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FOREWORD

Effective January 1, 2012, previous editions of the SCCA® National Solo® Rules are superseded by the following SCCA® National Solo® Rules.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 on the SCCA® website (www.scca.com); 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:

www.soloeventsboard.com

or

SCCA Solo Events Board
P. O. Box 19400
Topeka, KS 66619-0400

or

1-800-770-2055

Portions of these National Solo® 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® National Solo® Rules by SCCA® officials shall be final and binding. In order to promote the sport of automobile 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® National 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;
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SPORTS CAR CLUB
OF AMERICA

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® website (www.scca.com). 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 SCCA® 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 or on the official SCCA® website (www.scca.com) 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 are mandatory for use in SCCA® Solo® National Tour and National Championship events and standards set forth in the Solo® Rules 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 SCCA® National Office.

I.2.2 Duties

A. The SEB submits to the SCCA® BOD 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, drawings, and/or excerpts from manufacturer service manuals/documents, 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 Solo® Rules.

C. National Championship

1. The SEB will annually make an on-site inspection of the Solo® National Championship courses prior to giving final approval. The purpose of this inspection shall be to ensure a safe event, to assure protection of spectators and property, to verify the use of appropriate courses, and the suitability of the program (including the event supplementary regulations).

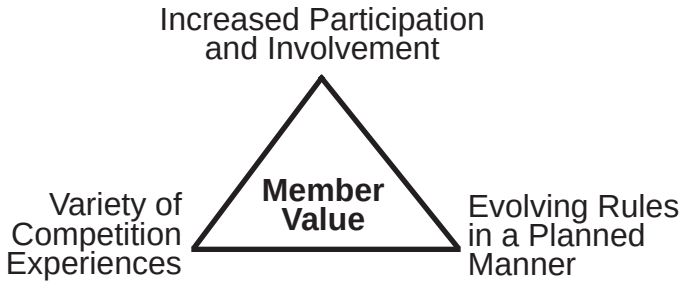
2. The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. Any SEB member in attendance at the Solo® National Championship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

I.2.3 Core Values

The decisions of the SEB are based upon three core values that together equate with member value. These core values are as follows:

1. Increased participation and involvement.

Core Values



2. Providing a variety of classes to satisfy a range of economies and commitments.

3. 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 (DSES or DSS) 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 SCCA® National Office.

I.3.2 Responsibilities

Divisional Solo® Stewards are responsible to the SEB as follows:

A. Maintain liaison with the SEB, Divisional Solo® Safety Steward, 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 SCCA® 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 SCCA® 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 SCCA® Solo® Department 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 SCCA® 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 Solo® Safety Steward (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. The SSS is responsible to their Divisional Solo® Safety Steward (DSSS) as follows:

A. Serve as an SCCA® representative on inspection of any Solo® site.

B. Serve as SSS 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 SCCA® 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 insurance carrier of SCCA® 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 SSS 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 SCCA® National Office Solo® Department if such conduct is substandard to the safety rules referenced in the Solo® Rules.

I.4.3 Administration

The Regional Executive (RE) of the Region or his/her designated representative shall appoint the SSS for Regional Solo® events. He/she must be qualified to officiate at each event appointed and the SCCA® National Office Solo® Department 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 SCCA® Solo® Department, or in emergencies, the next business day after the event. The DSSS will advise the SCCA® Solo® Department of all 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 SCCA® members plus a Chairman appointed annually by the SEB, subject to approval of the SCCA® 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 SCCA® National Office.

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 an 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 an SSS, and deputies as required, for the Solo® National Championship event, with the approval of the SEB.

I.6 DIVISIONAL SOLO® SAFETY STEWARD

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 SCCA® National Office.

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 the SCCA® Membership Department at the National Office.

D. Shall maintain up-to-date records of all license holders within the Division and advise the SSC and the SCCA® National Office 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 maintain a record of all SSS appointed to Regional Events and upon notification of such appointment, verify proper license grade.

G. Shall report to the SEB on the compliance with safety rules at Solo® Events. Shall make recommendations concerning possible action toward a region or an SSS for failure to adhere to or implement safety rules contained within the Solo® Rules 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 SCCA® National Office Solo® Department 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 SCCA® Solo® Events shall be subject to an unannounced inspection by a DSS, a member of the SSC, an SSS, an SEB Member, or the SCCA® National Office Solo® Department who will evaluate the compliance of the event with the mandatory provisions of the SCCA® 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 SCCA® Solo® Department 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 DSS, 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.

SOLO® RULES

1. SOLO® EVENTS

1.1 MANDATORY PROVISIONS

Sections 1 (except 1.5), 2.0, 2.1, 2.2, 2.4, 2.5, 2.6, 3.1, 3.3 (except 3.3.3.A), 3.6, 4.1, 4.2, 4.3, 4.11, 4.13, 4.14, 5.3, 5.4, 5.5, 5.6, 5.7, and 5.11 are mandatory in all SCCA® Solo® Events that an SCCA® 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 (KM, JA, JB, JC) 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, G, and H. The entire SCCA® Solo® Rules are mandatory for SCCA® National Solo® Events. Additional rules governing the SCCA® ProSolo® National Series are in Section 20.

1.2 GENERAL DEFINITIONS

1.2.1 Solo® Event

A Solo® Event is an automobile 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 autocross is 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

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

An entrant is a person who has completed the necessary requirements to enter the event.

1.2.5 Competitor

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

1.2.6 SD

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

1.2.7 National Solo® Event

A. Solo® National Championship – The event at which the Solo® National Champion for each class is determined. Managed by the SCCA® Solo® Department and administered by SCCA® 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 SCCA® Region and the SCCA® Solo® Department.

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 SCCA® Solo® Department with the assistance of a host Region or club.

1.2.8 Inter-Regional Solo® Event

An Inter-Regional Solo® Event is primarily planned and administered by a DSS using the broad policy guidelines of the SEB with assistance from the SCCA® Solo National Office.

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 Section 4.14)

1.3.2 Other Operating Requirements

A. All persons in an event car must have an SCCA® membership, either full or weekend.

B. All competitors, except those in Formula Junior classes, must have a valid driver's license.

C. Competitors are required to wear seat belts (except Kart drivers) and helmets when driving in competition. Roll bars are recommended.

D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old;

2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet;
4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.

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. *The only passengers who may be allowed during competitions runs in National Solo® events are non-competitors whose role is to fulfill the state-mandated requirements for a driver who has a restricted driver's license requiring a passenger.*

E. All cars shall be subject to a strict safety inspection based on the Solo® Rules.

F. Basic rules and standards for conduct of events must be drawn up before an event is run and be available to all competitors.

G. Penalties for course deviations or course marker displacement shall be posted and available to all competitors.

H. Car classifications to be used and distribution of awards shall be established prior to the event and available to all competitors.

I. 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.

J. 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.

K. Use of Alcohol or Narcotics. Any driver considered by the event chairman to be under the influence of alcohol or narcotics shall be disqualified.

L. Unsportsmanlike Conduct. Any driver who drives unsafely at/near the event location or displays unsportsmanlike conduct shall be disqualified.

M. Pressurized gas and air bottles with a pressure in excess of 200 psi (1380 kPa) must have a protective structure around the gauge and valve assembly.

N. It is strongly recommended for emergency purposes, a public telephone or a cellular telephone be available at the event site or at a known nearby location.

O. 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.

P. Smoking is not permitted in grid or staging areas.

Q. Cars may not be off the ground, in gear, while running for tire shaving, tire cleaning, or other reasons. EXCEPTION: Vehicles which have snowmobile-derived drivetrains, such as Formula 500/440, 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.

R. 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.

S. Course workers must be standing at all times when any competition cars are on-course during the event.

T. Cell phones and video or still cameras are not permitted at course worker positions or other locations within the course area. Exceptions may be granted for media relations purposes by the SSS. Permission for a photographer 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.

U. Competitors are responsible for using proper support (e.g., jack stands) to safely support a raised vehicle if any person is underneath that vehicle.

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 SCCA® National Solo® Department.

1.4.2 National Solo® Event

Sanction will be issued by the SCCA® National Solo® Department 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 (www.scca.com).

1.4.3 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 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 SCCA® Solo® Rules 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 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. Regional, National 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 Solo® Rules 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; hazards must not exceed those encountered in legal highway travel.

Generally, maximum speeds in the mid 50s to low 60s (mph) are contemplated for Stock, Street Touring, 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 ft drop off or a solid row of trees and the other by 50 ft of flat, obstacle-free asphalt, the hazards involved are much different. The former is clearly not permissible in an SCCA® Solo® event and the latter clearly is.

Each event chairman is cautioned to remember that entrants and workers must be SCCA® members in Solo® events or they are NOT covered by catastrophic insurance. 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 60s (mph) for the fastest Stock, Street Touring, 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.

Guidelines To Corner Speeds Based On The Radius Of A Turn

The 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 1.0Gs in lateral acceleration, and can accelerate from 30mph to 70mph in less than 300 feet.

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 ft from solid objects.

D. The Solo® Safety Steward (SSS) 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 ft 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 SSS the option of excluding karts without having to declare the site unsafe for everyone. It is up to the judgment of the SSS 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.

Cornering Speeds In Miles Per Hour (MPH)

Lateral	**Turn Radius (ft)**										
g	**20**	**30**	**40**	**50**	**60**	**70**	**80**	**90**	**100**	**125**	**150**
0.90	16	20	23	26	28	31	33	35	37	41	45
0.95	17	21	24	27	29	32	35	37	38	42	46
1.00	17	21	24	27	29	32	35	37	39	43	47
1.05	18	22	26	29	31	34	36	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

E. Special caution should be applied where negative-cambered turns are used.

F. A long straight (over 150 ft) should not terminate in an extremely sharp turn (e.g., a short radius U-turn).

G. Except on permanent circuits such as 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. The Solo® Safety Steward shall have the authority to set minimum viewing distances from the course but such minimum viewing distances may not be less than 75 ft 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 Divisional Solo® Safety Steward.

N. Appropriate fire extinguishers, flags, and material for cleaning up fluid spills must be provided by the host Region.

O. Any Solo® event where Formula Junior (FJ) 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 the Solo® 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 three (3) or more 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 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 (DSSS). 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 Solo® Safety Committee (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®" and "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," and "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 & 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 & 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 (2) Solo® Safety Stewards (SSS) be assigned to the event.

G. Sanction application must be received by the SCCA® National Solo Department 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

The Formula Junior (FJ) program is provided that allows regions to permit minors up to 18 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 Fastrack News of the official SCCA® publication and/or the SCCA® website (www.scca.com).

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" 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 the SCCA® Solo® Rules.

Models and option packages designated as being of a model year later than the current year are not eligible to compete in National Tour or Solo® National Championships, unless they have been specifically classed by the SEB. A newly-classed model or option package 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.

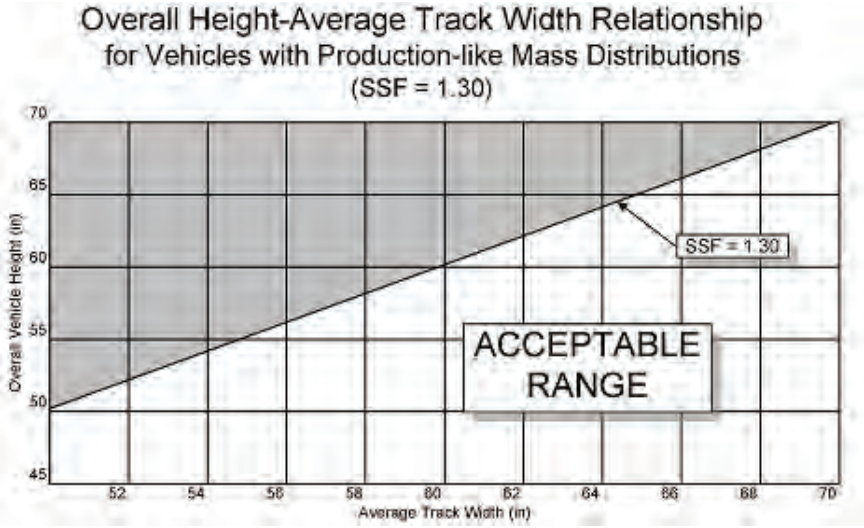
Unstable vehicles with a high center of gravity and a narrow track, including SUVs, minivans, and 4WD pickups, must be excluded. Examples of such vehicles are listed in Appendix A. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks).

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.



The 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® events due to their higher risk of roll over.

As an alternative to SSF, the U.S. Department of Transportation Rollover Rating may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable.

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 Services Department is required for the use of such equipment in National Solo® 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 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. “Initial classification” includes the addition of a new listing on an exclusion list. Initial classification is inclusive of a new listing on an exclusion list.

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 the Club Racing General Competition Rules (GCR) 9.4.

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 Club Racing General Competition Rules (GCR) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. 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 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.

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 (optional)

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 vehicle should be presented for Annual Tech in the same condition in which it will compete.
4) It is the responsibility of all competitors in a vehicle with an Annual Tech approval to verify that all items in section 3.3.3 are in compliance.
5) 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 section 3.3.3.
6) 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 re-grooved, 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. 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 or equivalent (e.g., Nomex, Kevlar, or nylon-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, have negative camber on the rear wheels, or have axle-limiting straps. Standard 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 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 section 4.3.1 Driver's Safety Equipment - Helmets.

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 rule set, in addition to those in mandatory sections of the Solo Rules, shall be adhered to by all entrants.

23) A vehicle must meet the requirements of 3.3.2 as they apply to all categories in which it is entered.

24. For all karts, chain guards are required on engines.

25. For all karts, a "brake safety cable" or redundant brake pedal connection is required.

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 category 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 category 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, Street Touring, Street Prepared, or Street Modified categories.
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 ¾" stroke, using a high-contrast color and background.

H. For National Championship and National Tour competition, current official SCCA® required decals must be displayed on each side of the vehicle in a prominent location.

For National Championship and National Tour events, one (1) official SCCA®-approved National sponsor identification logo must be displayed in an upright position, in a prominent location on each side of the vehicle. Additional sponsor and/or event specific decals may also be required; refer to event supplemental regulations. 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, and Street Modified – The official manufacturer 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 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 documentation, such as the owner's manual, shop manual, parts catalogs, technical bulletins, sales & marketing literature, or Monroney window sticker, may be

provided as supporting information. All manufacturer 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, Formula cars, Sports Racers, etc) – Current year GCR and appropriate Category Specifications plus any additional documentation required by those rules. Logbooks are not required.

C. Prepared category, A Modified class (AM), D Modified class (DM), and E Modified class (EM) – No additional documentation required.

D. *Kart Modified (KM)* and Formula Junior (FJ):

World Formula karts – Briggs & Stratton Performance Guide and Racing Log which includes specifications and part numbers.

Other approved karts – Technical manual including the specifications to which the kart was prepared.

E. Formula SAE (FSAE) – Applicable FSAE Specifications.

4. DRIVERS AND CLASSES

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 a passenger, that passenger must be either the driver's parent/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 must be SCCA® members.

B. Drivers are responsible for knowing and understanding the SCCA® National Solo® Rules. Ignorance of the Solo® Rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that competitors have a copy of the current Solo® Rules at all SCCA® Solo® events, especially at National 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. *For this purpose the event organizer is defined as:*

Regional Event: Event Chairman or Region Solo® Chairman

National Tour and Championship Events: Committee of Vice President of Rally/Solo®, Event Chairman, and SEB Chairman

ProSolo®: Vice President of Rally/Solo® or designee

4.2 EVENT ENTRY

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

A. Regional Events – Requirements are determined by the Region organizing committee.

B. National Solo® Events – Drivers in National Solo® events must be individual, spouse, family, or First Gear SCCA® members. Except for the Solo® National Championships, a Weekend Membership meets these requirements.

C. National Solo® Entry Fees

1. The entry fee shall be paid only with cash, check, money order, Discover, MasterCard, or Visa. There will be a handling charge for phone entries. Cancellations must be made in writing (fax to 785-861-1713 or email to solo@scca.com is acceptable) to the SCCA® National Office. Entry forms, updated deadlines, and refund requirements 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 pm the Friday of the event.
2. Please contact the Solo® Department by phone at 1-800-770-2055 or go to the SCCA® website (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 latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

Formula Junior drivers must use helmets meeting the above, SFI 24.1 (Youth Helmets), Snell CMR2007 (Children's Motorsports Restricted), or Snell CMS2007 (Children's Motorsports Standard) specifications.

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 section 3.3.1 shall be worn while on course. The “CG-Lock®” is considered compliant 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 any car with less than a standard-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 (2) 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 compliant 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/she 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 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 National 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 *or*
2. *has at least 40 participants (Open and Ladies) for 2 of 3 consecutive National Championships or*
3. 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 three 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 amended. Changes to be considered may include, but are not limited to:

a) competition adjustments (i.e., weights and/or wheel sizes), if applicable within the affected category.

b) consolidation.

c) restructuring.

d) elimination.

This is not intended as the only criterion for class adjustments, 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. Modified Class A (AM) is exempt from this requirement.

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 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 section 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 AND SOLO® PASSPORT

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. Currently, there are no applicable licenses for Solo® events and/or participation at the time of publication.

The Solo® Passport is a benefits package which expires at the end of the calendar year.

4.13 ASSUMPTION OF RISK

Solo® is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.

The participant agrees that by entering an event, the participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death, or loss or damage to property against SCCA®, its directors, officers, employees/agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

4.14 INSURANCE RELEASE AND WAIVER

A. ADMINISTRATIVE PROCEDURES (Refer to Introductory Section I.10 of these Rules, page 21)

In accordance with the SCCA® insurance guidelines, all competing and non-competing participants at or over the age of majority in the state in which the event is being conducted must sign a Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement (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 an SCCA® 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 and properly filled out to apply to "ALL EVENTS" and "ALL DATES," the form is valid at all SCCA® Solo® events held in that SCCA® Region. A new waiver must be signed each calendar year. However, it is agreed and understood by the signatory/signatories that the prior year's waiver form's validity is not affected by the failure to do so.

All parent/legal guardian signatures must be witnessed by an adult SCCA® member. The SCCA® Region may, at its discretion, require that any form completed off-site be notarized.

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

B. EXECUTION OF REQUIRED FORMS and RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT

As set forth above, all participants or, where applicable, the parents/legal guardians shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA® and/or its insurers consisting of the following or similar wording. Whether or not the participant or, where applicable, the parents/legal guardians sign(s) such releases, the participant or, where applicable, the parents/legal guardians on behalf of a minor participant agree(s) to the terms set forth below and any participant is hereby put on notice of such terms and makes such agreement and/or acknowledges the terms of the below either by receiving this Rulebook or by participating in an SCCA® event, or both.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America® or SCCA Pro Racing® ("SCCA®") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave

the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.
3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.
5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, not withstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

5. OFFICIALS

5.1 CHIEF STEWARD (TOUR AND NATIONAL CHAMPIONSHIP)

A Chief Steward shall be appointed for all Solo® 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 Solo® Rules 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 Solo® Rules 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 National Solo® Department for National Tour events and the SEB for the National Championship event. Examples of an individual qualified to be appointed to this position are past or present SEB member, DSS, or National and Divisional Chief Steward from the Club Racing program with a working knowledge of the Solo® Rules.

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 non-compliant during 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. If the Operating Steward believes a change in event procedures is necessary to achieve compliance to the Solo® Rules 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 Solo® Rules and supplementary regulations, including a waiver signing system.

B. Formulating procedures to implement the plans of the DSSS 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 and the Solo® National Office for Tour events.)

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

For uncontrolled-access event sites, appoint SCCA® members to assure that competitors, workers, crew, and guests have signed the release and waiver form and received a signature credential (wristband, hardcard, 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 SOLO® SAFETY STEWARD

The Solo® Safety Steward (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 sections 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® National Office 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 the Solo® National Office 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 Solo® Rules 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 to requirements of the Solo® Rules 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 section 6.10 to verify vehicle compliance with the Solo® Rules 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 Solo® Rules or Supplementary Regulations. This position will be filled by an SCCA® member.

5.10 CHIEF OF PROTEST

The duty of the Chief of Protest is 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 Supplementary Regulations. Failure to work will result in disqualification from the event.

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 and 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 the next group begins its runs. NOTE: In National Championship and Tour 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 (10) minutes after the car is scheduled to start to present a car at the start line. Drivers may take one (1) 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 section 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

For National Solo® events, the Solo® National Office will make provisions to have official 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, Kart Modified, and Formula Junior 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 *will* be weighed in both directions.

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 non-compliant concerns 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 (0.001 sec).

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 NATIONAL SOLO® EVENTS

There shall be at least two (2) 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.

7.3 MINIMUM OF THREE RUNS

Each driver shall be allowed at least three (3) 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® National Office. Only the fastest official run per course will be scored.

7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

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.

In the case in which a competitor is red-flagged or stops for a displaced or downed 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 appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.

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 National 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 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 clearly visible line around the base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge

of the pylon base as accurately as possible and this inner edge 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.

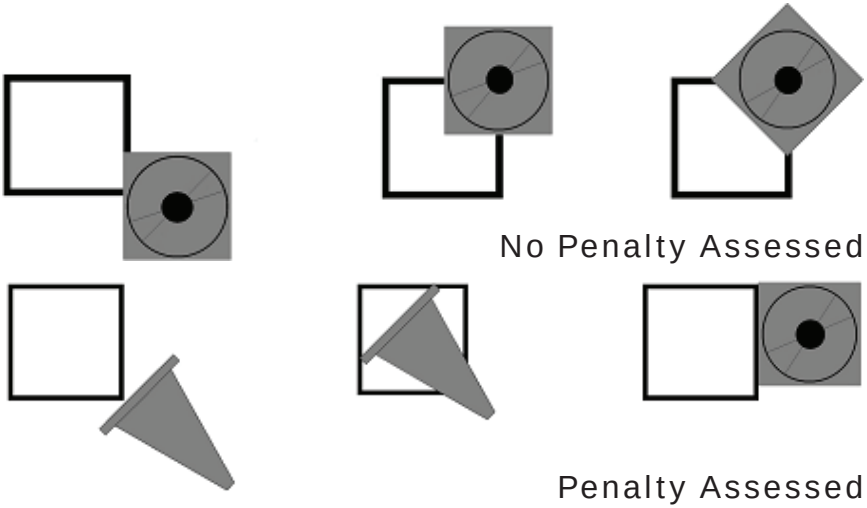
7.9.2 Displaced or Downed Pylons on Course

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/she must proceed per Section 7.4 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 displaced or 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 for failing to directly follow the prescribed course route from the stage line through the timing start line 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 (2) 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 (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 kart without incurring this penalty.

7.10 OFFICIAL RESULTS

Official results shall by 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 National 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-Protested 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 Solo® National Office within two (2) weeks after the event. If an appeal has been filed, preliminary results must be mailed within two (2) weeks only to the Solo® National Office. Final official results must be mailed within two (2) weeks of the decision of the Appeals Committee to the event competitors and the Solo® National Office.

