strelnieks	Memphis, TN	VW Scirocco
1989	Elliott Harvey	Lakeland, FL	Datsun SRL-311
1988	Elliott Harvey	Lakeland, FL	Datsun SRL-311
1987	Randy Pobst	Melbourne, FL	Toyota FX-16
1986	Chuck Noonan	Barre, MA	Honda CRX

E Street Prepared

2007	Mark Madarash	Red Oak, TX	Pontiac Trans Am
2006	Sam Strano	Knoxdale, PA	Chevrolet Camaro
2005	Navid Kahangi	Saratoga, CA	Mitsubishi Evo
2004	Conor Botkin	Jamul, CA	Chevrolet Z28

2003	David Schotz	Mesa, AZ	Ford Mustang Cobra
2002	Tom Berry	Alta Loma, CA	Chevrolet Camaro
2001	Steve Eguina	Laguna Hills, CA	Chevrolet Camaro
2000	Bob Tunnell	Superior, CO	BMW M3
1999	Joel Schotz	Phoenix, AZ	Pontiac Firebird
1998	Jamey Aebersold	Floyd Knobs, IN	Toyota Supra
1997	John Ames	Colorado Spgs, CO	Chevrolet Camaro
1996	Rob Pickrell	Salina, KS	Chevrolet Camaro
1995	Kenneth Mitchell	Roseville, CA	Chevrolet Camaro
1994	Kenneth Mitchell	Roseville, CA	Chevrolet Camaro
1993	Gary Thomason	Vista, CA	Chevrolet Camaro
1992	John Ames	Colorado Springs, CO	Ford Mustang
1991	John Ames	Colorado Springs, CO	Ford Mustang
1990	John Ames	Colorado Springs, CO	Ford Mustang
1989	Dan Livezey	Huntington Beach, CA	Chevrolet Camaro

F Street Prepared

2007	Lorin Mueller	Newark, CA	Ford Focus
2006	Allen Kugler	Springtown, PA	Honda Demon
2005	None		
2004	Jim Harnish	Prescott Valley, AZ	Honda Civic
2003	Taka Aono	Gardena, CA	Toyota Corolla GTS
2002	Taka Aono	Gardena, CA	Toyota Corolla GTS

Index Street Prepared

1998	Curt Ormiston	Huntington Beach, CA	Porsche 911
1997	Daniel Popp	Cincinnati, OH	Chevrolet Corvette

STREET MODIFIED CATEGORY

Street Modified

2007	Mark Daddio	Beacon Falls, CT	Mitsubishi Evo
2006	Bob Tunnell	Superior, CO	BMW M3
2005	Vic Sias	Santa Clara, CA	BMW M3
2004	Vic Sias	Santa Clara, CA	BMW M3
2003	Bob Tunnell	Superior, CO	BMW M3
2002	Dennis Grant	Windsor, Ont., Canada	Eagle Talon AWD
2001	Corey Smith	Santa Clara, CA	Audi S4
2000	Kent Rafferty	Irwin, PA	Toyota Supra

Street Modified 2

2007	Erik Strelnieks	Cedar Park, TX	Mazda 3-Rotor RX-7
2006	Erik Strelnieks	Austin, TX	Mazda 3-Rotor RX-7
2005	Andy McKee	San Jose, CA	Mazda RX-7
2004	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2003	Scotty White	Puyallup, WA	Chevrolet Z06
2002	Rene Cardenas	Wrightsville Beach, NC	Chevrolet Corvette

PREPARED CATEGORY

Prepared 1

2007	Keith Brown	Des Moines, WA	Mazda Miata
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2006	Tracy Ramsey	Hinckley, IL	Toyota MR2
2005	John Brown	Maynardville, TN	Toyota MR2
2004	John Brown	Maynardville, TN	Toyota MR2
1998	John Thomas	Meridian, MS	Honda Civic
1997	John Thomas	Meridian, MS	Honda Civic
1996	John Thomas	Meridian, MS	Honda Civic
1995	Wayne Snyder	Grand Rapids, MI	SRE Spitfire
1994	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1993	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1992	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1991	Mark Shuler	West Hills, CA	Mazda RX-7 Turbo
1990	Kevork Derderian	Lake Forest, IL	Triumph TR-8
1989	Kevork Derderian	Lake Forest, IL	Chevrolet Corvette
1988	Kevork Derderian	Chicago, IL	Chevrolet Corvette
1987	Kevork Derderian	Barrington, IL	Chevrolet Corvette
1986	Bob Jardine	West Covina, CA	Sunbeam Tiger

Prepared 2

1994	Class discontinued		
1993	John Thomas	Memphis, TN	Honda Civic
1992	Bill Cadenhead	Hespera, CA	Volkswagen Bug
1991	Chuck Sample	Ft. Wayne, IN	Fiat X 1/9
1990	Leonard Baptiste	Hacienda Hts., CA	Datsun 510
1989	Chuck Sample	Ft. Wayne, IN	Fiat X 1/9
1988	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1987	Wayne Snyder	Grand Rapids, MI	Triumph Spitfire
1986	Bill Cutrer	Topeka, KS	Fiat X 1/9

A Prepared

2003	Chris Cox	Morgan Hill, CA	BMW M3
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B Prepared

2003	Steve Oblenes	Garden Grove, CA	Mazda RX-7 Turbo
2002	Steve Oblenes	Garden Grove, CA	Mazda RX-7 Turbo
2001	Steve Oblenes	Garden Grove, CA	Mazda RX-7 Turbo

C Prepared

2003	Tracy Sandberg	Winterset, IA	Chevrolet Camaro
2002	Vesko Kazarov	Salt Lake City, UT	Ford Mustang
2001	Tommy Regan	Leander, TX	Chevrolet Camaro

D Prepared

2003	Chris Lindberg	Utica, MI	Mazda Miata
2002	Chris Lindberg	Shelby Tw'p, MI	Mazda Miata
2001	Stan Whitney	Grapevine, TX	Mazda Miata
2000	Stan Whitney	Grapevine, TX	Mazda Miata
1999	Stan Whitney	Grapevine, TX	Honda CRX

E Prepared

2003	Chris Dorsey	Colorado Springs, CO	Honda CRX
2002	John Thomas	Meridian, MS	Honda Civic
2001	John Thomas	Meridian, MS	Honda Civic
2000	Tom Lombardo	Oxford, MS	Honda Civic
1999	Grady Wood	Heber Springs, AR	Honda CRX

MODIFIED CATEGORY

Modified 1

2007	Jeff Kiesel	Poway, CA	3 Rotor Sprite
2006	Gary Godula	Farmington Hills, MI	Reynard 88F
2005	Gary Godula	Farmington Hills, MI	Reynard FF
2004	Tom Harrington	Las Vegas, NV	Honda/CRG
1998	Guy Ankeny	Simi Valley, CA	Tiga S2000
1997	John Engstrom	Mt. Prospect, IL	Formula 500
1996	Josh Sirota	Mountain View, CA	Citation FF
1995	Guy Ankeny	Simi Valley, CA	Ralt RT-5
1994	Guy Ankeny	Simi Valley, CA	Ralt RT-5
1993	George Bowland	Gahanna, OH	BBR Special
1992	Bud Imming	Sierra Vista, CA	Ralt RT-5
1991	George Bowland	Fairfax, VA	Special
1990	Colan Arnold	Des Moines, IA	Lola T-252
1989	Todd Bowland	Fairfax, VA	Legrand Supervee
1988	George Bowland	Fairfax, VA	Legrand Supervee
1987	Bill Goodale	Milford, MA	TUI BG-5
1986	Bill Goodale	Milford, MA	Lola JF-85