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 com-

petitors; 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 National Tour events and $80 at National Championship events. The fee will be doubled for protests against cars (Section 8.3) that are filed after the car is released from Impound on its first (1st) 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® National Office to be held in escrow until the time limit for appeal has passed, an appeal has been rejected (Section 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 Solo® National Office. The protest form with disposition of protest, and complete records from the Protest Committee hearing, shall be forwarded to the Solo® National Office. 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.

8.3.9 Notifications

If a penalty is imposed as a result of personal misconduct or unsportsmanlike conduct, the PC chairman will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo® as soon as possible of the penalty, background information, and any appeals to the NAC.

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 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 input of the SEB would be deemed necessary. For the National Championship event, the PC may include the Divisional Solo® Stewards 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 receives 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 Probation

Probation of SCCA® Solo® competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA® Solo® event until such time as it is lifted.

9.4.1.5 Suspension

Suspension of SCCA® Solo® competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA® Solo® event until such time such time as it is lifted.

9.4.1.*6* 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 Solo® National Office within seven (7) calendar 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 Solo® National Office. 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 Solo® National Office within ten (10) 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 Section 10.6, the AC, in their judgment, may decide that the penalty or other decision of the PC 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 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 one (1) week 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. *If a penalty is imposed as a result of personal misconduct or unsportsmanlike conduct, the NAC will notify the SEB as soon as possible. The SEB will notify the Vice President of Rally/Solo® as soon as possible.*

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

A. Awards shall be *given* to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One (1) award for one to three (1-3) entrants in a class; two (2) awards for four to six (4-6) entrants in a class; three (3) awards for seven to nine (7-9) entrants in a class; one (1) additional award for every four (4) additional entrants or fraction thereof (e.g., six (6) awards for 18 entrants).

B. At the Solo® Nationals, a National Championship award will be given when a competitor competes in a National Championship eligible class which has three (3) or more participants.

12. AUTOMOBILE DEFINITIONS

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

12.1 AUTOMOBILE (CAR)

An automobile or car is a self-propelled land vehicle, running on at least four (4) wheels, not in a line, which must be in contact with the ground when at rest.

12.2 SEDAN

A sedan is a car capable of transporting four (4) 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 (2) 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. Port-installed options provided by the factory are considered to be the same as those installed on the factory production line. 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 backdating of parts.

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 (2) 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 car with a retractable hardtop, 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, a T-top-type car with a full windshield, or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place.

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 driver/passenger compartment is 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 element 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. The area for multiple-element wings will be the sum of the individual areas of each of the elements.

12.10 CANARD

A three-dimensional (3D) attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one (1) edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork.

12.11 ACTIVE/REACTIVE SUSPENSION

An active/reactive suspension is a 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.

12.12 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.

12.13 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.

12.14 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.

12.15 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.

12.16 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.

12.17 VARIABLE VALVE TIMING (VVT)

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

12.18 STRUT BAR

A transverse member connecting the upper or lower suspension mounting points at the front or rear of the car. Strut bars may be mounted only transversely across the car from upper left to upper right suspension mounting point and from lower left to lower right suspension mounting point. A two-point strut bar fastens only at the left and right suspension pointing points. A triangulated strut bar has a third area of attachment at the chassis (e.g., at the firewall/bulkhead). All connections to the vehicle must be bolted. No connection point to the chassis can be welded.

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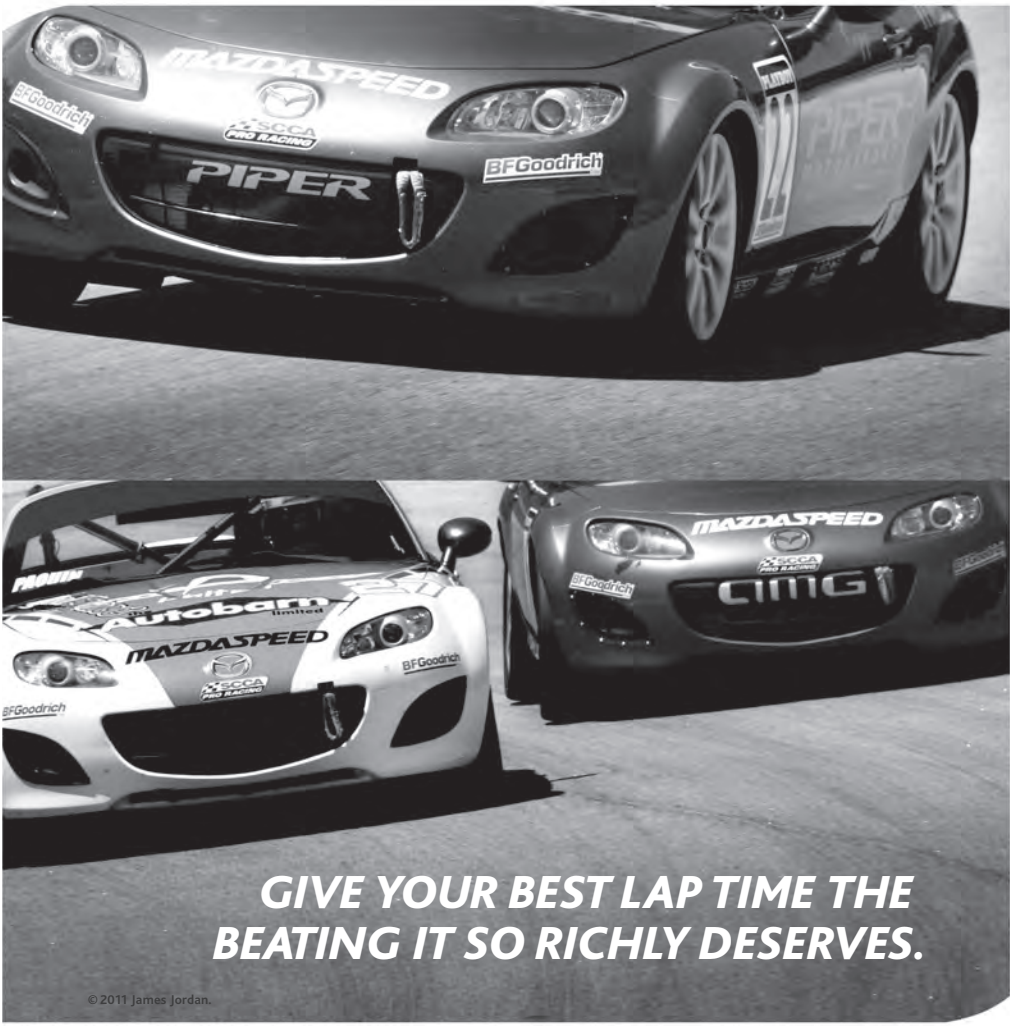

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*Exceeding the safe, legal speed limit is neither recommended nor endorsed.

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. A Canadian-market vehicle is eligible for Stock category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per 13.2.A.

A car will remain eligible for National Tour and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes.

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, fenders, trim pieces, 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 non-compliant 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.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant 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 other purpose during the run 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. Alternate shift knobs are allowed.

H. 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.

I. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. *Standard rollover hoops and covers may be removed if the resulting installation meets Appendix C, A. Basic Design Considerations. The total weight of components added must not be less than that of components removed.*

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. 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.

J. 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 provided it has no more than two attachment points to the chassis and is bolted at those locations. A 'C'-type harness bar may also be used. It may have four bolted attachment points to the chassis (two primary, and two supporting connections to resist rotation). Truss-type harness bars are not allowed.

K. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

L. Tow bar brackets may be installed but may serve no other purpose.

M. 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 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 (DOT) 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 non-DOT 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 de-

scribed 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, struts, and strut housings 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 are allowed. 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. Aftermarket strut housings are allowed provided that they meet the Stock category shock requirements defined herein, i.e. that no suspension geometry changes result. This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.
3. Adjustable spring perches are allowed, but the spring loadbearing 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.

   For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the 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.

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.

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 reservoir and hose to a remote mounting location. 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 (including the trunk area) 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. Substitution, addition, or removal of a *single* anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. 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.

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 *offered* by the manufacturer *for a particular model and year*, 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. *Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and serve no other purpose.* (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

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.

E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet 3.3.3.B.15. It may serve no other purpose.

13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). 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 or removed provided the system meets the requirements of 3.5 and 3.3.3.B.15. 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 if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

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 *function of 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.

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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 cars and sedans equipped with common suspension and engine modifications compatible with street use.

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. In particular, some leeway in the area of bodywork allowances (e.g., wings/spoilers beyond those allowed in 14.2.F) is encouraged at Regional Solo® events.

See Sections 3.8 and 8.3 for documentation requirements.

14.1 AUTHORIZED MODIFICATIONS

All Solo® Rules Stock Category allowances, plus all allowances contained in 14.1 through 14.10.

14.2 BODYWORK

A. Pedal *cover* kits and other interior cosmetic accessories may be added. “Dress-up” items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.

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 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, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.

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. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. 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, rear wings, bumper covers, valances, side skirts, and non-functional sccops/vents is allowed provided that either:

1. It is a production part which is standard or optional equipment of a US model of the vehicle.

2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. *This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, MazdaSpeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc).*

Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.

G. Strut bars (per Section 12) are permitted with all types of suspension, subject to the following constraints:

1. a two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.
2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e., firewall, bulkhead, etc) must be in the standard location.
3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches (2", 50.8 mm) in any direction of the actual suspension attachment to the chassis.
4. Except for standard parts, no connections to other components are 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.

H. 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 in place and not welded.
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.

14.3 TIRES

Tires must meet the eligibility requirements of the Stock category with the following additional restrictions:

A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.

B. Tires may have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.

D. 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

Any wheels are allowed with widths up to the following:

STF, STC, STS, STR (AWD) – 7.5"

STX (AWD) – 8.0"

STX (2WD), STR (2WD) – 9.0"

STU – unlimited

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. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and made of ferrous material (e.g. iron). Thickness includes the individual plates of a vented rotor, as well as the overall dimension. The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area, and comprise no more than 10% of that area. Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.

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-ROLL (SWAY) BARS

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 the cutting of holes to route the bar(s) or links. 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 nonmetallic 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 replace-

ment 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.B, 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. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) 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.

5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

NOTE: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 1988+ Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most "multi-link" and are covered by section 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 standard 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. The area under the rearmost seat is considered to be within the passenger compartment. *Battery allowances do not apply to electric and hybrid-electric vehicles.*

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 AND DRIVETRAIN

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 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 (including downpipes) may be replaced with alternate units. *Mounting brackets/hardware which serve no other purpose are considered part of the exhaust components.*

E. Catalytic Converters - 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.

F. The engine management system parameters and operation may be modified only via the methods listed below. 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. *Traction control parameters may not be altered. Any standard OBD communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.*

1. Reprogrammed ECU (via hardware and/or software) may be used in the standard housing.
2. *Supplementary ("Piggyback") ECU may be used subject to the following restrictions:*
   a. Connects between the standard ECU/PCM and its wiring harness only.
   b. Must be plug-compatible with the standard ECU/PCM (no splices).

3. 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.

4. 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.

5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.

6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.

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 and/or acoustic 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. All components between the engine and the mounting structure are considered to be part of the motor mount assembly and therefore comprise the motor mount.

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.)

K. Limited Slip Differentials

STC, STS, *STF* – No limited slip differentials are permitted except for factory standard viscous coupler type units.

STX, STU, STR – 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.

14.11 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.

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.

Cars listed as eligible in and prepared to the current National B-Spec/ SSCRegulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared not B-Spec SSC cars are permitted to interchange preparation rules. B-Spec.SSC cars may use tires which are eligible under current Club Racing Showroom Stock rules even if they are no eligible in Street Prepared.

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, welded, 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, transaxles, and/or unibodies must be done as a unit; component parts and specifications 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 ex-

ample, 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 (per Section 12) are permitted with all types of suspensions, subject to the following constraints:

1. A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.

2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e., firewall, bulkhead, etc) must be in the standard location.

3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within two inches (2”, 50.8 mm) in any direction of the actual suspension attachment to the chassis.

4. Except for standard parts, no connections to other componenets are 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: Seats must be securely mounted per 3.3.3.B.2. The seating surface must be fully upholstered. Any replacement seat must be a full back, bucket-type automobile seat incorporating a functional headrest. Kart seats, low-back dune buggy seats, and other similar types of seat are expressly prohibited. 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. An alternate seat which replaces an airbag-equipped seat is not required to have an airbag.

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. Airbags may be electrically disabled but not removed unless explicitly allowed.

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 com-

monly 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 US 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 *original* 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. Rollover structures

1. Roll bars must comply with Section 13.2.H in Stock category.
2. Roll cages must comply with the following:
   a. The roll cage need not be removable. It shall be bolted or welded to the car.
   b. 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.
   c. 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.
   d. Roll cages that utilize NASCAR-style door bars that protrude into the door cavity must comply with the GCR roll cage requirements for production-based cars.
   e. Roll cages which utilize door bars that protrude into the door panel must comply with all Club Racing GCR requirements for roll cages.

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.K. 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. A clutch pedal stop may be added.

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.

P. Fog lights may be removed.

Q. Interior rear view mirror and sun visors (and mounting hardware provided it serves no other purpose) may be removed or replaced.

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.

D. On strut suspensions using a non-standard lower control arm (as defined by Section 15.8.H.2), an alternate upper spring perch/seat and/ or mounting block (bearing mount) as described in Section 15.5.C may be used provided it offers no camber/caster adjustment beyond standard.

15.6 BRAKES

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

A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. This does not allow multiple separate cylinders. *A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.*

B. “Safety brakers” and units such as the “Brake Guard System” are permitted.

C. ABS braking systems may be disabled, but not removed; brake boosters may be removed, modified, substituted, or added.

D. Alternate brake rotors are permitted, subject to the following restrictions:

1. Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor dimensions (diameter and thickness)

must be equal to or greater than standard parts. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.

2. Cross-drilled and/or slotted brake rotors may be used. Slots/holes are permitted only in the braking area of the rotor. Rotors featuring a drum-type parking brake in the hat area of the rotor may not be drilled or slotted in the parking brake area.

E. Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Changes to backing plates/mounting brackets/brake lines to accommodate this change are permitted but may serve no other purpose. Drum-to-disc brake conversions must be bolted, not welded to the axle/control arm/upright.

F. Air ducts may be fitted to the brakes, provided 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.

G. A functional, redundant emergency (parking) brake must be present.

H. Brake calipers may be replaced, provided the number of pistons is equal to or greater than the original number of pistons. Caliper mounting brackets may be replaced to accommodate this change, but may serve no other purpose. Alternate caliper brackets must bolt to the original caliper bracket mounting location(s).

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. 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. Caster changes resulting from the use of camber kits are permitted. 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 15.8.C, F, 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 15.8.C. 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. *A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.*

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 15.8.H.1.

I. 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 or bodywork to accommodate the installation.

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 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

Except for those with electric and hybrid powertrains, 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 or shorter 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 (including amperage) 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

Except for those with electric and hybrid powertrains, 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. Any power steering fluid cooler may be added.

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 removed 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:

   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 added, 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 12.12, 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. 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.) If one or more non-OE engine mounts are used, 15.10.K 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 sub-

frame 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.J does not apply and replacement engine mounts may not be used.

L. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.

2. Radiator must mount to OE radiator mounts.

3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).

M. 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.

N. 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.

O. On two-cycle engines, the ports must be of standard heights, size and configuration; crankcase volume and reed plates must not be altered.

P. 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. Replacement or substitution of the clutch slave cylinder is permitted, but this does not allow non-original methods of clutch actuation (e.g. pull type versus push type).

Q. Any mechanical shift linkage may be used.

R. 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. Any other modifications or substitutions to accommodate the installation of the limited slip differential must meet the requirements of 15.1.B and 15.1.C.

S. Cylinders may be rebored to no more than 0.0472 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.

T. Rotating and reciprocating parts may be balanced but not lightened.

U. 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.

V. Any transmission oil cooler may be used.

W. 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.

X. 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. This allowance does not include "C-clip eliminators."

Y. 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.

Z. 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 may not alter crankshaft/supercharger drive ratio. 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.

AA. 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).

BB. 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 and/or acoustic function.

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.

16. STREET MODIFIED CATEGORY

16.0.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.

16.0.B. CLASSES

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

16.0.C. VEHICLE ELIGIBILITY

1. STREET MODIFIED (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. SUPER STREET MODIFIED (SSM):

   a. All two-seat cars, including the types of cars listed above in 16.0.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.

d. Included vehicles: Porsche Carrera GT

3. STREET MODIFIED FWD (SMF) – Supplemental Class

All front-wheel-drive vehicles

See Sections 3.8 and 8.3 for documentation requirements.

16.1 ALLOWED MODIFICATIONS

A. All Stock, Street Touring, and Street Prepared category 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 category 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-standard fuel line(s) passing through the passenger compartment shall be made of met-

al, metal braided hose, or equivalent (e.g., Nomex, Kevlar, or nylon 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 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.

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 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.

   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. Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear facias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer nozzles, and *hood liners* may be modified, removed, or replaced. This does not permit removal of the remainder of the window washer system. 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-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per Section 12.9. The number of wing elements is limited to 2.

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.

Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.

Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

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 from 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 and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be 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.

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 vehicle may be removed or modified as necessary to facilitate other compliant 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 *within the bodywork*.

R. OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in.

S. OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may servce no other purpose. All associated hardware may be removed, replaced or modified.

T. Alternate subframes are allowed to facilitate engine mounting only. Suspension pick-up points on the subframe must retain standard geometry. Weight of the subframe must be equal or greater than the standard unit.

16.2 MINIMUM WEIGHTS

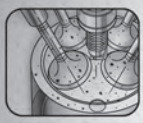
Classes, displacements, and minimum weights are listed in Appendix A. For the purpose of determining SM minimum weights, a mid-engine vehicle is defined as one having a chassis configuration where the engine block is not located entirely in front of the driver's seat, and is not far enough back to be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

16.3 OTHER

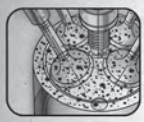
Due to the inherent creative nature of this category of classes and the resulting member questions about the intent and interpretation of the rules, the SEB will issue clarifying Tech Bulletins on www.scca.com or in the official SCCA publication on an as needed basis. Car constructors are cautioned against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

USE YOUR GUMOUT MOTORHEAD

SCIENCE VS. HYPE.



Gumout Regane® helps get rid of gunky buildup, restoring lost fuel economy and engine performance.



Without Gumout,® gunky buildup collects in fuel passages and injectors, which can cause poor combustion.

GUMOUT REGANE® COMPLETE FUEL SYSTEM CLEANER CUTS FUEL ECONOMY-ROBBING DEPOSITS BETTER THAN THE LEADING BRAND.

- ☑ **10X the detergent** ☐
- ☑ **Cleans 6 of 6 fuel system parts** ☐
- ☑ **Remains effective for 10 fill-ups** ☐

GUMOUT

USE YOUR MOTORHEAD. DRIVE SMARTER.

17. PREPARED CATEGORY

17.0.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 SCCA® 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, competitors should 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 SCCA® 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 SCCA® 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.

17.0.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 SCCA® 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., mov-

ing 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 aluminum and no more than a four inch (4.0"; 101.6 mm) 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, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch (0.125"; 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8 inches (8"; 203.2 mm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

G. Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Bumper fascias integral with the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced, or modified. Modified or replica bumpers/fascias must be of similar shape as standard components, completely cover the area of the OE bumper/fascia, and not confuse the identity of the vehicle.

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. Driver's seat must remain on the standard side of the car and may not cross the centerline of the car. The seat may be relocated fore/aft by up to 12 inches (12.0"; 30.5 cm) based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate seat and driver's seat may not extend rearward past the bulkhead.

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 ⅛ inch (0.125”; 3.16 mm). 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 OE 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 (4.0”; 101.6 mm) above the horizontal center-

line 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 (4.0"; 101.6 mm) 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.

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 ten inches (10.0"; 254 mm) 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 not more than 7½ inches (7.500"; 190.5mm) form the original bodywork in any direction. The spoiler may be no wider that the bodywork. 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 (downforce) 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 six inches (6.0"; 152.4 mm) 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. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1"; 25.4 mm) in any direction. 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 the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. All openings must be covered with a wire mesh having openings no greater than ½ inch (0.500"; 12.7 mm).

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0", 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A.

T. All headlights, front parking lights, and front signal lights may be removed. Headlight doors may be removed, replaced or modified. Any remaining openings shall be covered with a wire mesh screen or panel of fiberglass, Plexiglas, metal, or other nonflammable material. Ducts from headlights, headlight doors, front parking lights, and front signal lights 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 such an item is removed, the resultant opening must be covered.

V. Spare wheel and tire may be removed.

17.3 TIRES

Any tire (including recaps) meeting the Solo safety requirements (and the applicable portions of 3.3) is allowed.

17.4 WHEELS

A. Any wheel not exceeding 12" in width may be used for all classes except G Prepared (GP).

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 50 lb. penalty.

H. For class 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.

3. For EP cars with 2-valves-per-cylinder piston engines, wheels up to 10" wide are allowed with no weight penalty. Wheels greater than 10" wide will receive a 100 lb penalty.

I. For classes *DP and* FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty.

17.5 SHOCK ABSORBERS & SPRINGS

A. Bump stop rubbers and bracketry may be removed or replaced with others of unrestricted origin.

B. Electrically controlled active shocks are prohibited.

C. Level 1 Preparation (Full Prep) Vehicles

1. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.
2. 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.
3. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.
4. 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.

5. 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.

D. Level 2 Preparation (Limited Prep) Vehicles

1. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
2. Shock absorbers are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.

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 (ABS) is prohibited. The standard system may be removed in its en-

tirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, control & proportioning valves, computers, and master cylinders are considered part of the ABS system and may be not altered nor relocated.

D. Level 2 Preparation (Limited Prep) Vehicles

1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.
2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.

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. Components may pass through body panels, chassis panels, and frame members.

A. Level 1 Preparation (Full Prep) Vehicles: Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

B. Level 2 Preparation (Limited Prep) Vehicles: Components and mounting cannot be located in the trunk or driver/passenger compartment unless fitted as standard.

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. 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.
3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.
4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than ± one inch (1.0"; 25.4 mm).
5. 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.)
6. Level 1 Preparation (Full Prep) Vehicles

a. 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 area from the suspension components.

b. Front: Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. 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.

c. Rear: Rocker arms and push-pull rods may be used to augment the rear suspension members.

7. Level 2 Preparation (Limited Prep) Vehicles

a. Suspension pick-up points on the chassis or subframe structure may not be relocated. Allowed alternate bushings/bearings must contain the pivot point within the space occupied by the OE bushing.

b. Vehicles equipped with MacPherson/Chapman struts may slot the mounting holes or add additional adjustment plates provided that the center hole is not enlarged or relocated. The strut shaft must pass through the center hole. Mounting of adjustment plates is unrestricted.

c. Camber and caster may be adjusted by modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within one inch (1.0"; 25.4 mm) of the original location.