Modified 2

1995	Class Discontinued		
1994	Peter Raymond	Erie, CO	Citation FormulaFord
1993	Jeff Altenburg	Catonsville, MD	Ralt RT-5
1992	David Johnson	San Diego, CA	Tiga S2000
1991	Peter Raymond	Erie, CO	Citation FF
1990	Fred Miranda	Ventura, CA	Triumph Spitfire
1989	Bryan Kinser	Elgin, IL	Austin-Healey Sprite
1988	Bob King	Fresno, CA	Austin-Healey Sprite
1987	Bob King	Fresno, CA	Austin-Healey Sprite
1986	Harry Gompf	Lexington, KY	Porsche 914-6

Modified 3

1995	Class Discontinued		
1994	Wayne Snyder	Grand Rapids, MI	SRE Spitfire
1993	Peter Raymond	Erie, CO	Citation FormulaFord

A Modified

2001	John Engstrom	Mt. Prospect, IL	Corellian Pod Racer
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B Modified

1999	Paul Russell	San Diego, CA	MAC
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C Modified

2003	Gary Godula	Farmington Hills, MI	Reynard FF
2002	Gary Godula	Lake St. Louis, MO	Reynard FF
2001	Gary Godula	Lake St. Louis, MO	Reynard FF
2000	Gary Godula	Novi, MI	Reynard FF88
1999	Gary Godula	Novi, MI	Reynard FF88

D Modified

2003	Kyle Watkins	Broomfield, CO	Lotus Super 7
2002	Del Long	Cedar Rapids, IA	CMC Locost 7

E Modified

2003	Benny Dement	Bonnerdale, AR	Mazda/Healey Sprite
2002	Class not subscribed		
2001	Benny Dement	Bonnerdale, AR	Mazda/Healey Sprite

F Modified

2003	Chuck Voboril	Fountain Hills, AZ	Zink Z19
2002	Chuck Voboril	Fountain Hills, AZ	Zink Z19

Formula 125

2007	Russell Blume	Wichita, KS	Birel CR32
2004	Combined with Modified I		
2003	Tom Harrington	Las Vegas, NV	Honda/CRG RoadRbl
2002	Tom Harrington	Las Vegas, NV	Honda/CRG Heron
2001	Paul Russell	San Diego, CA	Honda Mac
2000	Alan Sheidler	Rochester Hills, MI	Honda Renspeed

III. NATIONAL SOLO I CHAMPIONSHIPS 1986 - 1990**SSGT:**

1989	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1986	Grant Byers	Ventura, CA	Chevrolet Corvette

SSGT Solo I:

1990	Paul Davis		Chevrolet Z-28
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SSGT Solo II:

1990	Ron Baker		Ford Mustang
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SSA:

1989	Greg Amy	Shelby CSX	
1986	Chris Berns	Fleetwood, PA	Dodge Omni GLH

SSB:

1989	David Muramoto	Parker, CO	Honda CRX Si
1986	David Guinn	Dodge City, KS	Chevrolet Citation

SSB Solo I:

1990	Mark Ishikawa		Honda CRX Si
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SSB Solo II:

1990	John Beckwith	Oakland, CA	Honda CRX Si
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SSX:

1990	Eric Eckman	Indianapolis, IN	Pontiac Fiero
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ITS:

1989	Gene Mezger	South Bend, IN	Porsche 914 2.0
1986	Bob Booth	Oakland, CA	Mazda RX-7

ITA:

1990	Rob DeBardeleben	Orlando, FL	Mazda RX-3
1989	Luis Rivera	Littleton, CO	Mazda RX-2
1986	Louise Langdon	Northridge, CA	Mazda RX-3

ITB:

1989	David Guinn		VW Rabbit
1986	Randy Pobst	Melbourne, FL	VW Rabbit

ITC:

1990	Ken Kimbell		Ford Fiesta
1989	Rob Heiser		Toyota Corolla

B Stock:

1986	Lindsay Lowe	Marietta, GA	Porsche 944
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E Stock:

1986	Danny Shields	Valrico, FL	VW Rabbit
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G Stock:

1986	Bob Osborne	Springfield, IL	Toyota Supra
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H Stock:

1986	Art Trier	Port Jefferson, NY	Dodge Colt
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A Street Prepared:

1990	Scott Holley	Noblesville, IN	Porsche 911S
1986	Bill Breedlove	Salt Lake City, UT	Datsun 240Z

B Street Prepared:

1990	Tommy Saunders	Roanoke, TX	Chevrolet Corvette
1986	Joseph Ulman	Mississauga, Canada	Chevrolet Corvette

C Street Prepared:

1990	Jinx Jordan	Vernon, CT	Honda CRX
1986	Mark Chiles	Palm Bay, FL	Dodge Omni GLH

D Street Prepared:

1990	Kevin Taylor	Dolton, IL	Suzuki Swift GT
1986	Donald Gerhard	Weatherly, PA	MGB

E Street Prepared:

1990	John Ames	Colorado Springs, CO	Ford Mustang
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B Prepared:

1990	Barry Schonberger	Evansville, IN	Sunbeam Tiger
1986	Rodney Derrick	Salt Lake City, UT	Chevrolet Corvette

D Prepared:

1986	Rocky Entriiken	Salina, KS	Triumph Spitfire
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E Prepared:

1988	Bill Breedlove	Salt Lake City, UT	Datsun
1986	Bob Langdon	Lacandana, CA	Mazda RX-3

F Prepared:

1990	Gary Wigglesworth, Sr.	Dover, PA	Porsche 914/6
1986	Hal Kelley	St. Petersburg, FL	Porsche 911

A Modified:

1990	Robert Maurer		Lola T-320
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E Modified:

1990	Corky Sayles	Amarillo, TX	Porsche 914/6
1986	Bob King	Fresno, CA	A-H Sprite

GT1:

1990	Craig Nagler	Agoura Hills, CA	RX-7 Turbo II
1989	Larry Park	Fremont, CA	Chevrolet Corvette
1988	Larry Park	Fremont, CA	Chevrolet Corvette
1987	Kevork Derderian	Barrington, IL	Chevrolet Corvette
1986	Rob DeBardeleben	Orlando, FL	Porsche 911

GT2:

1990	John Aitken	Lexington, KY	Porsche 914/6
1989	Scott Holley	Noblesville, IN	Porsche 911S
1987	Tony Giordano	Overland Park, KS	Datsun 240Z
1986	Ray Hill	Union City, GA	Mazda RX-7

GT3:

1990	Charlie Clark	Lenexa, KS	Corvair
1989	Bob Langdon	Lacanada, CA	Mazda RX-4
1988	Charlie Clark	Lenexa, KS	Corvair
1987	Charlie Clark	Lenexa, KS	Corvair
1986	Charlie Clark	Lenexa, KS	Corvair

GT4:

1990	Chuck Noonan	Barre, MA	Honda Civic
1988	James Harvey	Oliver Springs, TN	Datsun 510
1987	James Harvey	Oliver Springs, TN	Datsun 510

E Production

1989	Ken Kimball		Alfa Romeo Spyder
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F Production

1990	Duane Dunham	Woodstock, GA	Triumph Spitfire
1989	Duane Dunham	Woodstock, GA	Triumph Spitfire
1988	Randy Herrick	Topeka, KS	A-H Sprite

G Production

1990	Duane Dunham	Woodstock, GA	Triumph Spitfire
1989	Duane Dunham	Woodstock, GA	Triumph Spitfire
1988	Duane Dunham	Woodstock, GA	Triumph Spitfire
1987	Duane Dunham	Woodstock, GA	Triumph Spitfire
1986	Duane Dunham	Woodstock, GA	Triumph Spitfire

FA:

1990	Greg Scharnberg	Urbandale, IA	Ralt RT-5
1989	Scott Liebler	Manhattan, KS	Swift
1988	Scott Liebler	Manhattan, KS	Ralt RT-4
1987	Scott Liebler	Manhattan, KS	Ralt RT-4
1986	Bruce Cambern	Birmingham, MI	March 78B

FC:

1988	Jack Tovey	Plainfield, IN	Dream T-86
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FF:

1990	Danny Thomas		Autodynamics
1988	Joe Ketcherside	Kansas City, MO	Citation
1987	Tom Crawford	Fairway, KS	Hawke

FV:

1990	Larry Metz	Fishers, IN	Albatross 78
1989	M.D. Rogers	Nederland, TX	Caldwell D-13
1988	Bob Qualkinbush	Blue Springs, MO	Lynx B
1987	M.D. Rogers	Nederland, TX	Caldwell
1986	M.D. Rogers	Nederland, TX	Caldwell D-13

F440

1990	John Kinney		ZinkZ-19
1989	Bill Fisher	Tucson, AZ	KBS Ramblebee

ASR:

1989	Bill Pratt		Ralt
1988	Colan Arnold	Des Moines, IA	Lola T252
1987	Colan Arnold	Des Moines, IA	Lola T252

CSR:

1990	Joe Garner		LolaT-440
1989	Ken Steffens		Preston
1988	Harry Mann	Merrimack, NH	Brama
1987	Randy Pobst	Melbourne, FL	Toyota FX-16

DSR:

1990	Charles Smith		LeGrand
1989	Ken Steffens		Preston
1987	Mike Wright	Des Moines, IA	Lotus 7
1986	Duck Waddle	Hutchinson, KS	

Sports 2000:

1988	Bob Henson	Lee's Summitt, MO	Tiga
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Spec Racer:

1988	Terry Templeton	Kearney, MO	
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Stock 1:

1988	Steve Zink	Farmington, UT	Chevrolet Corvette
1987	Grant Byers	Ventura, CA	Chevrolet Corvette

Stock 2:

1988	Lindsay Lowe	Marietta, GA	Porsche
1987	David Muramoto	Denver, CO	Honda CRX Si

Stock 3:

1988	Ruth Ann Plut	Bountiful, UT	Datsun 280Z
1987	Lindsay Lowe	Marietta, GA	Porsche 944

Stock 4:

1988	Erick Eckman	Indianapolis, IN	Pontiac Fiero
1987	Mark McGowan	Toledo, OH	VW Golf GTI

Stock 5:

1988	John Ames	Colorado Sprg,CO	FordMustang LX
1987	John Ames	Colorado Sprg,CO	FordMustang LX

Stock 6:

1988	Mark Ishikawa	San Francisco,CA	Ford Mustang SVO
1987	Mark Ishikawa	San Francisco,CA	Ford Mustang SVO

Street Prepared 1:

1988	Scott Holley	Noblesville, IN	Porsche 911S
1987	Scott Holley	Noblesville, IN	Porsche 911S

Street Prepared 2:

1988	Wilson Wright	Stockbridge, MA	Chevrolet Corvette
1987	Rod Derrick	Salt Lake City, UT	Chevrolet Corvette

Street Prepared 3:

1988	Elliott Harvey	Lakeland, FL	Datsun SRL311
1987	Bill Breedlove	Salt Lake City, UT	Datsun 280-ZX

IV. SOLO II LADIES CLASSES 1973-1978**Ladies A:**

1978	Charlotte King	Fresno, CA	Tui Super Vee
1977	Jeanie Brandon	Tulsa, OK	Caldwell D9
1976	Cindy Hart	Galloway, OH	Tojiero FB

Ladies B:

1978	Sandra Kline	Baltimore, MD	Porsche 914-6
1977	Sandra Kline	Baltimore, MD	Porsche 914-6
1976	Sandra Kline	Baltimore, MD	Porsche 914-6

Ladies C:

1978	Rene Dunham	Metamora, IL	Triumph Spitfire
1977	Patricia Kelly	Pleasanton, CA	Lotus 7A
1976	Judy James	Lakewood, NJ	Honda Civic

Ladies D:

1978	Sandra Schneider	Plantsville, CT	Chevrolet Corvette
1977	Kathy Martin	Ridgecrest, CA	Lotus Europa
1976	Elsie Haninger	Gahanna, OH	Porsche 911S

Ladies E:

1978	Dee Schweikle	Lexington, KY	Alfa Romeo
1977	Hillary Allen	Marion, TX	Porsche 914
1976	Pam Sanborn	Needham, MA	Porsche 914

Ladies 1:

1975	Karen Flippo	Ok City, OK	Porsche 911T
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Ladies 2:

1975	Karen Gurley	Huntsville, AL	Porsche 914
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Ladies 3:

1975	Jane Haymie	Tulsa, OK	Austin Cooper S
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Ladies 4:

1975	Patricia Kelly	Pleasanton, CA	Lotus 7A
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Ladies Class

1974	Sandra Kline	Baltimore, MD	Porsche 914
1973	Dee Schweikle	Lexington, KY	Alfa Romeo

V. SPECIAL AWARDS

SOLO CUP RECIPIENTS

To the SCCA member who has made an outstanding contribution to the Solo Events Program. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Past recipients are:

2007	Bob Tunnell
2006	Paula Baker
2005	Lynn DeHart
2004	Al Mitchell
2003	Roger H. Johnson
2002	Lindsay Wilson
2001	Kathy Barnes
2000	Chuck & Jeanette Sample
1999	Tasha Goodale
1998	Colan Arnold
1997	Ron & Karen Babb
1996	T.C. Kline
1995	Andy Andrews
1994	Greg & Sam Scharnberg
1993	Howard Duncan
1992	Gregg Lee
1991	John & Pat Kelly
1990	Phil Schmidt
1989	Roger Johnson
1988	Dave & Joyce Looman
1987	Terry Bassett
1986	Lloyd Loring & Jeanne Ruble
1985	Charlie Clark
1984	Art Trier
1983	Bob Leard
1981	Rocky Entriken
1980	Pete Woodruff
1979	Bill Miller
1978	Marc Gerstein, Grant Reynolds, & Vern Jacques

SOLO DRIVER OF EMINENCE AWARD

To the Solo driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Previous winners may not be nominated again. Past recipients are:

2007	Erik Strelnieks
2006	Tommy Saunders
2005	George Doganis

2004	Gary Thomason
2003	John Thomas
2002	Bob & Patty Tunnell
2001	Grady Wood
2000	Mark Daddio
1999	Roger Johnson
1998	Tom Bootz
1997	Gary Milligan
1996	Chris O'Donnell
1995	John Ames
1994	Paul Kozlak
1993	Jim McKamey
1992	Chuck Sample
1991	Bill Martin
1990	Karen Babb
1989	William Goodale
1988	Ron Flier
1987	Grant Byers
1986	Claire Ball
1985	Mary Rice
1984	Joyce Looman

JOHNSON SPIRIT OF THE SPORT AWARD

To the SCCA Solo community member that brings the spirit of fun to their fellow members, as symbolized by the message engraved on the perpetual award: "Johnson Spirit of the Sport Award, presented annually by the Royal Order of the Sheep to a member of the flock that upholds the spirited virtues of FUN, CAMARADARIE, and TOMFOOLERY. This award is named in honor of the inaugural recipient, the Exalted Grand Shepherd, Roger E. Johnson". The award is selected annually by the previous three recipients.