C. Steering

1. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power-assist steering components may be added, removed, or modified. 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. Steering quickeners may be added to the steering column.

D. All spherical rod ends used on major suspension and steering components shall be retained either by the design of the mounting brack-

ets, a larger area captive washer, or the inherent mechanical design of the unit (circlip or Messerschmitt 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 AND DRIVETRAIN

A. Component Modification

1. Where allowed, 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

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. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. Any throttle pedal may be used.

3. All inducted air, with the exception of idle air, shall pass through the throttle venturi(s).

4. Level 1 Preparation (Full Prep) Vehicles

a. Unless specifically listed in Appendix A, carburetors and fuel injection systems are unrestricted.

b. 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.

5. Level 2 Preparation (Limited Prep) Vehicles

a. All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. All single-carbureted cars may fit a permitted optional carburetor per Appendix A. The standard or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from OE.

b. Standard or permitted alternate carburetor(s) can use an adaptor plate and/or a spacer in addition to any standard spacer between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor orientation. The maximum thickness for the adapter, spacer, stock spacer, or combination of all is 1¼ inches (1.250”). For the purpose of these rules an isolator is a spacer.

c. Fuel Injection: The standard throttle body must be retained and may not be modified. The number of injectors must remain standard. The mounting position and injection point must be standard. In all other respects the fuel injection system is unrestricted.

d. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch (1”). Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.

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 (4.0”; 101.6 mm) from the compressor inlet and must maintain the specified diameter for at least ½ inch (0.500”; 12.7 mm). All inducted air must pass through this restrictor. The diameter for the restrictor *shall be as follows* (unless specified otherwise in Appendix A):

a. XP: no restrictor required

b. CP: 52mm (2.047”) restrictor

c. FP: 46mm (1.811”) restrictor

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. Fuel System

1. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-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.

E. 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.

F. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.

2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).

3. Level 1 Preparation (Full Prep) Vehicles

a. Any valve guides and valve seats may be used.

b. Heads may be modified per section 17.10.A.1.

4. Level 2 Preparation (Limited Prep) Vehicles

a. Heads may be ported within one inch (1.0”; 25.4 mm) of the manifold mounting surface.

b. Fuel injector ports must be plugged if carburetors are used.

c. Machining is allowed to accommodate the installation of O-rings to replace or supplement a cylinder head gasket.

d. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than ½ inch (0.500”; 12.7 mm).

e. Valve guide material is unrestricted, but must have standard external dimensions.

G. Camshaft and Valve Gear

1. Cam timing chains, gears, belts, sprockets, and associated covers are unrestricted.
2. 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.
3. Any metal valves may be used. Valve springs, valve retainers, keepers, seals, and adjusting shims are unrestricted.
4. Pushrods are unrestricted except they must be made of metal.
5. Any cam followers may be used.
6. Any valve covers may be used.
7. Level 1 Preparation (Full Prep) Vehicles
   a. Any camshaft(s) may be used.
   b. Valve sizes are unrestricted.
   c. Valve train rocker arms, shafts, and attendant assemblies (such as rocker stud girdles) are unrestricted.
8. Level 2 Preparation (Limited Prep) Vehicles
   a. Camshafts are unrestricted except for limits as described in Appendix A. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.
   b. Valve sizes are to remain standard unless specifically allowed in Appendix A.
   c. Rocker shafts, when utilized in the same standard system, can be replaced by an alternate shafts and are unrestricted. Valve train rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be standard.

H. Block

1. The block may be rebored no more than 0.0472" (1.2 mm) over standard. US-produced six-cylinder and eight-cylinder engines may be rebored no more than 0.060" (1.52 mm) 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, cylinder 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 the block 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.

I. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers, and piston rings are unrestricted. Pistons shall be constructed of metal.

2. Level 1 Preparation (Full Prep) Vehicles: Alternate connecting rods made of ferrous material are permitted.

3. Level 2 Preparation (Limited Prep) Vehicles

   a. Standard connecting rods are required but can be lightened and balanced.

   b. Connecting rod fasteners (bolts and nuts) are unrestricted.

J. Crank and Flywheel

1. The original direction of crankshaft rotation and firing order shall be maintained.

2. The use of any external crankshaft vibration dampener is permitted.

3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.

4. Level 1 Preparation (Full Prep) Vehicles

   a. 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.

   b. Any clutch is permitted.

   c. Any steel or aluminum flywheel is permitted.

5. Level 2 Preparation (Limited Prep) Vehicles

   a. Standard crankshafts are required. The crankshaft may be lightened and balanced. Journal diameters can be a maximum undersize of 0.045” (1.14mm) from standard diameter.

   b. Any flywheel of standard diameter or larger may be used provided it attaches to the standard or permitted alternate crankshaft at the standard location. Additional fasteners may be used. The diameter of the flywheel includes the diameter of the starter

ring gear. Cars that are permitted a specific alternate transmission on the specification line may use a flywheel of standad diameter or larger for that alternate transmission.

c. Clutch assemblies, clutch linkages, and release bearings are unrestricted. Carbon clutch components are prohibited.

K. Oiling System

1. 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.
2. 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.
3. Level 1 Preparation (Full Prep) Vehicles: 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.
4. Level 2 Preparation (Limited Prep) Vehicles: Any mechanically driven oil pump can be used. Chassis components may be modified to allow installation of the oil pump. Dry sump systems are prohibited.

L. 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.

M. 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.

N. 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.
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.

O. 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) is (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.

P. Transmission

1. The standard transmission without modification may be used.
2. Any mechanical shift linkage or mechanism for changing gears may be used, including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of an alternate shift linkage.
3. Level 1 Preparation (Full Prep) Vehicles
   a. Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
   b. Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.
   c. Pneumatic, hydraulic, or electronically-controlled shifting is not allowed for manual transmissions, except for electronically-controlled overdrive manual transmissions in cars which were originally equipped with them.
   d. Gear ratios may be modified.
   e. A functional reverse gear is not required.
   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.
4. Level 2 Preparation (Limited Prep) Vehicles
   a. There is no weight penalty for the use of a standard transmission utilizing standard case, gear ratios, and synchromesh style gear engagement.
   b. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty.
   c. An alternate transmission that uses a gear engagement mechanism different than standard type, circular, beveled synchronizers imposes a 5% weight penalty.

Q. 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 drive axle shafts, bearings, bearing carriers, hubs, and universal/CV joints may be used.
4. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of shaft and/or U-joint failure.
5. Level 1 Preparation (Full Prep) Vehicles: Any axle tube or final drive housing is permitted.

6. Level 2 Preparation (Limited Prep) Vehicles: Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle.

R. 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 *Club Racing GT or Production category rules* 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 the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR 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 GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR 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, 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 (SIRs) 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 GCR specifications. The 10% increase in minimum weight does apply to such cars.

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 class X Prepared is:

   1.4 X 2.5 = 3.5 X 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 lbs X 1.10 = 2970 lbs + 50 lbs = 3020 lbs total

C. Data acquisition/recording systems are permitted.

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 Club Racing 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 the GCR is recommended.

D. Fire extinguishers or fire systems are permitted.

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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 (TCS) are prohibited in Modified Classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), 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 Solo® Rules shall take preference over the Club Racing GCR (General Competition Rules) 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:

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance 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.

Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/or inclination of the wing or number of elements. 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. This specification supersedes Section 12.9 for these classes.

Tires

Any tire (including recaps) meeting the applicable portions of Section 3.3 is allowed.

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 Ford vehicles 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 inboard 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 DM and EM vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver's compartment or damaging 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° of enclosure, 1/4" minimum thickness and 2" wide, or 7/8" x 0.065" 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: DM and EM 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 or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

   "Specials" are required to have the roll bar extend at least two (2) 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. Club Racing 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° vision rule is recommended.
11. Deformable structures as defined by the GCR Formula Atlantic rules.
12. On board fire systems.
13. Reverse gear in BM and FM vehicles.
14. A front impact attenuation device (GCR 9.4.5.G) is not required in Solo® Modified Category vehicles.
15. Driver restraint system aging requirements (GCR 9.3.18.G) do not apply.

NOTE: If any conflict exists between the Club Racing 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

A. Eligibility

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, meet the specifications below, or be otherwise recognized by the SEB.

1. Kit Cars

Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The SCCA® will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:

a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see 18.1.B.1.j).
b. Has no unusually advantageous aerodynamic features.

c. Has no exceptionally low center of gravity.

d. Has no exceptionally high strength to weight ratio.

e. Has no other unique features that would upset the competitive balance in DM and EM.

f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

a. They will automatically take the Modified Tub weight penalty (see Appendix A).

b. They will have the same weight/displacement scales and weight bias penalties as production-based cars.

c. They will be allowed all the modifications that production-based cars are permitted,

d. They are subject to the same engine/transmission restrictions as production-based cars.

e. They must meet the same safety requirements as production-based cars.

A newly-added model 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.

The list of currently approved models is as follows:

(No models are currently listed.)

2. Clones

Clones/replicas of SCCA®-recognized production cars are permitted to compete in DM and EM, provided they comply with the following requirements:

a. They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.

b. Their specifications do not violate any rule stated herein.

c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. *Respecting Section 18.1.F - Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however,* the shape of the body must remain recognizable as that of the *approved* 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 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 seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal 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.
7. Standard bumpers may be retained, removed, or bumpers may be made of alternate materials. The bumper, if retained, will contribute its contour to the top view outline of the car for measurement purposes. Bumpers made of alternate materials shall retain the shape and size of the original.
8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

C. 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 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.

d. 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 features as defined in Setion 12.7 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” wide for front-engine cars or less than 42” wide for mid- and rear-engine cars shall be allowed in DM or EM.

k. A Stock Tub car over 93” 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. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.

g. All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93" 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.

D. Drivetrain

1. Engines must be derived from production automobiles available in the US 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 EM, 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 lb. minimum weight.

E. Minimum Weights

Minimum weights for cars in DM and EM and all adjustments to these weights are shown in Appendix A.

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified.
2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams,

and splitters, and may be widened to rear body width as specified in Section E.4.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.

3. Front Aero
   a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to 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 Section 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. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford Model T, MG TD, Morgan, and Lotus Seven. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8" of its extent. The change in top view outline caused by these bodywork changes is allowed.
   d. Front splitters are allowed but must be installed parallel to the ground (within +/- 3/16 inches fore to aft). Splitters may not be wider than, nor extend more than 6" forward of the top-view outline of the car.

4. Rear spoilers
   a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10" from the attachment point out to the outer or free edge. This sets the maximum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. 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 7.5” from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.

b. The spoiler may not be 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.

c. Aerodynamic aids permitted in Section 18.1.E shall not function as wings. 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” 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. The diffuser may protrude rearward beyond the top view outline of the car. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1 inch total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1 cm 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 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. A roof spoiler up to the maximum of 7.5” is allowed an area of up to 16 square inches for each endplate; a trunk spoiler up to the maximum of 10” is allowed up to 100 square inches for each endplate. Side plates do not have to be square or rectangular; the side profile shape is open. If end plates are to be used with the front spoiler/air dam/

splitter assembly, a maximum area of 36 square inches per end plate is allowed.

G. 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.

H. Tolerances

A tolerance of ±½" shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

1. At least ½ 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, BM, and CM). AM vehicles do not have to comply with any Club Racing GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on 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 Club Racing ASR, CSR, and DSR engine and weight rules as long as they do not exceed the DM/EM 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 Solo Rules aero allowances.

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

1. Minimum track is 42" (front and rear).

2. Minimum wheel diameter is 10". No maximum wheel diameter. No minimum rim width. Maximum rim width is 15".
3. All four wheels are sprung from the chassis.
4. Wing area shall be calculated as described herein.

18.3 FORMULA CARS

Single-seat, open-wheeled cars are referred to as Formula cars and are assigned to Modified classes B, C, and F (BM, CM, FM). BM cars must comply with the current year Club Racing GCR (except as noted by the Solo® Rules, including Appendix A) and the competitor must indicate on his entry form to which set of specifications the vehicle was prepared. CM and FM cars must conform to the current year Club Racing GCR, except Solo® Vee and Formula 440/500 vehicles which are allowed the additional modifications and exceptions listed in Appendix A. Formula cars not conforming to a GCR eligible for BM, CM, or FM 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 herein.

B. Front impact attenuation device (GCR 9.4.5.G) does not apply.

18.4 SPECIALS

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

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 is 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".
3. Minimum track is 42" (front & rear).
4. Minimum wheel diameter is 10".

5. All four wheels will be sprung from the chassis.
6. Brakes must conform to those specifications listed in 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 is required.

EXCEPTION: The bar must extend at least two inches (2") 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-, six-, or seven-point driver restraint systems are required per Club Racing GCR 9.3.18.
9. Vehicles shall have a Master Cutoff switch complying with Club Racing GCR 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 shall not exceed 20 sq ft (1.858 sq m), computed as previously described in Section 18.0, Modified Category, "Aerodynamics."
13. Movable side skirts are allowed.

18.5 FORMULA SAE (FSAE)

A. Vehicles constructed to any single year's Formula SAE rules (1985-on) to include all FSAE safety items for that single year are eligible to run in SCCA® Solo® events. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

B. Non-students may build, own, and compete in FSAE vehicles.

C. In addition to FSAE safety rules, SCCA® safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.

D. Transponder and FSAE lettering shall not be required.

E. These vehicles are assigned to *Supplemental Class FSAE, which may run as a subgroup of AM but shall be scored separately, An FSAE car may only compete directly in AM if it meets all AM requirements and specfications. FSAE cars* must also meet the following minimum criteria:

1. Current year FSAE restrictor plate and engine displacement rules. Restrictor requirements are as follows:
   a. Gasoline fuel — 20.0 mm (0.7874") intake restrictor
   b. E-85 fuel — 19.0 mm (0.7480") intake restrictor

c. M-85 fuel — 18.0 mm (0.7087") intake restrictor

2. Current year FSAE aerodynamic rules

F. FSAE vehicles may not mix and match specifications from multiple years except as specified above.

18.6 LEGENDS CARS AND DWARF CARS

Vehicles comforming to the US Legend Cars International (www.uslegendcars.com) racing series specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F (FM). (Bandolero and Thunder Roadster vehicles are not eligible for FM.)

Vehicles comforming to the Western States Dwarf Cars Association Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F (FM).

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19. KART CATEGORY

If a modification is not specifically authorized in this or previous applicable sections of the Solo® Rules, it is not allowed.

Data acquisition systems are allowed in all kart classes.

See Appendixes G and H for event conduct requirements.

19.1 *KART MODIFIED (KM)*

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. For bolted-on weights, a 5/16” (8 mm) Grade 5 or higher bolt must be used along with a locking nut, pinch nut, double nut, or safety wire. No more than 5 lbs of weight per bolt may be used. 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 (5” and 6”) rim diameters are approved.

2. Tires

a. Tires must be no larger than 12.5" in diameter and no smaller than 9.0" in diameter as imprinted on tire. Tire width is limited to 5.5" for the front and 7.1" 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 *KM* (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, Stars of Karting series). 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 *KM*, must have at a minimum, a single rear disc that brakes both rear wheels equally and adequately for the powerplant used. The addition of front brakes is optional.

3. A "brake safety cable" or redundant brake pedal connection is required in all karts.

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, preproduction, "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, programmable or pre-programmed, incurs a *25* lb weight penalty.

g. Exhaust Systems: Exhaust system is unrestricted. No “on-course” adjustment of exhaust system is allowed.

h. Piston Assembly: Piston assembly is open, including piston, ring, wrist-pin, and circlips. Coatings are allowed.

i. Transmission: OE cases *must be used. Transmission gear sets are exchangable within a manufacturer's engine series as an update/backdate allowance. This does not allow substitution of gears with those from another manufacturer or aftermarket parts.* 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 "aftermarket parts." Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.

2. KZ (ICC): All current or prior approved CIK/FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK/FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the Section 19.1 and incur an additional *25* lb weight adjustment.

   a. Cylinder: Polishing, grinding, and cleaning of the port area are allowed. Resurfacing of cylinder mating surfacing surfaces is allowed. Reed block, reed cage, and reeds are open. No ports may be added. Total exhaust duration must not exceed 199°.

   b. Cylinder head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4cc as measured with the LAD tool.

   c. Induction: Air box is required and must meet current or prior CIK homologation. The carburetor must meet current or prior CIK homologation and not exceed 30.6mm maximum bore.

   d. Exhaust pipe: Pipe must be CIK homologated for the brand of engine being used as supplied by the manufacturer. The CIK homologation stamp must be present on the pipe.

   e. Exhaust silencer: Make and manufacturer are open spec. Silencer must meet sound requirements.

   f. Transmission: Transmission components must be standard parts. This means if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the standard part. The outside diameter and tooth count of the replacement gears must be the same as the standard part. Grinding or polishing transmission parts to provide a better mesh is allowed.

   g. Ignition: Ignition must be CIK homologated for the brand of engine being used as supplied by the manufacturer.

h. Spark plug: Spark plug must be standard, commercially available spark plugs. The body of the spark plug (electrodes not included, tightened on the cylinder head) must not extend beyond the upper part of the dome of the combustion chamber. Dimensions:18.5mm length, 1.25 thread pitch. NOTE: This is checked with gasket or temperature sending unit in place.

i. Crank, rod, and flywheel: Crank, rod, and flywheel assembly must be standard components. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing, or altering the crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing, small end bearing, piston, piston pin, ring, and clips are all non-tech items.

j. Cooling: An electric water pump may be added to allow circulation of coolant while stationary. The pump, battery, and associated plumbing shall serve no other purpose.

k. Shifting: Mechanical gearbox control only. No ignition interrupt systems allowed.

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, preproduction, “works type” motors or road race engines are allowed. Shifter or gearbox 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

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. Junior A (*JA*)

a. AGE: 12 years to 18 years

b. ENGINES:

1. Briggs & Stratton Raptor

A. FUEL: Gasoline *(Methanol not allowed after 6/1/2012)*

B. WEIGHT: Gasoline - 265 lbs; Methanol - 270 lbs

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: Gasoline and oil

B. WEIGHT: 305 lbs

C. CARBURETOR: Walbro WB3A

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

3. Briggs & Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).

A. FUEL: Gasoline

B. WEIGHT: 285 lbs

C. Battery may be removed

D. Older versions of the Briggs & Stratton World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system (Briggs & Stratton part # 557127).

4. Rotax Mini-Max

A. FUEL: Gasoline and oil

B. WEIGHT: 305 lbs

C. Carburetor, clutch, radiator, and exhaust as supplied with engine from manufacturer. Exhaust and carburetor

restrictors must be used in accordance with Rotax Mini-Max rules.

D. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.

E. Rotax Motor Identity Card (AKA Passport) is required for proof of sealed motor.

2. Junior B (*JB*)

a. AGE: 8 years to 11 years

b. ENGINES:

1. Briggs & Stratton Raptor.

A. FUEL: Gasoline

B. WEIGHT: Gasoline - 245 lbs

C. 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 compliant.

A. FUEL: Gasoline and Oil

B. WEIGHT: 250 lbs

C. 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.

3. Comer K-80

A. Fuel: Gasoline and Oil

B. Weight: 235 lbs

C. Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

4. Briggs & Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).

A. Fuel: Gasoline

B. Restrictor: A specific restrictor must be installed in the intake manifold at the carburetor attachment location. The restrictor has a center hole of 0.475". Contact SCCA® Technical Services to obtain a restrictor.

C. Weight: 255 lbs

D. Battery may be removed

E. Older versions of the Briggs & Stratton World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system (Briggs & Stratton part # 557127).

5. Rotax Micro-Max

A. FUEL: Gasoline and oil

B. WEIGHT: 245 lbs

C. Carburetor, clutch, and Micro-Max spec exhaust and radiator as supplied with engine from manufacturer. Exhaust restrictor and carburetor sleeve throttle stopmust be used in accordance with Rotax Micro-Max rules.

D. The Rotax Micro-Max spec gearing of 14-tooth drive gear and 73-tooth axle gear is required.

E. Rotax Motor Identity Card (AKA Passport) is required for proof of sealed motor.

6. Clone Motors (Regional Only)

A. Fuel: Gasoline

B. Weight: 250 lbs

C. Motor must remain completely standard with the exception that the "governor" may be removed.

3. Junior C (*JC*) - This is a Regional-only, *Restricted Availability* class; available by prior approval from the SCCA® National Office only.

a. AGE: 5 to 7 years

b. ENGINES: Comer 50/51 only

1. FUEL: Gasoline and oil

2. WEIGHT: No restriction is imposed at this time

3. Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

c. CHASSIS: "BabyKart," "Kid Kart," and "Cadet Kart" size racing-etyle chassis only. Intermediate and full-sized racing chassis are inaapropriate for this class regardless of any adaptation or modifications.

d. TIRES: SL-compound racing slicks with the tire manufacturer durometer (hardness) listing of 60 or higher. Size: 10x4.50-5 or 10x4.60-5, front and rear. *Effective 03/01/2012 - Maximum size for front tires is 4.60/10.0-5. Maximum size for rear tires is 5.00/11.0-5. Tire brand and compound is restricted to the MG Brand - HZ model or MG "Red". Also, "Cadet" designated tires from any manufacturer are allowed.*

Regions may add Formula Junior classes which extend the maximum age range, but such classes may not allow additional modifications beyond those of JA/JB 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 JB. All FJ karts will follow 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, YKC, or other tire manufacturer's models with the manufacturer's published durometer readings of 58 or higher. *Effective 03/01/2012, only the MG HZ "Red" tire will be the spec tire for all Formula Junior classes.*

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

Unless otherwise stated, wet or dry clutches are allowed for all classes. Jackshaft clutch drives for 2-cycle engines are 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 Section 19.1.G. In addition to meeting the requirements of Section 4.3.1, helmets for Formula Junior drivers must be of closed face design, incorporating full face shields and chin bars.
2. Kill switch: 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.
4. *A "brake safety cable" or redundant brake pedal connection is required in all karts.*

F. BODYWORK

Providing 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.

G. ACTION OR PROTEST

Any disciplinary action or protest needed to be taken against a Junior Driver and/or Kart will be addressed to the parent/legal guardian listed on the Minor Waiver of that Junior Driver. Along with the above, parent/guardian is reminded of 9.1.F and 9.1.G. covering their own conduct.

20. PROSOLO® NATIONAL SERIES RULES

20.1 PROSOLO® EVENTS

Events are conducted under the SCCA® Solo® Rules (SR), except as amended by the 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

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.

A. Primary Objective: To develop and sustain a marketable and commercially viable national Solo® series using the unique format of a drag race type start.

B. 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 automobile 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.

The complete ProSolo® Rules are available online at www.scca.com.

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2005 MINI Cooper S shown with 16" O.Z. Racing Alleggerita HLT

Alleggerita HLT

Anthracite

Size	Weight *(lbs)*	Size	Weight *(lbs)*
16x7	13.6	18x8	17.2-18.4
17x7	14.2-14.9	18x8.5	17.4-19.1
17x7.5	15.0-15.1	18x9	19.4
17x8	15.4-16.7	18x9.5	19.6
17x8.5	15.7-17.1	18x10	19.0-20.2
18x7	16.5-16.6	18x11	20.4
18x7.5	16.8	18x12	22.4-23.4

COLOURS

Special order finishes: red, matte blue, orange, matte graphite silver, race white, matte black and race gold. Delivery in approximately 60 days.

Bright Silver (HLT Shown)

Ultraleggera

Bright Silver, Matte Graphite or Black

Size	Weight *(lbs)*	Size	Weight *(lbs)*
15x7	12.0-12.4	18x7	16.5-17.5
16x7	14.5-15.0	18x8	18.4-18.8
17x7	15.5-16.2	18x9	19.4-20.8
17x8	16.7-18.0	19x8	20.0-20.6

Ultraleggera HLT

Bright Silver, Matte Graphite or Black

Size	Weight *(lbs)*	Size	Weight *(lbs)*
19x8.5	21.6-23.0	20x8	22.5
19x9	23.0-23.4	20x8.5	23.0-25.0
19x10	23.2-23.6	20x10	24.5-25.5
19x11	24.0-24.8	20x11	27.0
19x12	25.0-26.0	20x12	28.6

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APPENDIX A - AUTOMOBILE CLASSES

It is the intention of SCCA® to class all essentially identical vehicles from the same manufacturer (which differ only cosmetically or in nominal marquee 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 (SS) 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 (SS) and work down the classes until a class is found. **Such unclassified cars will not be eligible for Solo® National Tours or the Solo® National Championships. Members should look for a Tech Bulletin in an early current-year issue of the official SCCA® publication (Fastrack® News) for details or contact the National office.**

See the following page for vehicles which are excluded from the Stock category.

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

ABBREVIATIONS:

AWD - All-wheel drive

FWD - Front wheel drive

IRS - Independent rear suspension

NOC - Not otherwise classified

N/A - Normally aspirated

RWD - Rear wheel drive

S/C - Supercharged

(n)v - refers to number (n) of valves per cylinder

V(n) - refers to number (n) of cylinders

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STOCK CATEGORY

The following make/models are not eligible for the Stock Category:

- Audi R8
- BMW 325 M-Technic
- BMW M3 Lightweight
- BMW Z8
- Callaway Corvette
- Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
- Chevrolet Corvette ZR-1 (C6 chassis) (2009-12)
- Dodge Viper (NOC)
- Ferrari 355 & 360
- Ferrari (NOC)
- Ford GT
- *Ford Mustang Boss 302 Laguna Seca (2012)*
- Ford Mustang Cobra R
- Lamborghini (NOC)
- Lotus Elan M100
- Lotus Elise SC (2008-11)
- Lotus Exige S & S/C (2006-11)
- Lotus Sport Elise (2006)
- MINI Cooper S JCW (dealer-installed) (2002-05)
- Nissan GT-R (2009-12)
- Oldsmobile 442 HO W-41 (Sports package option)
- Pontiac Firebird Firehawk
- Porsche 911 GT2 (2002-05)
- Porsche 911 Turbo AWD
- Porsche 911 GT3 RS (997chassis)
- Porsche 996 Turbo
- Saleen Mustang S/C

The following are examples of vehicles excluded from Stock for reasons of stability, per 3.1:

- Dodge Caliber (non-SRT)
- GEO Tracker & Suzuki Sidekick
- Jeep CJ series
- Suzuki Samurai
- Scion xB (2004-06)

Super Stock (SS)

- Chevrolet
  - Corvette (C6 chassis, non-ZR-1) (2005-12)
  - Corvette Z06 (C5 chassis) (2001-04)
- Dodge
  - *Viper (non-ACR) (2008-10)*
  - Viper GTS (1996-2005)
  - Viper R/T (1992-2003)
  - Viper SRT-10 (2003-07)
- Lotus
  - Elise (non-SC) (2005-11) (see Appendix F)
  - Exige (normally-aspirated) (2005)
- Porsche
  - 911 (997 chassis)
  - *911 GT3 (997 chassis, non-RS)*
  - 911 GT3 (996 chassis)
  - 911 Turbo (930 chassis) (1974-89)
  - Boxster S (2009-12)
  - Boxster Spyder (2012)
  - *Cayman R (2012)*
  - Cayman S (2009-12)
- Tesla
  - Roadster (all) (2008-12)

A Stock (AS)

BMW
- *1 Series M Coupe (2011-12)*
- M3 (E90 chassis) (2008-12)
- Z4 M Coupe & Roadster (2006-08)

Cadillac
- XLR

Chevrolet
- Corvette (C5 chassis, non-Z06) (1997-2004)

Ford
- *Mustang Boss 302 (2012)*

Lexus
- IS F (2008-12)

Lotus
- Esprit Turbo (1996-2004)
- *Evora (non-supercharged) (2010-11)*

Mazda
- RX-7 (Turbo) (1993-95)

Mercedes-Benz
- C63 AMG (2008-12)

Porsche
- 911 (996 chassis) (1998-2005)
- Boxster S (2005-08)
- Boxster (non-S, non-Spyder) (2009-12)
- Cayman (non-R, non-S) (2009-12)
- Cayman S (2006-08)

B Stock (BS)

Acura
- NSX

Audi
- RS4
- RS6 (C5 chassis) (2003-04)
- *S4 (2010-12)*
- S5 (2008-12)
- TTS (2009-12)

BMW
- M Coupe & Roadster (2001-02)
- M3 (E46 chassis)
- M5 (2004-10)
- Z4 Coupe (non-M) (2006-08) & Roadster (2002-12)

Chevrolet
- Corvette (C4 chassis, all) (1984-96)

Chrysler
- Crossfire SRT6

DeTomaso
- Pantera
- Mangusta

Ford
- Mustang Shelby GT500 (2007-12)

Honda
- S2000 (all)

Jaguar
- XKR Coupe

Maserati
- Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

Mercedes-Benz
- C32 AMG (2002-04)
- CLK55 AMG (2001-06)
- SLK32 AMG (2002-04)
- SLK350 (2005-12)
- SLK55 AMG (2005-11)

Mitsubishi
- Lancer Evolution (2003-12)

Nissan
- NISMO 370Z (2009-12)

Pontiac
- Solstice GXP (2007-09)

Porsche

- 911 (993 chassis, non-turbo) (1995-98)
- Boxster (non-S) (2005-08)
- Boxster S (986 chassis) (2000-04)
- Cayman (non-S) (2005-08)

Saleen
- Mustang (N/A)

Saturn
- Sky Redline

Shelby
- Cobra (all)

Subaru
- Impreza WRX STI (including Special Edition) (2004-12)

Toyota
- Supra Turbo (1993½-98)

C Stock (CS)

BMW
- M Coupe & M Roadster (1996-2000)
- M3 (E30 & E36 chassis) (1988-91 & 1995-99)
- Z3 (6-cyl, NOC) (1997-2002)

Chevrolet
- Corvette (1963-82)

Chrysler & Plymouth
- Prowler

Ferrari
- 308 & 328

Jaguar
- XKE

Jensen
- Jensen Healey

Lotus
- 7 & 7A
- Eclat
- Elan (RWD)
- Elan +2
- Elite (1216cc)
- Elite 2+2
- Esprit (non-turbo)
- Europa

Maserati
- BiTurbo

Mazda
- Mazdaspeed Miata (2004-05)
- Miata (1.8L) (1999-2005)
- MX-5 Miata (including 2007 MS-R) (2006-12)
- RX-7 Turbo (1987-91)
- RX-8

Mercedes-Benz
- SLK

Morgan
- Plus 8

Nissan
- 300ZX Turbo (1990-96)
- 350Z (all) (2003-09)
- 370Z (2009-12)

Pontiac
- Solstice (non-GXP) (2006-09)

Porsche
- 356 Carrera (4-cam)
- 911 (non-turbo, NOC)

911 Club Sport
914 (all)
928 (all)
944 (16v)
944 Turbo (all)
968
Boxster (986 chassis, non-S) (1997-2004)
Carrera 2 & Carrera 4 (964 chassis)
Saturn
Sky (2006-09)
Toyota
MR2 Spyder
MR2 Supercharged
MR2 Turbo
TVR
8-cyl & V6

D Stock (DS)

Acura
Integra Type R
Audi
A3 quattro (3.2L V6, AWD) (2006-09)
A5 (2008-12)
S4 (2000-03)
TT Quattro (AWD)
BMW
128i & 135i (2008-12)
335i (2007-12), 335i xDrive (2007-12), 335d (2009-11)
3 Series (6-cyl, except M3 & 325e) (1975-2012)
Cadillac
CTS
Chevrolet
Camaro (V6) (2010-12)
Cobalt SS (2.0L Turbo) (2008-10)
Chrysler
Crossfire
Dodge
Challenger (V6) (2009-12)
Eagle
Talon Turbo (AWD)
Ford
Mustang V6 (2011-12)
Hyundai
Genesis Coupe (V6) (2010-12)
Infiniti
G35 Coupe
G35 Sedan
G37 Coupe
Jaguar
X Type (3.0L) (2002-08)
Lexus
IS 250 (2006-12)
IS 300
IS 350 (2006-12)
Mazda
MazdaSpeed3
MazdaSpeed6

Mercedes-Benz
C280 (2001-07)
C300 (2007-12)
C320 (2001-05)
C350 (2007-12)
MINI
Clubman S
Clubman S JCW (2009-12)
Cooper S
Cooper S Coupe (2012)
Cooper S Coupe JCW (2012)
Cooper S JCW (2006-12)
Mitsubishi
Eclipse Turbo (AWD)
Lancer Ralliart (2009-12)
Saab
9-2X Aero (2.0L Turbo)
Subaru
Forester 2.5XT
Legacy 2.5GT (2005-12)
Impreza WRX (non-STI)
Volkswagen
R32 (Golf chassis)

E Stock (ES)

Alfa Romeo
2000 Spider
2000 GTV
BMW
Z3 (4-cyl) (1996-98)
Datsun
2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)
Dodge
Charger Turbo
GLH Turbo
Fiat & Bertone
X1/9 (all)
Mazda
Miata (1.6L)
Miata (1.8L) (1994-97)
RX-7 (non-turbo, all)
Morgan
Plus 4, 4/4
Pontiac
Fiero (V6)
Porsche
924 Turbo (Audi engine) (1979-81)
924S
944 (8v)
Shelby
Charger GLH-S (1987)
Sunbeam
Tiger
Triumph
TR-8
Toyota
MR2 (non-turbo) (1985-95)
TVR
4-cyl & inline-6
V8
V12

F Stock (FS)

AMC
- AMX
- Javelin (V8)

Audi
- S4 (V8) (2004-09)

BMW
- 5 series (6-cyl, NOC)
- 6 series coupe
- 8 series coupe (all)
- M5 (1988-93)
- M5 (2000-03)

Buick
- Regal & Grand National (Turbo V6)

Cadillac
- CTS-V

Chevrolet
- Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
- Camaro (V8, NOC)
- Corvette (1953-62)

Chrysler
- 300 & 300C (2004-12)

Datsun
- 280ZX Turbo

Dodge
- Challenger & Challenger SRT8 (V8, all) (2008-12)
- Magnum (2005-08)
- Magnum SRT8 (2006-08)
- Ram SRT10 (2004-06)
- Stealth Turbo

Ford
- Mustang (V8, NOC)
- Mustang Cobra (2003-04)
- Mustang GT (2010-12)
- Mustang Mach 1 (2003-04)
- Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
- Mustang SVT Cobra
- Thunderbird (V8 & V6 Supercharged)

GMC
- Syclone
- Typhoon

Infiniti
- G37 Sedan
- Q45

Jaguar
- XJ (1998-2012)
- XJ-S (1976-96)
- *XK8 (1997-2006)*
- S-Type (6-cyl)
- S-Type R
- Sedans (12-cyl)

Lexus
- 400
- GS400
- SC300

Lincoln
- LS (V8 sedans)
- Mark VIII

Mercedes-Benz
- C36
- CLK
- E55 AMG

Mercury
- Capri (V8)
- Cougar (V8 & V6 Supercharged)

Mitsubishi
- 3000 GT Turbo

Nissan
- 300ZX (non-turbo) (1990-96)
- 300ZX Turbo (1984-90)

Pontiac
- Firebird (V8, NOC)
- Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
- G8 (V8 & NOC) (2008-09)
- GTO (2004-06)
- Trans Am Turbo (V-6)

Shelby
- GT350 (1965-70)
- GT500 (1967-70)

Toyota
- Supra (non-turbo) (1993-98)
- Supra Turbo (1987-92)

Triumph
- Stag

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

G Stock (GS)

- Acura
  - CL (V6)
  - Integra GS-R (1992-2001)
  - Legend
  - RSX Type S
  - TL (all)
  - Vigor
- Alfa Romeo
  - 1750 & 1750 GTV
  - 164 (non-S) (1991-93)
  - GTV V6
  - Milano
- Audi
  - 200 Turbo quattro
  - 5000 Turbo
  - A3 (FWD) (2006-12)
  - A4 (V6 & 4-cyl Turbo)
  - A6
  - A8 & V8 quattro (AWD)
  - Quattro Coupe (Turbo)
  - S4 (100 CS chassis) (1992-94)
  - TT (non-quattro/FWD) (2000-09)
  - TT 2.0 Turbo (non-quattro/FWD) (2008-12)
- BMW
  - 2002 (all)
  - 318i & 318is (1991)
  - 318ti (1995-99)
  - 325e (eta engine)
  - 325i, 325is (1987-91), & 325ix (1988-91)
- Buick
  - Reatta
- Cadillac
  - Catera
- Chevrolet
  - Camaro (V6) (1980-2002)
  - Cobalt Sport (2.4L) (2008)
  - Cobalt SS (2.4L) (2006-07)
  - Cobalt SS (2.0L SC) (2005-07)
  - Corvair (Turbo & 4-carb)
  - Malibu (all) (2008-12)
- Chrysler
  - Cirrus (V6)
  - Conquest Turbo
  - Laser Turbo
  - PT Cruiser (Turbo) (2003-09)
  - Sebring (V6)
- Daewoo
  - 6-cyl models
- Dodge
  - Avenger (V6)
  - Caliber SRT4
  - Conquest Turbo
  - Daytona IROC R/T
  - Daytona Turbo (NOC)
  - Lancer Turbo
  - Neon (1995-99)
  - Shadow (Turbo & V6, NOC)
  - Spirit (4-cyl Turbo & V6)
  - Spirit R/T
  - SRT-4 (Neon chassis)
  - Stealth (non-turbo)
  - Stratus (V6)
- Eagle
  - Talon Turbo (FWD)
- Ford
  - Contour (V6)
  - Five Hundred
  - Fusion (6-cyl)
  - Mustang (4-cyl Turbo & V6) (1979-93)
  - Mustang (V6) (1994-2010)
  - Mustang SVO
  - Probe (all) (1993-97)
  - Probe (4-cyl Turbo & V6) (1989-92)
  - Taurus SHO
  - Tempo (V6)
  - Thunderbird Turbo
  - ZX2 S/R (1999-2003)
- General Motors
  - FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)
- Honda
  - Accord (V6)
  - Civic Si (1986-87)
  - Civic Si (2006-12)
  - Civic Si Mugen (2008)
  - CRX Si
  - Prelude VTEC (1993-96)
  - Prelude (2.3L DOHC) (1992-96)
  - Prelude (1997-2001)

Hyundai
- Genesis Coupe (4-cyl Turbo) (2010-11)

Infiniti
- M30

Isuzu
- Impulse Turbo (all)

Jaguar
- X-type (2.5L) (2002-05)

Kia
- Forte & Forte Koup (2.4L)

Lexus
- ES 250
- ES 300
- GS 300

Lincoln
- LS (V6 sedans)

Mazda
- 323 GT Turbo (sedan)
- 323 GTX Turbo (AWD)
- 6 (V6) (2003-12)
- Mazdaspeed Protege
- Millenia S (Supercharged)
- MX-6 (4-cyl) (1993-97)
- MX-6 (V6 & 4-cyl Turbo, all)

Mercedes
- 190 (16v)
- 190 (2.6L)
- 280 (*1995-2000*)
- C230 (1999-2007)

Mercury
- Capri (4-cyl Turbo & V6, US)
- Cougar (V6)
- Milan (6-cyl)
- Montego
- Mystique (V6)
- Topaz (V6)
- Merkur
- XR4Ti

Mitsubishi
- 3000 GT (non-turbo)
- Eclipse (2000-12)
- Eclipse Turbo (FWD)
- Galant (V6)
- Galant VR4
- Starion Turbo

Nissan
- 200SX (4-cyl Turbo & V6)
- 240SX (all)
- 300ZX (non-turbo) (1984-89)
- Altima (2002-12)
- Maxima (1992-2012)
- NX2000 (1991-93)
- Sentra (2.0L) (2000-01)
- Sentra SE-R (1991-94)
- Sentra SE-R (2002-12)
- Sentra SE-R Spec-V (2002-12)

Oldsmobile
- Calais W41

Peugeot
- 405 Mi16 (1989-92)
- 505 (1979-91)

Pontiac
- Firebird (V6)
- *G5 GT (2.4L) (2007-08)*
- G8 (V6) (2008-09)

Plymouth
- Acclaim (V6 & 4-cyl Turbo)
- Neon (1995-99)
- Sundance (V6 & 4-cyl Turbo)

Saab
- 900 (V6) (1994-97)
- 9-2X Linear (2.5L)
- Turbo models (NOC)

Saturn
- ION Redline
- L series (6-cyl)

Subaru
- Impreza 2.5 (non-turbo)
- SVX

Toyota
- Camry (V6) (1992-2012)
- Celica All-Trac Turbo
- Celica GT (1994-2005)
- Celica GT-S (1986-93)
- Celica GTS (2000-03)
- Celica ST (1994-99)
- Supra (1982-86)
- Supra (1986½-92)

Volvo
- C30
- S60R
- V70R
- Turbo models (NOC)

Volkswagen
- 1.8L Turbo models (NOC) (2002-06)
- Beetle & New Beetle (1.8L Turbo)
- Corrado (all)
- Golf/GTI & Jetta (16v)
- Golf/GTI & Jetta (1.8L Turbo)
- Golf/GTI & Jetta (VR6 24v) (2002-05)
- GLI (2.0L Turbo) (2008-09)
- GTI (2006-12)
- Jetta (2.0L Turbo) (2006-12)
- Passat (1.8L Turbo)
- Passat (V6, *all*)
- Passat (W8)
- Scirocco (16v)
- VR6 (FWD, NOC)

H Stock (HS)

Acura
- CL (4-cyl)
- Integra (1986-89)
- Integra (NOC) (1990-2001)
- RSX (non-Type S)
- TSX

Alfa Romeo
- 1300
- 1600
- 2000 (4-door sedans)
- Sedans (NOC)

AMC
- Gremlin (4-cyl & 6-cyl)
- Spirit (4-cyl & 6-cyl)

Audi
- 100 (non-S4)
- 4000 (all)
- 5000 (non-turbo)
- 80 & 90 (all)
- Coupe quattro (non-turbo)

Austin
- Mini (all)

Austin-Healey
- 100/4
- 100/6
- 3000
- Sprite (all)

BMW
- 1600
- 1800
- 1800ti
- 1800 TiSA
- 2000 CS Coupe
- 318 (NOC)
- 318i & 318is (1992-98)
- 320
- 7 series (6-cyl)

Chevrolet
- Aveo
- Beretta (NOC)
- Camaro (inline-4 & inline-6)
- Chevette
- Cobalt (2.2L, all) (2005-10)
- Corvair (2 carb, non-turbo)
- Cruze
- Nova (4- & 6-cyl, RWD) (1962-79)

- Nova (FWD) (1986-88)
- Spectrum (all)
- Sprint (all)
- Vega & Cosworth Vega

Chrysler
- 300M (1999-2004)
- Laser (non-turbo)
- PT Cruiser (non-turbo) (2001-2010)
- Sebring (4-cyl)

Daewoo
- 4-cyl models

Datsun
- 1200
- 1500 & 1600 Roadsters
- 210 & B-210
- 310 & 310 GX
- 510
- 610
- 710
- 810
- F10

Dodge
- 024 (1.7L)
- Avenger (4-cyl)
- Challenger (2.6L)
- Charger (non turbo, FWD) (1981-87)
- Colt (1600, FWD)
- Colt (1.8L 16v) (1993-94)
- Colt (1.4L & 1.5L, FWD)
- Colt (RWD)
- Colt Turbo (1984-88)
- Colt Turbo (16v)
- Daytona (4-cyl non-turbo)
- GLH (non-turbo)
- Intrepid
- Neon (2000-05)
- Omni (1.7L & 2.2L)
- Rampage (2.2L)
- Shadow (4-cyl non-turbo)
- Spirit (4-cyl non -turbo)
- Stratus (4-cyl)

Eagle
- Summit (1.8L 16v) (1993-96)
- Summit (non-turbo, NOC)
- Summit Turbo (16v)
- Talon (16v non-turbo)

Fiat
- 124 (all)
- 128
- 131 (Mirafiori)
- 850 (all)
- Brava
- Strada

Ford
- Aspire
- Contour (4-cyl)
- Cortina (all)
- Escort (all)
- EXP (all)
- Festiva
- *Fiesta (2011-12)*
- Fiesta (1976-80)
- Focus & Focus SVT
- Focus PZEV (2.3L)
- Fusion (4-cyl)
- Mustang (Inline-4 & Inline-6)
- Mustang II (4-cyl & 6-cyl)
- Pinto
- Probe (4-cyl non-turbo) (1989-92)
- Taurus (NOC)
- Tempo
- Thunderbird (V6 non-S/C) (1989-97)
- ZX-2 & Escort ZX-2 (non-SR)

Geo
- Metro
- Prizm
- Spectrum
- Storm (all)

General Motors
- FWD models (NOC)
- RWD V6 models (NOC)

Honda
- 600
- 800
- Accord (4-cyl)
- Civic (2006-12)
- Civic (NOC)
- Civic del Sol DX
- Civic del Sol S & Si (1994-97)
- Civic del Sol VTEC
- Civic EX & Civic LX (1988-2012)
- Civic Si (1989-91)
- Civic Si (1999-2000)
- Civic Si (2002-05)

- CRX (non-Si)
- CR-Z
- Fit
- Insight
- Prelude (1979-91)
- Prelude S (1992-96)

Hyundai
- Accent (1995-2012)
- Scoupe (all)
- Tiburon (all)
- NOC

Infiniti
- G20

Isuzu
- Impulse (non-turbo)
- I-Mark (all)
- Stylus (all)