2007	Ron Bauer & Kevin Dietz
2006	Team Underdog
2005	Howard Duncan
2004	Scotty B. White
2003	Mike "Junior" Johnson
2002	Patty Tunnell
2001	Dean Sapp
2000	Dick Berger
1999	Sandi Brown-Wood
1998	Roger H. Johnson
1997	Roger E. Johnson

SOLO DRIVER OF THE YEAR

To the Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Past recipients are:

2006	Kevin Wentzel
2005	Ryan Buetzer
2004	Tim Aro
2003	Matthew Braun
2002	Andy McKee
2001	Paula Whitney
2000	Eric Pettigrew
1999	Kurt Janish
1998	Shauna Marinus
1997	John Thomas
1996	Brian Priebe
1995	Michael Butler & Jane Willis-Dickey
1994	Wade Scannell
1993	Lynne Rothney-Kozlak
1992	Bruce Domeck
1991	Tom Kline
1990	Stuart Lumpkin
1989	Bruce Dickey
1988	George Bowland
1987	Elliott Harvey
1986	Charlie Clark
1985	Wayne Snyder
1984	Ed Haigh

SOLO ROOKIE OF THE YEAR, presented by Grassroots Motorsports Magazine

Outstanding performance at a first Solo National Championship by a driver with limited competition experience. Past recipients are:

2006	Bryan Heitkotter
2005	GJ Dixon
2004	Andy Aust
2003	Shawn Mundis
2002	Mary Medicus
2001	Randy Noll
2000	Kyung An
1999	Lori Robertson
1998	Kelly Bowland
1997	Mike Maier
1996	Rob Luis
1995	Michael Plumer
1994	Kim Knapp

1993	Richard Coffey
1992	Roy Melling
1991	Mal Kooiman
1990	Tom Kotzian
1989	Steve Hoelscher
1988	Mark Daddio
1987	Stacy Lynd
1986	Dan Livezey
1985	Lou Albertson
1984	Betsy Blackburn

SOLO NATIONALS FTD TROPHY, presented by Small Fortune Racing

Past recipients are:

2007	Jeremiah McClintock
2006	Todd Bowland
2005	George Bowland
2004	Chuck Sample
2003	George Bowland
2002	Gary Milligan
2001	John Engstrom
2000	Gary Milligan
1999	William Goodale
1998	Gary Milligan

SOLO I EVENT OF THE YEAR

To the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Past recipients are:

1997	Solo Trials Nationals, Colorado Region
1996	Not Awarded
1995	Chimney Rock Hillclimb, Central Carolinas Region
1994	Central Carolinas Region
1989	Blue Mountain Region
1987	Central Carolina Region
1985	Atlanta Region

SOLO DIVISIONAL OF THE YEAR

To the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Past recipients are:

2006	Northeast Division	Finger Lakes Region/Western NY
2005	Southwest Division	Texas Region
2004	Midwest Division	Oklahoma Region
2003	Northern Pacific Division	Reno Region
2002	Northeast Division	
2001	Central Division	
2000	Midwest Division	St. Louis Region
1999	Central Division	No Host Region
1998	Midwest Division	Kansas Region
1997	Southwest Division	Delta Region
1996	Northeast Division	New England Region
	Southeast Division	Atlanta Region
1995	Northern Pacific Division	San Francisco Region
	Southeast Division	Dixie Region
1994	Northern Pacific Division	Northwest Region
	Southwest Division	Lone Star Region
	Midwest Division	Salina Region
1991	Midwest Division	Des Monies Valley Region
1990	Southwest Division	Texas Region
1989	Central Division	Southern Indiana Region
1988	Southern Pacific Division	California Sports Car Club
1987	Midwest Division	Nebraska Region
1986	Northeast Division	Susquehanna Region
1985	Central Division	Milwaukee Region

REGIONAL SOLO II OF THE YEAR

1986	Speed Week Opener	Glen Region
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STREET SOLO II OF THE YEAR

1986	Bayfield Grand Prix	Colorado Region
	Vallejo Grand Prix	San Francisco Region
1985	Rabbit Fest	Copperas Cove, Texas Region