Jaguar
- 120
- 140
- 150

Kia
- Forte & Forte Koup (2.0L)
- Optima
- Sephia (1.8L)
- Spectra5

Lancia
- Beta (all)
- Scorpion

Lotus
- Cortina

Mazda
- *2 (2011-12)*
- 3 (2004-12)
- 323 (1.6L 8v)
- 6 (4-cyl)
- 626 (all)
- 808
- 929
- Cosmo
- GLC (all)
- Millenia (non-S)
- MX-3 (all)
- MX-6 (non-turbo) (1988-92)
- Protégé MP3 (2001)
- Protégé (NOC)
- R100
- RX-2
- RX-3
- RX-4

Mercedes
- NOC

Mercury
- Bobcat
- Capri (FWD)
- Capri (4-cyl & V6, German)
- Capri (4-cyl, US)
- Cougar (4-cyl) (1999-2002)
- LN-7 (all)
- Lynx (all)
- Milan (4-cyl)
- Mystique (4-cyl)
- Sable
- Scorpio
- Topaz (4-cyl)
- Tracer (all)

MG
- MGA
- MGB & MGB-GT
- MGC
- Midget (all)
- “T” Series

MINI
- Clubman (non-S) (2008-12)
- Cooper (non-S) (2002-12)
- *Cooper Coupe (non-S) (2012)*

Mitsubishi
- Cordia (all)
- Eclipse (8v & 16v, non-turbo)
- Galant (4-cyl non-turbo)
- Lancer (non-turbo)
- Mirage (all)
- Precis
- Premier (all)
- Starion (non-turbo)
- Tredia (all)

Nissan/Datsun
- 200SX (4-cyl non-turbo)
- Altima
- Maxima (NOC)
- NX1600
- Pulsar (all)
- Sentra (1982-90)
- Sentra (1.6L) (1991-99)
- Sentra (1.8L) (2000-06)
- Sentra SE (2.0L) (1995-99)
- Stanza
- Versa (2007-12)

- Opel
  - 1100
  - 1900 (all)
  - GT
  - Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
- Pininfarina
  - 2000
- Plymouth
  - Acclaim (4-cyl non-turbo)
  - Arrow
  - Champ
  - Colt (1.5L)
  - Colt (1.8L 16v) (1993-94)
  - Horizon
  - Laser (non-turbo)
  - Neon (2000-01)
  - Sapporo
  - Scamp (2.2L)
  - Sundance (4-cyl non-turbo)
  - TC3
  - Turismo
- Pontiac
  - *G5 (2.2L) (2007-09)*
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4 & inline-6)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)
- Renault
  - NOC
- Saab
  - NOC
- Saturn
  - 8v
  - Astra (2008-09)
  - DOHC models (NOC)
  - Ion
  - L series (4-cyl)
- Scion
  - tC (incl. Release Series 5.0, 2009) (2005-12)
  - xA (2004-06)
  - xB (2008-12)
- Shelby
  - Charger (non-turbo)
- Subaru
  - Impreza (NOC)
  - Legacy 2.5 GT
  - Sedan Turbo (NOC)
  - NOC
- Sunbeam
  - Alpine (4-cyl)
- Suzuki
  - Esteem GL
  - Forenza
  - *Kizashi (2010-12)*
  - Swift (all)
  - SX4 sedan (2007-12)
- Toyota
  - Camry (4-cyl)
  - Camry (V-6) (1988-91)
  - Celica (FWD; NOC)
  - Celica (RWD)
  - Corolla (all)
  - Cressida
  - Echo
  - Matrix (all)
  - Paseo
  - Prius
  - Starlet
  - Supra (1979-81)
  - Tercel
  - Yaris
- Triumph
  - GT6
  - Spitfire
  - TR2
  - TR250
  - TR3
  - TR4
  - TR4A
  - TR6
  - TR7
- Volkswagen
  - air-cooled models (all)
  - diesel models (all)
  - Beetle (2.0L)
  - Dasher
  - Fox
  - Golf/GTI & Jetta (8v, all)

- Golf TDI
- Jetta (2.5L) (2005-12)
- Jetta TDI (2005-06, 2009-12)
- New Beetle (NOC)
- Passat (4-cyl non-turbo)
- Quantum
- Rabbit & GTI (all, NOC)
- Rabbit (2007-09)
- Scirocco (8v)

Volvo
- P1800
- NOC

Yugo
- all

RWD pickup trucks (NOC)

TIRE RACK .com

Eibach SPRINGS

A wide range of springs and suspension products designed to enhance performance at the street, strip and track.

- Pro-Kit Springs
- Pro-Dampers
- Sportline Springs
- Anti-Roll Kits
- Pro-Control Bars & Chassis Reinforcements

KONI

SPORT SHOCKS

Adjustable shocks are engineered for sporting drivers who focus on exceptional road holding and handling properties.

STR.T SHOCKS

An excellent O.E. replacement that offers additional stability, control and handling without a harsh ride. Nicely complements lowering springs and/or anti-roll bar upgrades.

Also available: Threaded Suspension Kits

BILSTEIN

SPORT SERIES SHOCKS

Also available: HD Series Shocks, PSS9 and PSS10 Coil-Over Kits

KYB

KYB has been recognized around the world as a leader in the design and production of state-of-the-art gas shocks and struts.

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LIGHTWEIGHT RACING BATTERIES

- Carbon fiber or standard grey casing
- Six sizes available to suit your application (6, 9, 11½, 15, 17 or 21 pound)
- Acid-free technology

H&R

Manufactured in Germany, H&R's wide range of springs allows the driver to select the level of performance that is right for them.

- Race Springs
- Sport Springs
- O.E. Sport Springs

KW

VARIANT 3 COIL-OVER

- Independent adjustable compression and rebound damping
- Patented system has dual-level valves for damping adjustment
- High-speed settings for driving comfort are preset by KW engineers

CLUBSPORT KIT COIL-OVER

- For the race track and the road
- Independently adjustable in compression and rebound forces
- Includes high performance racing springs

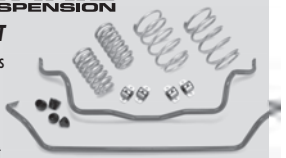
ST SUSPENSIONS

COIL-OVER

ST Coil-Overs allow you to properly lower your vehicle while offering an improved ride, handling and performance.

HOTCHKIS SPORT SUSPENSION

TVS STAGE 1 KIT



Includes Sport Springs and Sport Tubular Anti-Roll Bar Kit

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Sport Springs & Sport Tubular Anti-Roll Bar Kit (sold separately)

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Keep extra tires or Tire & Wheel Packages out of the way. The adjustable rack quickly attaches to wall studs providing a convenient and safe storage method. Load tested to a weight capacity of 400 pounds.

$129 plus shipping

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Fax: 574-236-7707

STREET TOURING CATEGORY

STREET TOURING FWD (STF)

Acura
- *RSX*
- *TSX*

Ford
- *Fiesta*
- *Focus (all)*

Honda
- *Civic (non-Si) (2006-11)*
- *Civic (all) (2001-05)*
- *CR-Z*
- *Fit*

Kia
- *Forte*
- *Forte Koup*

Mazda
- *2*
- *3*
- *6*

MINI
- *Cooper (non-S)*

Mitsubishi
- *Lancer (non-turbo)*

Scion
- *tC*
- *xA*
- *xB*

Toyota
- *Corolla (2003-12)*
- *Yaris*

Volkswagen
- *Golf (2.5L)*

STREET TOURING COMPACT (STC)

Acura
- *Integra (1986-2001)*

Audi
- *A4 (1.8T)*
- *TT Coupe & Roadster (non-quattro)*

Chrysler/Plymouth/Dodge
- *Neon*

Ford
- *Escort GT (1991-96)*
- *ZX2 & Excort ZX2 (1998-2003)*

Honda
- *Civic (1984-2000)*

Hyundai
- *Tiburon (V6) (2003-08)*

Mazda
- *323 GT & GTX*
- *Protege (NOC) (1999-2003)*
- *Protege MP3*

Nissan
- *240SX*
- *Sentra SE-R (1991-94)*
- *NX2000 (1991-94)*

Saturn
- *SL*
- *SW*
- *SC*

Subaru
- *Impreza 2.5 RS (1998-2001)*

Toyota
- *Celica (non-turbo) (1986-2005)*
- *Corolla (1984-91)*

Volkswagen
- *Beetle (1.8T & TDI)*
- *Golf (1.8T & TDI)*
- *Jetta (1.8T & TDI)*
- *Passat (1.8T & TDI)*

Volvo
- *S40 (non-T5)*
- *V40*

Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; up to 3.1L normally aspirated)

Street Touring Sport (STS)

BMW
- Z3 (4-cyl)

Honda
- CRX
- del Sol & Civic del Sol

Mazda
- Miata (non-Torsen differential) (1990-97)
- RX-7 (non-turbo, NOC)

Pontiac
- Fiero (4-cyl)

Toyota
- MR2 (non-supercharged) (1985-89)
- MR2 (non-turbo) (1991-95)

Street Touring Xtreme (STX)

Acura
- Integra Type R

Audi
- A3
- A4
- TT quattro

BMW
- *128i (2008-12)*
- 3 Series (E30 chassis, incl. M3)
- 3 Series (E36 chassis, non-M)
- 3 Series (E46 chassis, non-M)
- 3 Series (E90 chassis, non-turbo) (2006-12)

Chevrolet
- Camaro (up to 5.0L)
- Cobalt SS (Turbo)

Eagle
- Talon Turbo (AWD)

Ford
- Mustang (up to 5.0L)

Honda
- Civic Si (2006-12)

Infiniti
- G35

Lexus
- IS300

Mazda
- MazdaSpeed 3
- MazdaSpeed 6
- MazdaSpeed Protege
- RX-8

MINI
- Cooper S & Cooper S JCW *(incl. 2004-05 dealer-installed)*

Mitsubishi
- Eclipse Turbo (AWD)

Nissan
- *300ZX (non-turbo) (1990-96)*
- Sentra SE-R Spec V

Pontiac
- Firebird (up to 5.0L)

Subaru
- Forester XT (2003-08)
- Impreza WRX (non-STI) (2002-08)

Volkswagen
- Beetle (2.0T)
- Golf (2.0T)
- GTI (2.0T)
- Jetta (2.0T)
- Passat (2.0T)
- R32

Volvo
- C30

Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; 3.1L to 5.1L normally aspirated or up to 2.0L forced induction)

Street Touring Ultra (STU)

Audi
- S4

BMW
- 135i
- 3 Series (E90 chassis, incl. M3) (2006-10)
- M3 (E36 chassis) (1995-99)
- M3 (E46 chassis) (2000-05)

Chevrolet
- Camaro (over 5.0L)

Ford
- Mustang (over 5.0L)

Mercedes-Benz
- CLK55 (2001-06)

Mitsubishi
- Lancer Evolution
- Lancer Ralliart (2008-10)

Pontiac
- GTO
- Firebird (over 5.0L)

Subaru
- Impreza WRX STI
- Impreza WRX (2009-12)

Volvo
- S60R

Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; over 5.1L normally aspirated or 2.0L to 3.1L forced induction)

Street Touring Roadster (STR)

BMW
- M Roadster & M Coupe (1998-2000)
- Z3 (6-cyl, non-M)
- Z4 (non-turbo, non-M)

Datsun
- 240Z
- 260Z
- 280Z
- 280ZX (non-turbo)

Honda
- S2000

Mazda
- Miata (non-turbo) (1994-2005)
- MX-5 Miata (2006-12)
- RX-7 GSL
- RX-7 GSL-SE
- RX-7 GXL
- RX-7 GTU (1988)

Nissan
- 350Z

Pontiac
- Fiero (V6)
- Solstice (non-turbo)

Porsche
- 911 Carrera (3.2L) (1984-89)
- 924
- 944 (non-turbo)
- 968

Toyota
- MR2 Spyder

Saturn
- Sky (non-turbo)

STREET PREPARED CATEGORY

SUPER STREET PREPARED (SSP)

Chevrolet
- *Corvette (C5 chassis) (1997-2004)*
- *Corvette (C6 chassis) (2005-12)*

Dodge
- *Viper*

Elva
- *Courier*

Ferrari
355
- *360*
- *Dino 206 & 246 (all)*
- *F430 (all)*

Ford
- *GT*

Griffith
- *(all)*

Lamborghini
- *Gallardo (all) (2003-11)*

Lotus
7 & 7A
- *Elan (RWD)*
- *Elan M100 (FWD, all)*
- *Europa (all)*
- *Elise, Exige, & Exige S (2005-11)*
- *Elite 2+2 & Elcat*
- *Esprit (4-cyl, all)*
- *Esprit (V8)*

Morgan
- *V8 (all)*
- *+4 (2138cc, all)*

Nissan
- *GT-R (R35)*

Porsche
- *911 Turbo (AWD) (2001-12)*
- *911 GT2 (996 & 997 chassis, all)*
- *911 GT3 (996 & 997 chassis, all)*

Tesla
- *Roadster (2008-12)*

TVR
- *4-cyl & 6-cyl (all)*
- *V8 (all)*

Sports car over 2.0L not otherwise classified.
- *(See Section 51.1.C for update/backdate limitations.)*

Street Prepared Class A (ASP)

BMW
- *128 & 135 (2008-12)*
- *328 & 335 (2006-12)*
- *Z4 sDrive35i & sDrive35is (2012)*
- *Z8*

Bricklin
DeLorean
DeTomaso
- *Mangusta (all)*
- *Pantera (all)*

Dodge
- *Stealth Turbo*

Ferrari
- *250 (non-LM)*
- *275*
- *308 Coupe & Spider*
- *330*
- *365 Daytona GTB & GTC*
- *348*

Jaguar
- *E-type (all)*

Mazda
- RX-7 (1993-95)

Mercedes-Benz
- *CLK 320 & CLK 32 AMG*

Mitsubishi
- *Lancer Evolution (VIII & IX) (2003-07)*
- *Lancer Evolution (X) & Ralliart (2008-12)*
- *3000GT Turbo*

Nissan
- *370Z (all) (2009-12)*

Pontiac & Saturn
- *Solstice GXP & Sky Redline*

Porsche
- *911 Turbo (1976-89)*
- *911 Turbo (964 chassis) (1990-94)*
- *911 Turbo (993) (1996-97)*
- *911 (996 & 997 chassis) (1999-2012)*
- *Boxster & Cayman (all)*

Shelby
- *Cobra 289*

Subaru
- *Impreza WRX STI (2004-07)*
- *Impreza GT, WRX, & WRX STI (2008-11)*

Sunbeam
- *Tiger (260 & 289)*

Toyota
- *MR2 (all incl. Turbo) (1991-95)*
- *Supra Turbo (1993½-98)*

Street Prepared Class B (BSP)

Audi
- *TT (1.8T, FWD & quattro)*
- *TT (3.2L, quattro)*
- *TTS (2009-12)*
- *Quattro Turbo Coupe*

BMW
- M Coupe, M Roadster, & Z3 (6-cyl, all)
- M3 (E36 chassis, all)
- M3 (E46 chassis)
- *Z4 (non-turbo, all incl. M)*

Chevrolet
- Corvette (1953-54)
- Corvette (1955-57)
- Corvette (1958-62)
- Corvette (1963-67)
- Corvette (1968-82)
- Corvette (1984-96) (all)

Chrysler
- Crossfire & Crossfire SRT6

Honda
- S2000

Mazda
- MazdaSpeed Miata
- RX-7 Turbo (1986-92)
- RX-8

Nissan & Datsun
- *240Z, 260Z, & 280Z*
- *280ZX & 280ZX Turbo*
- 300ZX Turbo (1984-89)
- 300ZX Turbo (1990-96)
- 350Z *(all)*

Pontiac & Saturn
- *Fiero (V6)*
- Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)
- Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)
- ~~Solstice GXP & Sky Redline~~

Porsche
- 911 (non-turbo) (1965-89)
- *911 (964 & 993)*
- 911 (non-turbo, NOC)
- 914/6 (all)
- 924 (all incl. Turbo)
- 944 (all incl. Turbo)
- 928
- 968

Saleen
- Mustang S281E & Mustang (NOC)

Triumph
- TR-8

Street Prepared Class C (CSP)

BMW
- Z3 (4-cyl)
- M3 (E30 chassis)

Datsun
- Roadster (1500, 1600, & 2000)

Fiat
- Abarth (all)
- 124 Spider (1975-78) & 2000 Spider (non-turbo)
- 2000 Spider Turbo

Honda
- Civic (1.5L) (1984-87)
- Civic & CRX (1988-91)
- CRX (1.5L) (1984-87)

Jensen-Healey

Lancia
- Scorpion

Lotus
- Cortina
- Elite (1216cc)

Mazda
- MX-5 Miata (1990-2005)
- MX-5 (2006-12)
- RX-2 & 616
- RX-3, RX-3SP, & 808 Mizer
- RX-7 (non-turbo) (1978-85)
- RX-7 (non-turbo) (1986-92)

Mercedes-Benz
- 190E (16v)

Morgan
- 4/4

Pininfarina
- 2000

Pontiac/Saturn
- Solstice & Sky

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

Toyota
- MR-2 & MR-2 Supercharged (1st gen) (1985-89)
- MR2 Spyder (2000-05)
- Supra (1979-81)

Sedans over 1.7L & under 3.0L not otherwise classified.

Sports cars under 2.0L not otherwise classified.

(See Section 14.1.C for update/backdate limitations.)

Street Prepared Class D (DSP)

Acura
- Integra (1990-93)
- Integra (incl. Type R) (1994-01)
- RSX (all)

Alfa Romeo
- 1600 Coupes & Spiders (all)
- 1750 & 2000 Coupes & Spiders (all)
- GTV V6 (all)
- Milano

Audi
- *A3 (2005-12)*
- A4 (1.8T, FWD & quattro) (1995-01)
- A4 (1.8T, FWD & quattro) (2002-05)
- Coupe GT & Quattro (1980-88)

BMW
- 325 & 328 (E30 chassis)
- 323, 325, & 328 (E36 chassis)
- 323, 325, 328 & 330 (E46 chassis, non-M3)
- 3 Series (16v, NOC)
- Bavaria

Chevrolet, Pontiac, Buick, Oldsmobile, & Geo
- Cobalt SS (N/A) (2005-07)
- Cobalt SS Supercharged (2005-07)
- Cobalt SS Turbo (2008-10)
- HHR SS Turbo
- J Body (4-cyl Turbo, Quad 4 DOHC, & V6)
- L Body (Quad 4 & V6)
- N Body (4-cyl Turbo, Quad 4, & V6)
- Spectrum Turbo (1985-89)
- Storm GSi (1985-89)
- X Body (V6)

Chrysler, Plymouth, & Dodge
- Acclaim (V6 & Turbo)
- Charger GLH-S
- Conquest & Starion (non-turbo)
- Daytona Turbo
- Daytona (V6)
- GLH-S & GLH Turbo
- Laser Turbo (NOC) & K-car Turbo
- Shadow (4-cyl Turbo & V6)
- Shelby Charger Turbo
- Spirit (4-cyl Turbo & V6)
- SRT-4
- Sundance Turbo

Dodge & Mitsubishi
- Colt Turbo & Mirage Turbo (1984-88)
- Colt Turbo & Mirage Turbo (1989-92)

Eagle
- Summit Turbo (16v) (1989-90)

Fiat & Bertone
- X1/9 (all)

Ford & Mercury
- Capri (4-cyl & 6-cyl) (1971-77)
- Capri (1991-95)
- Contour SVT
- Cougar (1999-2002)
- Fusion & Milan (6-cyl) (2006-12)
- Probe (Turbo & V6)

Honda
- Civic Si (1999-2000)
- Civic Si (2002-05)
- Civic Si (2006-11)
- Del Sol (DOHC)
- Prelude 4WS
- Prelude (1983-2001) (NOC)

Hyundai
- Tiburon

Isuzu
- I-Mark LS (16v & Turbo, FWD) (1985-89)
- I-Mark RS (16v & Turbo, FWD)
- Impulse RS Turbo (AWD) (1990-93)
- Impulse Turbo & RS (RWD) (1983-89)
- Impulse XS (16v non-turbo) (1990-93)
- Impulse (16v & Turbo)
- Stylus XS & RS (16v) (1990-93)

Kia
- Forte Koup (2010-12)

Lexus
- IS300

Maserati
- BiTurbo

Mazda
- 323 GT & GTX (AWD)
- 6 (6-cyl)
- Mazdaspeed 3
- Mazdaspeed Protege
- MX-6 (Turbo & V6)
- Spec Miata (See 15.0 for preparation allowance requirements)

Mercedes
- 190 (all) (1984-93)
- C230

Merkur
- XR4Ti

MINI
- Cooper S (+ JCW & JCW GP)

Mitsubishi
- Cordia Turbo
- Eclipse (2000-12)
- Galant (all)
- Tredia Turbo

Nissan & Datsun
- 200SX SE-R
- 200SX Turbo
- 200SX (V6)
- 240SX
- *Altima (2007-12)*
- Maxima
- Pulsar (16v)
- Pulsar NX Turbo
- Sentra (2.0L) (1995-99)
- Sentra (2.0L) (2000-01)
- *Sentra (B15 chassis) (2002-06)*
- *Sentra (B16 chassis) (2007-12)*

Peugeot
- *505 (all) (1979-91)*

Pontiac & Toyota
- Corolla XRS (2005-06), Matrix XRS (2003-06), & Vibe GT (2003-06)
- Matrix & Vibe (AWD) (2003-08)

Porsche
- 914 (4-cyl)
- 924 (Audi engine)

Renault
- Fuego Turbo
- R5 Turbo

Saab
- 99, 99 EMS, & 99 Turbo
- 900 & 900 Turbo (1979-93)
- 900 & 900 Turbo (1994-98)

Saturn
- Ion (all) & NOC

Subaru
- Impreza 2.5
- Legacy & Outback (6-cyl, all) (1998-2004)
- Legacy & Outback (6-cyl, all) (2005-12)

Toyota
- Camry V6
- Celica (2000-05)
- Celica All-Trac (all)
- Corolla FX16
- Supra (1982-86)

Volkswagen
- Corrado (all)
- Golf & Jetta (VR6)
- Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)
- *GTI, GLI, & Jetta (2.0T) (2006-12)*
- New Beetle Turbo
- Passat VR6
- R32

Volvo
- 240 Series Turbo (all)
- C30 (2006-09)
- *S40 (1995-2004)*
- *S40 (2005-11)*

6-cyl (n/a) & 4-cyl (mechanically forced-induction) 2WD sedans under 3.0L not otherwise classified.

(See Section 15.1.C for update/backdate limitations.)

Street Prepared Class E (ESP)

AMC
- AMX & Javelin (all)

Audi
- 5000 Turbo, 5000 Turbo quattro, 200, & 200 quattro
- A8 & A8 quattro
- RS4 (2007-08)
- V8 quattro

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

Chevrolet, Pontiac, Buick, & Oldsmobile
- Camaro & Firebird (1967-70)
- Camaro & Firebird (1970½-81)
- Camaro, Firebird, & Firehawk (1982-92) (3rd gen)
- Camaro, Firebird, SS, Firehawk, & WS6 (1993-2002) (4th gen)
- Camaro (2010-12)
- Chevelle (1964-67)
- Chevelle (1968-72)
- Corvair Yenko Stage I, II, & III (all)
- Lumina
- Monza (V8) & Skyhawk (V6)
- Reatta
- Regal(1980-88) (V6 & V8, RWD)
- Starfire & Sunbird (V6, all)
- Trans Am Turbo (1982-92)

Chrysler, Plymouth, & Dodge
- Barracuda (1965-69) & Dart, Duster, & Valiant (1963-76) (A-body)
- Barracuda & Challenger (E-body) (1970 -74)
- Challenger (2008-12)
- Challenger (6-cyl & V8, NOC)
- Charger (2006-12)
- Conquest Turbo
- Laser (Turbo, all) (1989-99)
- Stealth (non-turbo)
- Dakota (1997-04)

Dodge, Mitsubishi, & Eagle
- Colt & Mirage (1984-88)
- Colt, Mirage, & Summit (1989-92)
- Colt, Mirage, & Summit (1993-96)
- Mirage (1997-2002)

Eagle
- Talon Turbo (all) (1989-99)

Ferrari
- 400 America (all)
- 500 Superfast (all)

Ford & Mercury
- Cougar (1965-70)
- Cougar (1971-74)
- Mustang (1964½ -66)
- Mustang & Cougar (1967-68)
- Mustang & Cougar (1969-70)
- Mustang & Cougar (1971-73)
- Mustang II (all) (1974-78)
- Mustang, SVO, Cobra, Cobra R (1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
- Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
- Mustang (S197 chassis *incl. Boss 302 & Leguna Seca*) (2005-12)
- Taurus SHO
- Thunderbird & Cougar (1983-88)
- Thunderbird & Cougar (1989-97)

Hyundai
- Genesis (2009-12)

Infiniti
- G35
- *G37*
- M30
- Q45

Jaguar
- Sedans (6-cyl & 12-cyl)
- XJS (all)
- XK 120, 140, 150, & 160

Lexus
- ES250
- 400

Mazda
929
MazdaSpeed 6
Mercedes
230SL, 250SL, & 280SL (all)
350SL, 380SL, & 450SL (all)
220, 230, 250, & 280 Sedans (all)
280 (4.5L, all) & 300 (6.3, all) Sedans
Mitsubishi
3000 GT (non-turbo)
Eclipse Turbo (1989-99)
Starion Turbo
Nissan
300ZX (non-turbo) (1984-89)
300ZX (non-turbo) (1990-96)
Peugeot
405
Saab
SPG (16v & Turbo)
Saleen
Mustang 302 & 351 (non-supercharged) (1984-93)
Shelby
GT350 (1965-66)
GT350 & GT500 (1967-70)
Subaru
Forester 2.5XT
Legacy 2.5GT (2005-12)
Impreza WRX (non-STI) (2002-07)
Toyota
Supra (all) (1986½-92)
Supra (non-turbo) (1993-96)
Volvo
700 Series (all)
800 Series (all)
S60 & V70
Volkswagen
Passat W8 4Motion
American 6-cyl & V8 sedans & 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 (FSP)

Acura
Integra (1986-89)
Legend
Alfa Romeo
1300cc models (all)
1600cc sedans (all)
1750 & 2000 sedans (all)
Alfetta GT
AMC
(4-cyl, all)
Audi
80 (all)
90 (all)
100LS (all)
4000 (all)
5000
Austin
America (all)
Mini & Mini Cooper (850, 970, 997, 998, 1071, & 1275, all)
Austin-Healey
Sprite (all)
100-4, 100-6, & 3000
BMW
1600
1800ti & 1800 TiSA
1600-2, 1602, & 2002 (+ tii)
318i (NOC)
318ti (E36 chassis)
320i
Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki
Beretta (4-cyl)
Camaro (4-cyl) (1982-86)
Chevette & T1000
Citation & Omega
Corvair (non-Yenko)
Fiero (4-cyl)
Firebird (4-cyl) (1982-86)
Metro & Swift (1985-88)
Metro & Swift (1989-93)
Monza (NOC), Starfire, Omega, Astre, & Skyhawk (RWD)
Phoenix & Skylark
Prism
S-10 (1994-2004)

- Spectrum (1.5L non-turbo) (1985-89)
- Spectrum (NOC)
- Sprint & Sprint Turbo
- Storm (12v, base model) (1989-93)
- Sunbird (4-cyl)
- Vega & Cosworth Vega

Chrysler, Plymouth, & Dodge
- Acclaim (4-cyl non-turbo)
- Arrow 1600, 2000, & 2600
- Champ (non-turbo, all)
- Colt (non-turbo, FWD)
- Colt (8v non-turbo)
- Colt (1600 & 2000, RWD)
- Daytona (non-turbo)
- Horizon, TC3, & Turismo (1.7L, 1.8L, & 2.2L)
- Laser (non-turbo) (1989-99)
- Neon (all) (1994-99)
- Neon (2000-05)
- Omni, 024, & Charger
- Rampage (2.2L)
- Sapporo (1600, 2000, & 2600)
- Shelby (2.2L non-turbo) (1983-84)
- Spirit (4-cyl non-turbo)

Dodge, Mitsubishi, & Eagle
- Colt & Mirage (non-turbo) (1984-88)
- Colt, Mirage, & Summit (non-turbo) (1989-92)
- Colt, Mirage, & Summit (non-turbo) (1993-96)

Eagle
- Talon (non-turbo) (1989-99)

Fiat
- 124 (1966-74)
- 128
- 131 & Brava
- 850 Sedan
- 850 Coupe & Spider
- Strada

Ford & Mercury
- Capri II (1976-77)
- Cortina
- Escort, Escort GT, & Tracer (1991-96)
- Escort, ZX2, & Tracer (1997-2002)
- Escort, EXP, Lynx, & LN7 (1981-90)
- Festiva
- Fiesta (1976-80)
- Focus (NOC)
- Focus SVT
- Fusion & Milan (4-cyl)
- Mustang II (4-cyl) (1974-78)
- Mustang & Capri (4-cyl non-turbo)
- Pinto & Bobcat (1600, 2000, & 2300)
- Pinto Wagon (2000, 2300, & 2600)
- Probe (4-cyl non-turbo)

Honda
- Accord (1976-81)
- Accord (1982-12)
- Civic (1973-79)
- Civic (1980-83)
- Civic & CRX (1.3L) (1984-87)
- Civic (1992-95) & Del Sol (1992-96) (SOHC)
- Civic (non-Si) (1996-2000)
- Civic (non-Si) (2001-05)
- Civic (non-Si) (2006-12)
- Prelude (1979-82)

Hyundai
- Elantra
- Excel
- Scoupe
- NOC (all)

Infiniti
- G20

Isuzu
- I-Mark (1.5L non-turbo)
- FWD models (1985-89)
- I-Mark RS (16v) (1985-89)
- I-Mark (RWD) (1980-85)
- Impulse (non-turbo) (1983-89)
- Stylus S (12v) (1990-93)

Kia
- Spectra (1.8L 4-cyl)

Lancia
- Beta & Zagato (1975-83)

- Mazda
  - 3
  - 323 (non-turbo)
  - 626 (FWD, all)
  - 626 (RWD, all)
  - Cosmo (all)
  - GLC (FWD, all)
  - GLC (RWD, all)
  - MX-6 (4-cyl non-turbo)
  - Protégé (1989-98)
  - Protégé (1999-2003)
  - R-100
  - RX-4
- MG
  - 1100, 1300 Sedan (all)
  - A (all)
  - B & B GT (all)
  - C & C GT (all)
  - Midget (948, 1098, 1275, & 1500, all)
- MINI
  - Cooper (non-S) (2002-12)
- Mitsubishi
  - Cordia (non-turbo)
  - Eclipse (1989-99) (non-turbo)
  - Lancer (non-turbo)
  - Mirage (1997-2002) (non-turbo)
  - Tredia (non-turbo)
- Nissan & Datsun
  - 1200
  - 200 SX (1976-79)
  - 200 SX (1980-83)
  - 200 SX (1984-88)
  - 210
  - 310
  - 510 (1968-73)
  - 510 (1978-81)
  - 610
  - 710
  - B210
  - F-10
  - NX1600
  - NX2000, Pulsar, Sentra, & Sentra SE-R (1991-94)
  - Pulsar & Pulsar NX (non-turbo, all)
  - Stanza (all)
- Opel
  - 1900 & Manta
  - GT 1100
  - GT 1500 & 1900
  - Kadett 1100
  - Kadett 1500 & 1900
- Pontiac & Toyota
  - Corolla, Matrix, & Vibe (2003-08) (NOC)
- Peugeot
  - 405 DL & 405 S
- Porsche
  - 912
  - 912E
- Renault
  - 15 & 17 (all)
  - 16 (all)
  - 17 Gordini
  - 18i (all)
  - Alliance, GTA & Encore
  - Fuego (non-turbo)
  - R-5 (NOC) & LeCar
- Saab
  - Sonnet (1968-74)
- Saturn
  - SL (1991-95), SW (1993-95), & SC (1991-96)
  - SL (1996-99), SW (1996-99), & SC (1997-2000)
  - SL (2000-02), SW (2000-02), & SC (2001-02)
- Scion
  - tC
- Sunbeam
  - Alpine (all)
- Subaru
  - Turbo 4WD (all, NOC)
  - Forester (non-turbo)
  - Impreza (NOC)
  - Legacy & Legacy GT
- Suzuki
  - Aerio
- Toyota
  - Camry (4-cyl)
  - Celica (1970-77)
  - Celica (1978-81)
  - Celica (1982-85)
  - Celica (FWD) (1986-89)
  - Celica (FWD) (1990-93)

- Celica (1994-99)
- Corolla 1200
- Corolla (1600 & SR-5) (1970-79)
- Corolla (1600 & 1800, RWD) (1980-83)
- Corolla (AE86 *chassis, all*) (1984-87)
- Corolla GTS (AE92 chassis, FWD) (1990-91)
- Starlet
- Tercel

Triumph
- GT-6
- Herald (all)
- Spitfire
- TR-2 & TR-3
- TR-4 & TR-4A
- TR-250 & TR-6
- TR-7

Volkswagen
- Beetle (RWD)
- Cabriolet (1985-92)
- Dasher & Quantum (4-cyl, all)
- Fox GL
- Golf & Jetta (8v, A2 chassis) (1985-93)
- Golf & Jetta (16v, A2 chassis)
- Golf, Jetta, & Cabrio (8v, A3 chassis) (1993-98)
- Golf, Jetta, & Beetle TDI
- Karmann Ghia
- Passat (all, NOC)
- Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8v, A1 chassis) (1975-92)
- Rabbit (2.5L 5-cyl, A5 chassis) (2006-09)
- Scirocco (16v)

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)

Sedans under 1.7L not otherwise classified.
4-cyl & 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 engines 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 0.9 liters times the number of rotors, plus the volume determined by the difference between the maximum and minimum capacity of the working chamber times the number of rotors.
4. Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight of 2900 lbs for SSM class and 3100 lbs for SM class. Category weight adjustments (e.g., tire size) are allowed.

Weight Adjustments

Cars running tires with a rated width of 275 mm or less on all four wheels may compete at a minimum weight 200 lbs less than their calculated weight.

STREET MODIFIED 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-1990

Honda CRX

MGB GT

Triumph (all)

Minimum Weight Calculations (without driver):

FWD: 1550 lbs + 125 lbs per liter

RWD: 1800 lbs + 200 lbs per liter

AWD: 1800 lbs + 300 lbs per liter

Rear wheel weight greater than 51%: +25 lbs per liter

Solid axle RWD: -25 lbs per liter

Tire width 275mm or less (all): -200 lbs

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

Super Street Modified Class (SSM)

Eligible Vehicles:

All two-seat cars not excluded below.

All SM eligible sedans/coupes excluded from SM.

All SM eligible vehicles.

Excluded Vehicles:

Lotus (all except Elise, Exige, & Esprit)

Vehicles not meeting minimum weights

Minimum Weight Calculations (without driver):

FWD: 1350 lbs + 125 lbs per liter

RWD: 1600 lbs + 200 lbs per liter

AWD: 1600 lbs + 300 lbs per liter

Rear wheel weight greater than 51%: +25 lbs per liter

Tire width 275mm or less (all): -200 lbs

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

Street Modified Supplemental Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

2-seater: 1610 lbs + 125 lbs per liter

4-seater: 1550 lbs + 125 lbs per liter

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

(Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight adjustment as stated in the SM class.)

PREPARED CATEGORY

Prepared Class X (XP)

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 per 17.11.A are not eligible for XP.

1. BODYWORK AND STRUCTURE

a. Chassis components attached by removable fasteners (e.g. bolt-on subframes) may be modified or replaced without penalty.

b. Front hoods, engine covers, trunk lids, hatches, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, 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. Fenders may be flared as per Prepared (17.2). Unibody fender may be replaced as described in 17.2.S. 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-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position.

Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using section 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

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 zero inches (0”) beyond the rearmost portion of the bodywork, or more than six inches (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 the number of endplates is limited to a maximum of two (2). For

convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12 inches (12") 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° fore and aft) and may extend a maximum of six inches (6) forward of the frond 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 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

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.

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. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.

b. Drive train and related systems (induction, ignition, fuel, electrical, cooling, oiling, etc.) and components (mounts, clutch, flywheel, etc.) are unrestricted except as noted.

c. The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal).

d. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.

e. 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 Club Racing GCR/GTCS or GCR/PCS are not eligible for this class.

9. MINIMUM WEIGHTS

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. Example: Weight for a 1837cc RWD car is 1200 + (1.837 x 200) = 1567 lbs.

Engine displacement less than 4.0L

RWD: 1200 lbs + 200 lbs per liter

FWD: 1200 lbs + 150 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Engine displacement of 4.0L or greater

RWD: 1200 lbs + 180 lbs per liter

FWD: 1200 lbs + 130 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs before applicable weight adjustments.

Weight adjustments	lbs
Cars with ABS	+ 50
Cars with traction/stability control	+ 50
Cars with active/reactive suspension	+ 100
Cars with engine behind driver	+ 20 per liter

Factory Five - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

Mosler - All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

MT900S

MT900R XP

Noble - All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

M12

M12GTO

M400

Rossion - With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Q1

Shelby

Cobra (1963-67)

Superformance - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

TVR

Griffith Series 200 & Series 400

Prepared Supplemental Class B (BP)

Note: BP is not a National-level class. All vehicles currently classed in BP are eligible for XP under Section 17.0.A.2, provided the vehicle complies with the XP preparation allowances. Competitors are reminded that XP 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 BP 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 & 8-cyl engines are allowed alternate-stroke crankshafts; crankshaft angles must remain standard.

U.S. produced 6-cyl & 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 & 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (siamesed intake ports, 2v 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, rear, or to either or both sides. If the original base model hood has a 2 inch bulge, then an addition of 2

inches is allowed, if the base model has a 3 inch bulge, then 1 inch 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

Displacement (cc)	(ci)	Weight (lbs)
0 - 5	(0 - 311.2)	2450
5100 - 6000	(311.3 - 366.1)	2600
6000 - 6500	(366.2 - 396.6)	2700
6500 - up	(396.7 - up)	2800

Turbocharged Piston Engine

Displacement (cc)	(ci)	Weight (lbs)
0 - 2700	(0 - 164.7)	2200
2700 - 3200	(164.8 - 195.2)	2300
3200 - up	(195.3 - up)	2600

Turbocharged Rotary Engine

Displacement	Weight (lbs)
All	2300

Chevrolet
- Corvette (1953-62) **
- Corvette (1963-82)
  - May use any 2v-per-cyl Chevrolet V-8 engine.
  - May use transverse leaf front spring.
- Corvette (1984-96) **
- Corvette (1997-2004)
- Corvette (2005-10)

Chrysler
- Conquest (Turbo)

Dodge
- Viper **
  - 1-3/8 in. restrictor plate required

DeTomaso
- Pantera

Factory Five Racing (production-based Ford V8 2v OHV [pushrod], N/A)
  - (17.10.I.1 still applies)
- 65 Roadster (MKI, II, III)
- Challenge Series Roadster

Ford
- Mustang (1994-2004) (w/ IRS)
- Mustang Cobra (2003) (Supercharged) 2900 lbs

Jaguar
- XJS (Weber 44 mm IDF carbs)

Mazda
- RX 7 Turbo (12A or 13B motor) (1987-92)
- RX-7 (12A or 13B motor, Turbo) (1993-95)

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 **
- 930 Turbo Carrera
- 944 Turbo
  - Alt. Spec: Head: 944 104 02500
  - Block: 944 101 00900
  - 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
  - Transaxle: Hewland KP 300

Nissan
- 280 ZX Turbo
- 300 ZX (1984-89)

Shelby
- Cobra

Sunbeam
- Tiger

Toyota
- Supra Turbo (4v cyl head) (1986½-92)
- Supra (1993-98)

TVR
- Griffith V8

Prepared Class C (CP)

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.

US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain stock.

US-produced 4-cyl, 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 (e.g., 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 the block mounting surface in the same plane as the standard part.

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (Siamese 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 inch bulge, then an addition of 2 inches is allowed, if the base model has a 3 inch bulge, then 1 inch is allowed, etc. There is no allowance for non-standard heat extraction vents.

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs):

V8 engines greater than 5100cc 3000

V8 engines equal to or less than 5100cc 2700

6-cyl engines maximum 4500cc 2450

Turbocharged 6-cyl engines maximum 4500cc 2550

Turbocharged 4-cyl 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, Yenko Stinger

Wheel size allowances are as per 17.4

AMC
- AMX (1968-70)
- Gremlin (8-cyl) (1970-78)
- Javelin (1968-74)
- Spirit (8-cyl) (1979-83)

Chevrolet
- Camaro (1967-69)
- Camaro (1970-81)
- Camaro (1982-92)
- Camaro (1993-02)
- Corvair & Corvair Turbo (1960-64) – 1850 lbs
- Corvair & Corvair Turbo (1965-69) – 1850 lbs
- Monza (1975-80)

Chrysler, Plymouth, & Dodge
- A-body – Valiant, Dart, Duster, Demon, etc, (1963-67), & Barracuda (1965-69)
- Dakota 2WD (1987-96)
- Dakota 2WD (1997-2004)
- E-body – Barracuda & Challenger (1970-74)

Ford & Mercury
- Maverick & Comet (6-cyl & 8cyl) (1970-77)
- Mustang (6-cyl & 8-cyl) (1964-69)
- Mustang (6-cyl & 8-cyl) (1969-73)
- Mustang II (6-cyl & 8-cyl) (1974-78)
- Mustang (6-cyl & 8-cyl) (1979-93)
- Mustang Turbo & SVO (4-cyl) (1979-93)
- Mustang (w/o IRS) (1994-04)
  - 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 (2005-09)
- Thunderbird (V6 & TurboCoupe) (1983-88)
- Thunderbird (V6 & SuperCoupe) (1989-97)

General Motors
- A-Body – Chevelle, El Camino, Tempest, etc (1964-67)
- A-Body – Chevelle, Cutlass, El Camino, GTO, etc (1968-72)
- A-Body – LeMans, Cutlass, Chevelle, El Camino, etc (1973-77)
- A-body – Malibu, Cutlass, El Camino, etc (1978-81)
- A-body – Monte Carlo, Grand Prix, Regal, El Camino, etc (1982-88)
- S10, S15, & Sonoma (6-cyl) (1982-93)
- S10 & Sonoma (6-cyl) (1994-04)

Mercury
- Capri (6-cyl & 8-cyl) (1979-93)
- Capri Turbo (4-cyl) (1979-93)
- Comet (6-cyl & 8-cyl) (1971-77)

Merkur
- XR4Ti (1985-88)

Pontiac
- Firebird & TransAm (1967-69)
- Firebird & TransAm (1970-81)
- Firebird & TransAm (1982-92)
- Firebird & TransAm (1993-2002)
- Trans-Am Turbo (1989)
- GTO (2004-06)

Saleen
- Mustang (w/o IRS or forced induction) (1979-93)

Shelby
- GT350 & GT500 (1965-70)

Yenko
- Stinger (1965-69) – 1850 lbs

US Sedans (6-cyl and 8-cyl, NOC)

Prepared Class D (DP)

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 (lbs):

Engines with displacement less than or equal to 1667cc:
1.06 x displacement (cc)

Engines with displacement greater than 1667cc:
0.91 x displacement (cc) plus 250 lbs

Alfa Romeo
- Giuletta Sprint & Spider (1570cc)
- Spider Duetto 1750 Spider Veloce (1779cc) (1969-70)
  - Alt body part: Niki Lauda Edition Spoiler
- Spider 2000 & Spider 2000 Veloce (1962cc) (1971-76)
  - Alt body part: Niki Lauda Edition spoiler

Austin-Healey
- 100-4 (2660cc)
  - Alt 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 Spider (1600, 2000) & 124 Spider Abarth (1995cc)

Jensen
- Jensen-Healey (1973cc)
  - Alternate Parts: cast iron sleeves

Lancia
- Scorpion (1756cc) (1976)
  - Fabric roof panel may be replaced with alternate materials.

Lotus
- 7 & 7A (948, 997, & 1098cc)
- Elan
  - Alt cyl head: P/N 26RD0703
- Super 7 (1340cc & 1498cc)
- Europa (Renault 1470cc/1565cc & Lotus-Ford Twin Cam 1558cc)
  - Alt cyl head (Renault): casting R-16 Renault
  - Alt cyl head (Twin cam): P/N 26RD0703

Mazda
- MX-5 Miata (1.6L & 1.8L, non-turbo) (1990-2005)
- MX-5 (2006-10)

Pontiac
- Fiero (2.5L, 4-cyl)
  - Alt suspension: rear double A-arm
  - Air cleaner may protrude through engine hatch
- Solstice (non-turbo)

Porsche
- 912 & 912E (1600cc & 1971cc)
- 914 (4-cyl)
- 924 (1984cc, non-turbo)
  - Alt cyl: P/N 933.104.302.50

Saturn
- Sky (non-turbo)

Toyota
- MR2 (1587cc, non-s/c) (1985-89)
- MR2 (2164cc, non-turbo) (1991-95)
- MR2 Spyder (1794cc) (2000-05)

Triumph
- GT6 (1998cc)
- TR-7 (1998cc)
  - Alt rear spoiler: V-775

Turner
- 950S
- 1500

TVR
- 1800

Volvo
- P-1800 (1780cc)
- P-1800 (1982cc)

Two-seat cars (4-cyl N/A, 2WD, NOC)

Prepared Class E (EP)

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 (lbs):
- 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 lbs or be required to weigh more than 2200 lbs prior to addition of weight penalties defined herein and in Section 17.

Acura
- Integra (1986-89)
- Integra (1990-93)
  - Alt engine: 1590cc
- Integra (1994-2001)
- RSX (2002-06)
- Sedans (3.0L and under, non-turbo, NOC)

Audi
- 4000S (non-turbo, FWD) (1980-87)
- Sedans (3.0L and under, non-turbo, NOC)

Austin / Morris
- America (1968-71)
- Mini Cooper S (1275)
  - Alt engines: 850, 970, 997, 998, 1071, or 1098cc
  - Firewall modification for adjustable front track rod, front lower suspension arm.

Alfa Romeo
- 1600 GTV (1974)
- Alfetta GT (1976-79)
  - Alt cyl head: P/N 19510.01053.04.
- Giulia 1300 & 1300 Ti (1964-71)
- GT 1300 Jr & GTA Jr (1966-77)
- GTA bore & stroke: 78mm x 67.5
- GTV 1750, 2000 ('67-'77)
  - Alt cyl head: P/N 19510.01053.04 (twin plug) – add 100 lbs.
- Junior Z
- Sport Sedan
  - Alt cyl head: P/N 19510.01053.04 (twin plug) – add 100 lbs.
- Sedans & sports cars (NOC)

BMW
- 1600 (1966-77)
- 2002, 2002ti, & 2002tii (1968-76)
- 2000ti (1966-72)

320i
3 Series E21 (4-cyl) (1975-83)
3 Series E30 (4-cyl) (1984-93)
3 Series & M3 (8v & 16v, E30 chassis)
530i (1975-78)
Sedans NOC

Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents
Beretta (4-cyl & V6) (1987-96)
Chevette (1976-87)
Citation (1980-85)
Nova (FWD)
Spectrum (1985-88)
Sprint (non-turbo) (1985-91)
Vega & Cosworth Vega (1971-77)

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
Colt & Champ (1971-78)
Colt & Champ (non-turbo) (1979-83)
Colt & Mirage (non-turbo) (1984-88)
Colt, Mirage, & Summit (non-turbo) (1989-92)
Colt & Mirage (non-turbo) (1993-96)
Daytona & Laser (2.2L non-turbo) (1984-90)
Eclipse, Laser, & Talon (16v & 8v non-turbo, FWD) (1982-90)
Neon
Neon (non-turbo) (1995-2005)
Omni, Horizon, 024, & TC3 (1978-90)
Shadow & Sundance (2.2L) (1986-94)
Shelby Charger (pre-1979)
Shelby Charger (1983-87)
Spirit & Acclaim (4 cyl) (1989-95)
Sedans NOC

Fiat
124 Coupe & Sedan (1966-74)
128 Coupe SL & 3P (1290) (1969-79)
131 & Brava (1974-84)

Ford & Mercury
Anglia Super (1962-67)
Cortina (1964-68)
Escort (1997-2002)
Escort, EXP, Lynx, & LN7 (1982-88)
Escort & Lynx (1968-81)
Escort GT & ZX-2 (1991-96)
Escort GT (1981-90)
Escort Mexico
Escort Super & 1300 GT
Festiva (1984-97)
Fiesta (1976-83)
Focus (1998-2010)

- Mustang II (2.3L) (1974-78)
  - Alt 2.3L cyl head: SVO P/N M-6049-A230
- Mustang & Capri (4-cyl non-turbo) (1979-93)
  - Alt 2.3L cyl head: SVO P/N M-6049-A230
- Mercury Capri (non-US) (1969-77)
  - Alternate 2.3L: SVO cyl head P/N M-6049-A230
- Pinto (1971-80)
  - Alt 2.3L cyl head: SVO P/N M-6049-A230
  - Alt body parts: spoiler – P/N D9FZ6440555-A; end piece – P/N D9FZ6428010-A or D9FZ6428011-A
- Probe (non-turbo) (1989-92)
- Probe (non-turbo) (1993-97)

Honda

- Accord (4-cyl)
  - Alt cyl head: P/N 12100-P05-010 or 12100-P05-020
- Civic (1170cc)
- Civic (1237cc)
- Civic (1984-87)
  - Alt cyl head: 1342cc – P/N 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488cc – P/N 12100-PE3-010 or 121-XA1-0084
- Civic (1988-91)
- Civic (1992-95)
- Civic (1996-2000)
- Civic (2001-05)
- Civic (2006-10)
- Civic (1488cc) (1980-83)
  - Alt cyl head: P/N 12100-664-010 (2v per cyl)
- Civic (1988-91)
- Civic (non-DOHC VTEC) (1996-2000)
- Civic Si (1.6L DOHC VTEC) (1999-2000)
- CRX (1984-87)
  - Alt cyl head: 1342cc – P/N 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488cc – P/N 12100-PE3-010 or 121-XA1-0084
  - Alt body parts: Mugen front bumper/spoiler, front fender, rear fender, & rear bumper
- CRX (1988-91)
- DelSol (1993-96)
- Prelude (1978-2001)
  - Alternate cyl head: P/N 12100-PC7-000, 12100-PC7-010, or 12100-PC7-020

Hyundai

- Sonata (1989-2005)

Isuzu
- I-Mark (1981-84)
- I-Mark (1985-89)
- Impulse (non-turbo) (1983-89)
- Impulse (non-turbo) (1990-92)
- Stylus (1991-93)
- Sport Coupe

Lancia
- Beta
- Zagato

Mazda
- 323 & GLC (non-turbo, FWD) (1980-95)
- GLC
  - Alt cyl head: P/N E515-10-100B
- 626 (non-turbo, 2WD) (1979-2002)
- Cosmo (1976-78)
  - Alt cyl head: P/N E515-10-100B
- GLC (RWD) (1977-83)
- MX-6 (non-turbo, 2WD) (1988-97)
  - Alt engine: 12A Rotary (no peripheral port)
- RX2 (1971-74)
  - Specified Displacement: 2292 cc
  - Alternate Specification: no peripheral port
- RX3 (1971-78)
  - Specified Displacement: 2292 cc
  - Alt Spec: No peripheral port
- RX4 (12A or 13B) (1974-78)
  - Specified Displacement: 12A – 2292 cc; 13B – 2616 cc
  - Alt Spec: No peripheral port
- Sedans (non-turbo, 2WD, NOC)

Mercedes
- 190E (1983-93)

MINI
- Cooper (non-S) (2002-10)

Mitsubishi
- Cordia (non-turbo, FWD) (1982-90)
  - Alt Spec: No split shift
- Eclipse – see Chrysler
- Mirage – see Chrysler

Nissan & Datsun
- 210 (1.4L, B310 chassis) (1978-82)
  - Alt cyl head: P/N 11041-H2303 or 11041-H5704
- 200SX (S10 chassis) (1977-79)
  - Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
- 200SX (S110 chassis) (1980-83)

Alt cyl head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 1041-21901, or 11041-N7120
Alt engine: L20B or NAPS-Z

200SX (S12 chassis) (1984-88)
Alt cyl head: P/N 11041-N7120.
Engine: L20B or NAPS-Z

240SX (*1989-98*)
Alt engine: L20B with cyl head P/N 11041-N7120/22010 or 11041-V9182/U0600A
Hood may be modified for engine clearance.

510 (1.6L, 1.8L, &2.0L, PL510 chassis) (1968-73)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

510 (A10 chassis) (1979-81)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

610 (1973-76)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

710 (1974-77)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

720 (2WD) (1980-86)

810 (1976-80)

810 Maxima (1981-83)

B110 (1171, 1237, 1288, 1397, & 1488cc) (1970-73)

B210 (1171, 1237, 1288, 1397, & 1488cc) (1974-78)
Alt cyl head: P/N 11041-H2300, 11041-25720, 11041-H1001, 11041-18001, 11041-H2303, 11041-H5704, or 11041-H9204

NX (B13 chassis) (1991-93)

Pulsar (N12 chassis) (1983-86)
Alt cyl head: P/N 11041-15M00

Pulsar (16v, N13 chassis) (1987-90)
Alt cyl head: P/N 11041-15M00
Alt engine: A14

Sentra (B11 chassis) (1983-86)
Alt cyl head: P/N 11041-15M00

Sentra (1.6L, B12 chassis) (1987-90)
Alt cyl head: P/N 11041-15M00
Alt engine: L16

Sentra (1.6L, B13 chassis) (1991-94)
Alt cyl head: P/N 11041-H5704

Sedans NOC

Opel

Ascona & Ascona SportWagon (1900) (1971-75)

Manta Sport Coupe & Manta Rallye (1900) (1971-75)

Kadett (1100 & 1900cc) (1964-72)

Peugot
405 (non-turbo) (1987-91)

Renault
Alliance, Encore, R-9, & R-11 (1982-89)
Alt cyl head: P/N 77005972627
LeCar & R-5 (non-turbo, FWD) (1978-96)
Alt cyl head: P/N 7700597627 – firewall modifications when using alternate cylinder head
R17 Gordini (1971-77)
Sedans NOC

Saab
96 (non-turbo, FWD) (1960-80)
99 (non-turbo, FWD) (1969-84)
900 (non-turbo, FWD) (1979-94)
Sedans NOC (non-turbo, 2WD)

Saturn
S & L series (1991-2005)
ION (non-supercharged) (2003-07)

Subaru
GL Coupe (non-turbo, FWD)
Sedans NOC (non-turbo, 2WD)

Suzuki
Swift – GA, GL, GTi, & GT (1985-2001)

Toyota
Celica (non-turbo, 2WD) (1970-77)
Celica (non-turbo, 2WD) (1978-81)
Celica (non-turbo, 2WD) (1982-85)
Celica (non-turbo, 2WD) (1986-89)
Celica (non-turbo, 2WD) (1990-93)
Celica (non-turbo, 2WD) (1994-99)
Celica (non-turbo, 2WD) (2000-05)
Corolla (non-turbo, 2WD) (1968-70)
Corolla (non-turbo, 2WD) (1971-74)
Corolla (non-turbo, 2WD) (1975-79)
Corolla (non-turbo, 2WD) (1980-83)
Corolla (non-turbo, 2WD) (1984-87)
Corolla (non-turbo, 2WD) (1988-92)
Alt engine: 4A-C
Corolla (non-turbo, 2WD) (1993-97)
Corolla (non-turbo, 2WD) (1998-2002)
Corolla (non-turbo, 2WD) (2003-08)
Paseo (non-turbo, 2WD) (1991-97)
Starlet (non-turbo, 2WD) (1981-84)
Alt engine: 4A-G 1.6L
Tercel (non-turbo, 2WD) (1980-82)
Tercel (non-turbo, 2WD) (1983-86)
Tercel (non-turbo, 2WD) (1987-90)

Tercel (non-turbo, 2WD) (1991-94)
Tercel (non-turbo, 2WD) (1995-99)
Yaris
Sedans NOC (non-turbo, 2WD)

Volkswagen
Beetle (1300) (1965-66)
Beetle (1300, 1500, & 1600) (1967-69)
Beetle (1600) (1970-77)
Corrado (16v non-supercharged) (1988-95)
Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, *8v*) (1975-*92*)
Golf & Jetta (A2 chassis) (1985-93)
Golf, GTI, & Jetta (1.8L & 2.0L non-turbo, A3 chassis) (1993-98)
Golf, GTI, & Jetta (2.0L non-turbo, A4 chassis) (1999-2005)
Golf, GTI, & Jetta (2.5L 5-cyl, A5 chassis) (2006-09)
New Beetle (2.0L non-turbo & 2.5L 5-cyl) (1998-2010)
Sedans NOC (4-cyl normally-aspirated)

Volvo
122S (1956-70)
Alt part: front axle cross member
Alt engine kit: 2127cc
142S & 142E (1967-74)
Alt part: front axle cross member
Alt engine kit: 2174cc
Sedans NOC

Yugo (1986-92)
Sedans NOC (4-cyl normally aspirated, 2WD)

Prepared Class F (FP)

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 (lbs):

Piston Engines: 0.75 x displacement (cc)

Rotary Engines: 0.70 x listed displacement (cc)

Forced Induction: *+0.450* x displacement (cc)

Peripheral Port Rotary: +0.050 x displacement (cc)

AWD: *+0.100* x displacement (cc)

FWD: - 0.100 x displacement (cc)

Weight Adjustments: Equipment, Weight (lbs)

Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than *2700* lbs prior to addition of weight adjustments defined herein and in Section 17.

Weight Calculation Example

Subaru STI (2.5L) running 11" wheel width

Actual displacement (before overbore): 2457cc

The formula would be: 0.75 (piston engine) + 0.375 (forced induction) + 0.075 (AWD) = 1.2 (total weight factor).

Calculated weight: 1.2 x 2457 = 2948 lbs (exceeds maximum limit).

2500 lbs (maximum calculated weight) + 100 lbs (wheel width over 10" weight adjustment) = 2600 lbs (total competition weight).

Acura
- NSX (1990-2005)

Alfa Romeo
- GTV V6 (1981-86)

Audi
- 4000, 4000 Quattro, Coupe Quattro, Coupe (1981-87)
- 90 Coupe, 90 Quattro Coupe & Sedan (1990-91)
- TT

Austin-Healey
- 3000 (1959-67)
- 100-6 (1956-59)

BMW
- 1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-10)
- 3 Series (6-cyl 12v, E30 chassis) (1984-90)
- 3 Series (6-cyl 24v, E36 chassis) (1992-98)
- 3 Series (6-cyl all, E46 chassis) (1999-2005)
- 3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-10)

Chevrolet
- Sprint Turbo

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
- Colt Turbo
- Daytona/Laser (Turbo) (1984-89)
- Omni Turbo
- Shadow & Sundance (Turbo) (1987-94)
- Talon & Laser (Turbo, FWD & AWD) (1989-94)
- Conquest & Starion Turbo

Ferrari
- Dino 246
- Dino 246 GT
- 308 (all)

Honda
- S2000 (2000-09)

Isuzu
- I-Mark RS (16V & Turbo, FWD)

Jaguar
- XKE (1961-74) (6-cyl)
- XKE (1961-74) (V12)

Lexus
- IS300 (2001-05)

Lotus
- Elise & Exige (normally-aspirated) (1996-2010)

Mazda
- MazdaSpeed Protégé (2003)
- *MazdaSpeed MX-5 Miata (2004-05)*
- MX6 GT Turbo
- RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)
  - Alt engine: Renesis
  - *Calculated displacement: 12A - 2292cc; 13B & Renesis - 2616cc*
- RX-7 (13B, bridge or peripheral porting allowed) (1986-91)
  - Alternate Engine: Renesis
  - *Calculated displacement: 13B & Renesis - 2616cc*
- RX-8 (bridge or peripheral porting allowed)
  - Alternate engines: 12A or 13B
  - *Calculated displacement: 12A - 2292cc; 13B & Renesis - 2616cc*
  - Standard intake manifold may be used.

MINI
- Cooper S (2002-10)

Mitsubishi
- Eclipse Turbo (FWD & AWD) (1990-98)
- Lancer Evolution (2003-06)

Morgan
- Plus 8

Nissan & Datsun
- 240Z, 260Z, 280Z (+ 2+2) (1970-78)
- 280ZX (+ 2+2) (1979-83)
- 300ZX (Z31 chassis) (1984-89)
  - Alt part: headlight covers
- 300ZX (non-turbo, Z32 chassis) (1990-96)
  - Alt part: rear facing hood scoop (3.5” max height)
- 350Z

Pontiac
- Fiero (V-6, 2.8L)
  - Alt suspension: rear double A-arm
  - Air cleaner may protrude through engine hatch
- Solstice GXP

Porsche
- 911 (3.6L & under, non-turbo)
  - Alt cyl heads (all displacements): twin plug
- 914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl)
  - Alt cyl heads: twin plug
- 924S (1986 -88)
  - Alt cyl head: P/N 933.104.302.50 with 36mm exhaust valves
- 924 Turbo
- 944 (non-turbo, all) (1982-91)
- 968 (1992-95)
- Boxster & Cayman

Saab
- 99 (1968-84)
- 900 Turbo & 900 SPG Turbo 16v (1979-88)

Saturn
- Sky Red Line

Subaru
- Impreza (AWD)
- SVX (1992-97)
- WRX (all) (2002-2010)
- Sedans & coupes NOC (Turbo)

Suzuki
- Swift Turbo

Toyota
- Celica All-Trac (1988-89)
- Celica All-Trac (1990-93)
- Celica All-Trac (1994-99)
- Celica Supra (1979-81)
- Celica Supra (1982-86)
- Supra (non-turbo) (1986½-92)
- Supra (non-turbo) (1993-98)
- MR2 Supercharged (Mk1 chassis) (1988-89)
  - Alternate parts: 1985-89 chassis
- MR2 Turbo (1991-95)

Triumph
- TR6 (1969-76)
- TR8 (215ci or 4L)
- TR250 (1967-68)

TVR
- 6-cyl

Volkswagen
- Corrado (VR6 or 1.8L Supercharged with 54mm inlet restrictor) (1990-95)
- Golf, GTI, & Jetta (TDI or VR6, A3 chassis) (1993-98)
- Golf, GTI, & Jetta (1.8T, TDI, or VR6, A4 chassis) (1999-2005)
- Golf, GTI, & Jetta (2.0T or TDI, A5 chassis) (2006-10)
- New Beetle (1.8T or TDI) (1998-2010)
- R32 (3.2L V6, AWD) (2004)
- Sedans NOC (4-cyl forced induction & 6-cyl)

Prepared Class G (GP)

Level 1 (Full Preparation) Vehicles

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) float-less 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.

Make Model (Variant) Induction System (if appl) Alt Spec (if appl)	Min Weight (lbs)	Wheels Max Dia/Width	Valve Head Dia In/Ex (if applicable)	Max Track F/R (in)
Alpine				
A108	1300	16x6		
1000	1300	16x6		
1100	1300	16x6		
Austin Morris				
Cooper 1275	1470	14x6		56/56
Alternate engines (cc):				
850	1050			
970, 997, 998	1100			
1071, 1098	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
(2) 1.25” SU or 1.25” Stromberg				
Sprite/Midget 1098	1325	14x6	1.31/1.16	50.5/49
(2) 1.25” SU or Stromberg				
Sprite/Midget 1275	1550	14x6	1.31/1.16	50.5/49
(2) 1.25” SU HS2 or 1.5” SU				
Sprite/Midget 1500	1550	14x6	1.44/1.17	50.5/49
(1) 1.5” Zenith CD4, 1.5” Stromberg SD, or 1.5” SU				
Fiat & Bertone				
850 all (inc. Abarth)	1125	14x6.5	1.146/1.028	50.0/52.0

One Weber 30 DICA downdraft, one Weber 4226434 1.18" pri/1.18" sec, or Weber 34 DMSA 1/100				
X1/9 1290	1500	14x6	1.43/1.21 or 1.23	56.5/57
One Weber 32DMTR (32mm pri & sec) or one Weber 32DATRA/100 (32mm pri & sec)				
X1/9 1498	1650	14x6.5	1.43/1.31	56.5/57
One Weber 34DMTR (34mm pri & sec)				
Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter				
MG				
MGA Twin Cam	1588	16x7	1.59/1.44	51/52.5
Allowed to replace wood floorboards with metal				
MGA		16x7	1.56/1.34	51/52.5
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28"				
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
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
2 Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				
Saab				
93 & 96 Sedan		16x7		60/60
843cc (2-stroke)	1200			
Sonett		16x7		60/60
1498cc	1600			
1699cc	1800			
Sunbeam				
Alpine		14x7		55.5/54
In valve dia: 1.500 or 1.480 or 1.432 or 1.436"				
Ex valve dia: 1.210 or 1.180 or 1.172 or 1.176"				
1494cc	1494			
1592cc	1592			
1725cc	1725			

Triumph				
Spitfire 1147	1405	14x6	1.30/1.15	53/52
(2) 1.25” SU or Stromberg				
Spitfire 1296 MkIII	1550	14x6	1.30/1.17	54/53
(2) 1.25” or 1.50” Stromberg or SU or (1) 1.50” CDSE Stromberg or 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
(1) 1.5” Stromberg-type SU or SU				
TR-2 & TR-3	1991	16x7	1.56/1.30	53/52.5
TR-4 & TR-4A (beam axle)				
	2138	16x7	1.56/1.30	55/54
TR-4A (IRS)	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
Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm choke(s), or (1) 40 DCNF w/ 30mm choke(s)				
Alternate crankshaft: 125 E				

Level 2 (Limited Preparation) Vehicles

This list of vehicles and the allowances below was developed from Level 3 (Limited Prep) vehicles listed in the Club Racing GCR under Production Category. The goal is for these cars to be less expensive and easier to prepare but allow them to be fully competitive with the cars currently in G Prepared (GP).

The following vehicles are classed in GP with the Level 2 (Limited Prep) allowances per section 17 - Prepared Category and the specifications listed below.

Permitted optional carburetors, for single carburetor cars, are:

A. Weber 32 DGV/DGAV/DGEV

B. Weber 32/36 DGV/DGAV/DGEV

C. Weber 32/36 DFV/DFAV/DFEV

D. Weber 34 DAT/DATR/DATRA/DMTR

E. Holley-Weber 5200

Make / Model / Engine displacement / Induction / Additional specifications	Weight (lbs) (min)	Wheels (in) (max)	Valve Size (in) In/Ex (max)	Track (in) F/R (max)
BMW				
1600 (1968-71)		13x7	1.65/1.38	56.5/56.5
1574cc	1575			
Carb				
Comp ratio to 11.0:1, valve lift to 0.450”				
Alt intake manifold #CAM-6618				
Datsun				
SPL 310-U		14x7	1.65/1.26	51.5/50.7
1488cc	1550			
(2) Hitachi HJB-38W				
SPL 311/311-U		14x7	1.66-1.69/1.26-1.38	53.7/50.7
1595cc	1700			
(2) Hitachi HJB-38W-3 or (2) SU HS-4 1.5				
Fiat				
124 Sport Coupe		13x6.5	1.64/1.43	56.7/55.4
1592cc	1590			
1608cc	1610			
(1) 40DCNF w/32mm chokes				
Comp ratio to 11.0:1, valve lift to 0.425”				
Ford				
Fiesta (1978-80)		13x7	1.41/1.24	56.0/55.5

1598cc 1600
(1) 40DCN, 40DCNF, or 40IDF
Comp ratio to 11.0:1, valve lift to 0.450”

Festiva (1988-93) 13x7 1.26/1.10 60.1/59.5
1324cc 1325
Fuel Inj or Carb
Comp ratio to 10.5:1, valve lift to 0.450”

Honda

Civic, Civic Si, CRX, & CRX Si (1984-87) 13x6 1.07/1.30 58.8/59.1
1488cc 1490
Fuel Inj or Carb
Comp ratio to 11.0:1, valve lift to 0.390”

Civic 1.5 (1988-91) 13x6 1.14/0.98 59.8/60.0
1493cc 1495
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.390”

CRX (1988-91) 13x6 1.14/0.98 59.8/60.0
1493cc 1495
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.390”

Nissan & Datsun

210 (‘79-’82) 13x6 1.46 or 1.38/1.18 56.0/54.7
1397cc 1400
1488cc 1490
(1) 40 DCNF, DCN, IDF w/28mm chokes
Comp ratio to 10.5:1, valve lift to 0.450”
Alt diff assembly H165

PL510 13x7 1.65/1.30 54.5/54.5
1595cc 1595
(1) 40DCN or 40DCNF w/32mm chokes or (1) 36DCNVH
Comp ratio to 12.0:1, valve lift to 0.450”

Porsche

914-4 15x7 1.61/1.34 56.5/58.2
1795cc 1795
Fuel Inj
Comp ratio to 10.5:1, valve lift to 0.420”
Cyl barrels of alt material allowed

Renault

Alliance/Encore (1984-87) 15x7 1.50/1.28 58.7/56.3
1721cc 1720
Fuel Inj
Comp ratio to 10.5:1, valve lift to 0.450”

Suzuki

Swift GA (1989-94) 13x7 1.42/1.18 58.4/57.4
1298cc 1300
Fuel Inj
Comp ratio limited to 11.0:1, valve lift to 0.450”

Toyota

Corolla (1971-74) 15x7 1.61/1.42 57.9/57.5

1588cc 1590

Carb

Comp ratio to 12.0:1, valve lift to 0.450”

Volkswagen

Golf (GTI, GT, GL) *(non-turbo)* 15x7 1.57/1.30 58.8/58.2

1780cc 1780

Fuel Inj

Comp ratio to 11.5:1, valve lift to 0.420”

Jetta (‘85-’91) 15x7 1.57/1.30 58.8/58.2

1780cc 1780

Fuel Inj

Comp ratio to 11.5:1, valve lift to 0.420”

Rabbit (‘81-’84) 14x7 1.34/1.22 58.9/57.2

1715cc 1715

Fuel Inj

Comp ratio to 11.0:1, valve lift to 0.450”

Rabbit GTI 8v (‘83-’84) 15x7 1.57/1.30 58.9/57.2

1780cc 1780

Fuel Inj

Comp ratio limited to 12.0:1, valve lift to 0.420”

Rabbit 13x7 1.34/1.22 58.9/57.2

1588cc 1590

(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj

Comp ratio to 11.0:1, valve lift to 0.450”

Scirocco (‘81-’84) 14x7 1.34/1.22 58.9/57.2

1715 1715

Fuel Inj

Comp ratio to 11.0:1, valve lift to 0.450”

Scirocco 8V (‘83-’88) 14x7 1.57/1.30 58.9/57.2

1780cc 1780

Fuel Inj

Comp ratio to 12.0:1, valve lift to 0.420”

Scirocco 13x7 1.34/1.22 58.9/57.2

1457cc 1460

1471cc 1470

1457: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes or Fuel Inj

1471: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes

Comp ratio to 11.0:1, valve lift to 0.450”

Scirocco 13x7 1.34/1.22 58.9/57.2

1588cc 1590

(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj

Comp ratio to 11.0:1, valve lift to 0.450”

MODIFIED CATEGORY

All listed weights are with driver except where noted otherwise. Weights not listed default to the appropriate Club Racing GCR reference. “Car” is defined in Section 12.1. In the Solo® Rules sections where preparation allowances are specified and if there are conflicts with the GCR allowances, the Solo® Rules shall take precedence.

MODIFIED CLASS A (AM)

Cars with a minimum weight of 900 lbs with driver and a minimum 72-inch wheelbase, plus Formula SAE as specified in Section 18.5. Club Racing GCR-compliant Formula S and A Sports Racer vehicles may compete in this class.

MODIFIED CLASS B (BM)

All Formula Cars or Sports Racers compliant under the current year Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

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 2v engine up to 1300cc, any 2-stroke motor up to 900cc, any 4v or more engine up to 1005cc. Minimum weight with driver: 1020 lbs.
2. May use any 2v automobile-based production engines up to 1615cc. Minimum Weight with driver: 1110 lbs.
3. May use any 4v or more engine up to 1615cc. May use any 2-stroke up to 1300cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight with driver: 1180 lbs.
4. May use any naturally-aspirated engine up to 3000cc. Minimum weight with driver: 1285 lbs.
5. Minimum rim width: none.
6. Maximum allowed rim width: 15 inches.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: 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 8 square feet. The current GCR CSR/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 half 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 Club Racing GCR *with the following Solo® allowances:*

1. *Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer maximum aero height.*
2. *Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the Club Racing FA specs with the exception that endplate gurney lips are not included. Endplate Gurney lips shall not exceed 2.75" additional width per side and shall not deviate more than 10° from vertical.*
3. *Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to Club Racing GCR 9.1.1.A.1.g.10).*
4. *Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.*

G. 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 *as specified above in F*.

Modified Class C (CM)

Modified Class C *allows the following club Racing* GCR-compliant *cars:* Spec Racer Ford (SRF), Formula F (FF), & Sports 2000 (S2). Within the limitations of the GCR, 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 GCR construction requirements or limitations except for those safety items which the Solo® Rules 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 F vehicles.

Exceptions to the Club Racing GCR for all cars in this class:

A. Spec tire requirements do not apply.

B. S2000 minimum weight with driver:

Cast iron head AND no cam change:	1280 lbs
Aluminum head OR cam change:	1305 lbs

C. Only cars produced by the following manufacturers are eligible for FF in this class: ADF, Alexis, *Anson,* 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, KBHMariah, 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 (DM)

Modified Production and GT cars with engine displacement 2000cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM 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- & 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight (with driver) vs. Displacement

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

C. Performance Adjustments

AWD:	Add 200 lbs
Modified Tub:	Add 40 lbs

D. Weight Bias Adjustment - with driver sitting in the driver's seat

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

Modified Class E (EM)

Modified Production and GT cars as follows:

A. Weight (with driver) vs. Displacement

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

B. Performance Adjustments

AWD:	Add 300 lbs
Modified Tub:	Add 50 lbs

C. Weight Bias Adjustment - with driver sitting in the driver's seat

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

Modified Class F (FM)

A. GCR-compliant 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 GCR/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 with driver

Wheelbase greater than 73":	750 lbs
Wheelbase of 73":	725 lbs
AMW or Rotax engine:	Add 50 lbs

5. Rotax-powered cars are permitted to use 34 or 38mm Mikuni round-slide carburetors. AMW powered cars may use either the 38 mm AMW carburetors or update to the 38 mm Mikuni round-slide 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 Rotax 493 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 Rotax 493 engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines.
7. *F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM with minimum weight with driver of 850 lbs. Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in*

each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

8. All F440 & F500 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. *Electric water pumps may be used.*

9. F440 & F500 cars in FM are not required in Solo® to have the sidepods now mandated by Club Racing if they were manufactured prior to 1984 in which that requirement was added to the GCR. Sidepods may not be removed from a car which was originally manufactured with them. The measurements for the height, the maximum width (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 Club Racing GCR-compliant Formula Cars

1. Formula Vee (FV)
2. Formula First (FST)

C. Solo® Vee as per the following definition: Solo® Vee 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 GCR/FCS 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 automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US 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 VW specifications for engines delivered for use in the US in VW 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 VW specifica-

tions for engines delivered for use in the US in VW 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 allowed is the one permitted by the applicable Club Racing 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 undersize 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 *permitted*. 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 standard ratio VW.
5. Maximum valve sizes are restricted to 39.0mm intake and 32.0mm exhaust. Valves shall be stock length (with a tolerance of +0.100" maximum) and valve stem diameters shall be standard. 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 9.00:1. 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. A reverse gear is not required.

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. A device for locking-out reverse gear may be used.

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 sedan 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-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll 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, 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. Two-piece rear brake rotor assemblies are also allowed. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum. These allowances also apply to front brakes.

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 OE 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 OE 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 (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm ventures. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted. Minimum weight 1000 lbs

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. Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. 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. A maximum compression ratio of 9:1 is permitted. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted. Minimum weight: 1000 lbs.

F. Electric radiator/engine cooling fan(s) may be installed on F440, F500, & Solo® Vee vehicles.

G. Dwarf Cars and 600 Racing, Inc Legends Cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA) or US Legend Cars International specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA or US Legend Cars Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA or US Legend Cars specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements.

Quick-release steering wheels.

Fire extinguishers.

Fire-retardant driver suit and gloves.

Neck braces.

Head and neck restraints (HNR).

Current Solo® Rules override WSDCA and US Legend Cars rules for the following items:

Helmets.

Car number and class designation.

Exhaust system, muffler, and tailpipe.

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 entrant(s) bump to HS, then HSL entrant(s) to GSL, then HSL entrant(s) to GS, then HSL entrant(s) 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
- FS→BS
- HS→GS→DS→ES→CS→BS→AS→SS→Street Prepared class for car as appropriate

STREET TOURING CATEGORY
- STF→STC→STS→STR→STX→STU→Street Prepared class for car as appropriate

STREET PREPARED CATEGORY
- ESP→BSP→ASP
- FSP→DSP→CSP→ASP→Street Modified class for car as appropriate

STREET MODIFIED CATEGORY
- SMF→SM→SSM→XP or other Prepared class for car as appropriate

PREPARED CATEGORY
- CP→XP
- FP→XP
- GP→DP→EP→XP→EM or DM class for car as appropriate

MODIFIED CATEGORY
- EM→DM→CM
- FM→CM→BM→AM

KART CATEGORY
- KM→BM

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 (3", 76.2mm) above the driver's helmet. In case of two-driver cars, both drivers must be within the roll bar height requirement, however only one (1) driver must be within six inches (6", 152.4mm) of the roll bar. In a closed car or an open car with a removable OE hardtop which is 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 (2) vertical members forming the sides of the hoop shall not be less than fifteen inches (15", 381mm) 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 (0.1875", 4.75mm) 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 (3", 76.2mm) 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 (2") long on each leg and 3/16 inches (0.1875", 4.75mm) 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 SCCA® Technical Services that the structure was approved prior to 09/22/1985 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.

Vehicle Weight (lbs)	Tubing Size (minimum) outside diameter x wall thickness (in)
Over 1500	1.500 x 0.120 1.750 x 0.095
1000 - 1500	1.250 x 0.090
Under 1000	1.000 x 0.060

Dimensions are nominal. 0.005” (0.127mm) variation in wall thickness is allowed.

3. Each mounting plate shall be at least 0.080” (2.03mm) thick if welded and 3/16” (0.1875”, 4.75mm) thick if bolted. A minimum of three (3) bolts per plate is required for bolted mounting plates.

4. All bolts and nuts shall be SAE Grade 5 or better and 5/16” (0.3125”, 7.94mm) 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

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 the applicable section of the Club Racing 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 seat belt and harness, must be padded with a non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of one-half inch (½", 12.7mm).

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

The Solo® Trials Rules specified within this Appendix are an extension of the Solo® Rules. They are exception or additions to those rules and as such, if a subject matter is not specific herein, the Solo® Rules governing that matter shall also govern a Solo® Trials event.

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 comply with the following:

- Submit to the SCCA® National Office an event site approval, if applicable, and request for sanction which includes a proposed scale course design map with surrounding areas indicated.
- All new sites are required to have an inspection to determine suitability for this program. Prior approved sites do not need any subsequent inspections as long as there have been no changes to the surface or other safety-related attributes since the initial inspection. Sanction will be granted after successful completion of course site inspection.

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, Street Touring®, 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 SCCA® National Office. 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 and Safety Steward shall be appointed by the Solo® Chairman of the host Region but may be subject to review by the DSS and/or the DSSS if there is a need. All other officials may be appointed by the host Region without review.

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 (5) years Solo® experience as an Event Chairman or a Safety Steward.

VII. ENTRANT ELIGIBILITY AND LICENSING

Drivers 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 (4) parking lot-type Solo® events within the last two (2) 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 (5) 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 (1) 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 lbs 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. At 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, or Armco.

X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with 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 Club Racing GCR requirements. Roll cages are highly recommended for all vehicles and, if installed, must conform to the current GCR.

b. All drivers in SCCA®-sanctioned Solo® Trials events in which a roll bar or roll cage is installed shall utilize either a five-, six-, or seven-point restraint harness meeting the following specifications. A 7-point restraint harness is recommended. Arm restraints are required on all open cars including open targatops, sunroofs, and T-tops. The restraint system installation is subject to approval by the Chief Technical and Safety Inspector.

   A. A 5-point system for use in automobiles where the driver is seated in an upright position consists of:

      1. A 3-inch seat belt or an FIA or SFI 16.5 certified 2-inch seat belt.

      2. An approximately 3-inch shoulder harnesses or FIA or SFI 16.5 certified 2-inch shoulder harnesses only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch shoulder harnesses are required.

      3. An approximately 2-inch anti-submarine strap. A 5-point harness is considered a minimum restraint system. 6- or 7-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

   B. A 6- or 7-point system recommended for use in all automobiles consists of:

      1. A 3-inch seat belt or an FIA or SFI certified 2-inch seat belt.

      2. An approximately 3-inch shoulder harness or FIA or SFI 16.5 certified 2-inch shoulder harness only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch harnesses are required.

      3. 2 or 3 approximately 2-inch leg or anti-submarine straps.

   C. The shoulder harnesses shall be the over-the-shoulder type. There shall be a single release common to the seat belt and shoulder harnesses. When mounting belts and harnesses, it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and sup-

ported above a line drawn downward from the shoulder point at an angle of 20° with the horizontal. The seat itself or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll bar/cage or part of the car structure. Only separate shoulder straps are permitted (Y-type shoulder straps are not allowed). H-type configuration is allowed.

D. The single anti-submarine strap of the 5-point system shall be attached to the floor structure and have a metal-to-metal connection with the single release common to the seat belt and shoulder harnesses.

E. The double lag straps of the 6- or 7-point system may be attached to the floor as above for the 5-point system or be attached to the seat belt so that the driver sits on them, passing up between his/her legs and attaching either to the single release common to the seat belt and shoulder harnesses or attaching to the shoulder harness straps. It is also permissible for the let straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his/her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

F. Each seat belt and shoulder strap of the harness (5-, 6-, or 7-point) shall have an individual mounting point (i.e., 2 for each seat belt and 2 for each shoulder strap minimum). 6- or 7-point system anti-submarine straps may share a mounting point with one or both seat belts. The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belts, shoulder harnesses, and anti-submarine straps should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

G. Unless specifically mentioned herein, compliance with all driver restraint systems that comply with SFI 16.1, SFI 16.5, or FIA 8853/98 is highly recommended.

H. Harness threading must be assembled in accordance with the manufacturer's instructions. Tech Inspectors are cautioned to inspect all belts and harnesses for wear, looking for abrasions, rips, tears, or other issues which would make a belt/harness of questionable value for its intended purpose. Vehicles with such issues will be prohibited from these events.

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 adhering to the following standards is highly recommended:

1. Halon 1301 or 1211; 2-pound minimum capacity by weight.
2. Dry chemical; 2-pound minimum with a positive indicator showing charge. Chemical: 10BC UL rated – potassium bicarbonate (Purple K) recommended; 1A-10BC UL rated multipurpose – ammonium phosphate and barium sulfate or Monnex.
3. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type.

4. 125cc shifter karts are permitted with the appropriate driver safety gear as specified in the Solo® Rules. However, depending upon surface irregularities of the site, the DSSS may prohibit these karts. Formula Junior karts are not permitted.

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®-compliant fire resistant clothing as listed in the current Club Racing GCR 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 retardant 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 layout. 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 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 the insurance policies of SCCA®. 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® Solo® events have an excellent safety record and it is important that it be kept that way. Therefore, the purpose of the SEB in initiating the SSS program was twofold:

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, the efforts of SCCA® 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 SOLO® SAFETY STEWARD

The Divisional Solo® Safety Steward (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 appointment of a SSS 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 Solo® Safety Committee (SSC) appoints the SSS, and deputies as required, for all National Solo® Championship events, subject to the approval of the Solo® Events Board (SEB).

The event manager will appoint the SSS for National Tour and ProSolo® Events. The hosting region normally suggests candidates.

V. PROCEDURES FOR BECOMING A SSS

A. SSS Licensing Requirements

There are 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 (www.scca.com).

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. Following an initial one-year licensing as a SSS, SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal. Effective 1/1/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.

F The requirements pertaining to licenses may be waived by the SSC, except for the attendance at a seminar. Continuing education requirements for SSSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year.

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 (www.scca.com/solo).

B. The application must be completed and sent to the DSSS along with a letter of recommendation from an SEB member, a Director, an instructor who has worked with the applicant, or the applicant's Regional Executive.

C. The DSSS may, or may not, approve the application and he/she will forward it to the SCCA® National Office for distribution to the SSC. The SSC will approve/deny the application based on the following criteria:

1. The applicant must have at least two 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 National Office otherwise.

VII. SOLO® EVENTS AT RACING FACILITIES

With the dwindling availability of parking lot sites, some regions have utilized racetracks. Go-kart tracks have been used quite successfully by Solo® regions and, on occasion, so have some road racing or stock car racing tracks. Unfortunately, road racing and stock car racing tracks usually offer hazards that are sometimes overlooked by the local region or, for that matter, by 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.

Solo® Rules Section 2.1 states in part that “... hazards must not exceed those encountered in legal highway travel.” At many race facilities where the racing surface is used for a Solo® event, there usually are guardrails, concrete walls, fences and/or other structures in close proximity to the intended path of competing vehicles. If proper course design has not been followed, an incident may take place that can, at a minimum, result in vehicle body damage.

Our competitors are rarely, if ever, asked to perform maneuvers such as slalom during normal highway driving. When we do ask them to negotiate such a maneuver at a parking lot Solo® event, we do so in an environment where they won’t injure themselves or damage their vehicles if they fail to complete that aspect of the course. Simply put, there is nothing around for them to hit if they lose control of their vehicle.

Section 2.2 states in part that “The course boundary shall not pass closer than 25 feet from solid objects” (walls, guard rails, fences, buildings, poles). It should be noted that racing surfaces at most racetracks are not much 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 SCCA® Risk Management. 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. However, this does not preclude further restrictions mandated by the SSS as the need arises.

In viewing an event site prior to or during an event, a Safety Steward must focus on taking proper precautions (those that would be taken by reasonable, prudent people) to eliminate danger to spectators from competing vehicles and to assure driver and worker safety through proper course design and layout. With the addition of karts to the Solo® program, special attention should be paid to potential low-lying hazards adjacent to the course. In viewing all potential spectator areas adjacent to the course, the Safety Steward should consider the probability of competing vehicles entering this area due to driver error or mechanical failure. Consideration should also be given to vehicle component explosions, (i.e., engine, flywheel, and/or clutch) and proper precautions taken in this regard. If there is a reasonable expectation of spectator danger, appropriate recommendations for the safety of spectators shall be made to the Event 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 I.4.

A. The Use Of Deputy Solo® Safety Stewards

In order to increase safety control of Solo® Events or for training purposes, Deputy Safety Stewards may be appointed by the SSS in charge of the event. 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 SCCA® 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 SCCA® National

Office if such conduct is sub-standard to the safety requirements of the Solo® Rules.

C. Minimum Viewing Distances

A minimum distance of 75 feet from the course edge shall be maintained for all unprotected viewing areas (areas without adequate barrier protection such as concrete walls or highway dividers).

For Spectator Solo® events, minimum viewing distances and viewing area locations have been predetermined by SCCA® after reviewing information submitted by the host region(s). It is the responsibility of the officiating SSS to obtain this viewing restriction information prior to the event and implement the stated requirements. However, the officiating SSS may require additional restriction as the situation warrants.

In all cases when reviewing potential viewing boundaries, special attention should be paid to the START and FINISH areas, timing truck and scoreboard areas, and any areas where a competitor is directed towards people, as well as turns near potential viewing locations.

D. Administrative Details On The Day Of The Event

1. Verify that the SCCA® Insurance Certificate for the event has been issued and is posted in clear view of all competitors. This should be done either by visual inspection of the certificate or by telephone confirmation with SCCA® Risk Management.
2. Review course to ascertain that all reasonable precautions have been taken with regard to non-participant and participant safety, that driver safety relative to course design (see Section 2.1) has been followed and that all worker stations have been located in safe areas. At Spectator Solo® events, assure compliance with the Course Inspection/Approval Report.
3. Site boundaries should be designated by permanent barrier (fence, wall, railing, etc.) and/or a temporary barrier (barricade tape, streamers, barricades, rope, etc.). Such site designation would include course area and paddock. Event officials should control access only to participants.
4. Review event operations with other key event officials.
5. Conduct a meeting with Crowd Control Marshals and/or course workers prior to start of the event.
6. Make final course inspection just prior to the start of competition each day, or at resumption of competition when the event has been stopped for any extended period.
7. 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 provide 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 following 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, inform 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 Solo® Safety Steward

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 Section 2.2, or if participant safety is in jeopardy. Both SCCA® and its insurance broker give this authority.

However, every attempt should be made to correct the safety problem before cancellation of the event is contemplated. Insurance/sanction cancellation is irrevocable and should only be utilized as a last resort.

If it becomes necessary to cancel an event for safety reasons, the SCCA® Risk Management 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 the SCCA® Risk Management emergency number (1- 800-770-9994) immediately!
2. Complete and mail the SCCA® Incident Report Form and original waiver to SCCA® Risk Management.
3. Complete and mail the postage pre-paid Insurance Claim Form card to Wells Fargo 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 Solo® 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 the safety concerns of SCCA® relaxed — the potential for injury is always present.

Solo® Safety Stewards, Chief Stewards, Event Chairmen, and host regions have the ability to reduce the possibility of injury and, by so doing, protect the insurability of all future Solo® events. It is extremely important that this ability be utilized to its maximum extent.

X. GENERAL SUMMARY

PURPOSE:

To enhance the safety of Solo® events by defining the responsibilities, authority, and role of the SSS concerning spectators and participants at all Solo® events.

AUTHORITY:

Authority is per the SCCA® Solo® Rules Introductory Section I.4.

SOLO® SAFETY COMMITTEE (SSC):

This committee administers the program.

LIABILITY OF SOLO® SAFETY STEWARD (SSS):

Each official is protected by being an additional insured under the SCCA® liability insurance policy. SCCA® will stand by any action or decision made by a SSS in the course of 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.

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 SCCA® National Solo® Safety Committee.

However, a visiting Safety Steward does have a responsibility to notify SCCA® of any substandard safety related problems.

PLURALITY OF DUTIES:

A SSS may not hold any other positions while administrating the duties of a Safety Steward.

DEPUTY SOLO® SAFETY STEWARD:

A SSS may appoint a deputy or deputies to help in the administration of 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.

SOLO® SAFETY STEWARD LOGBOOK

Grade of License_____ Valid Until_____

Name of SSS_____

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 (2) 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 (www.scca.com)

EVENT LOG

Date Event Region

_____

_____

_____

_____

_____

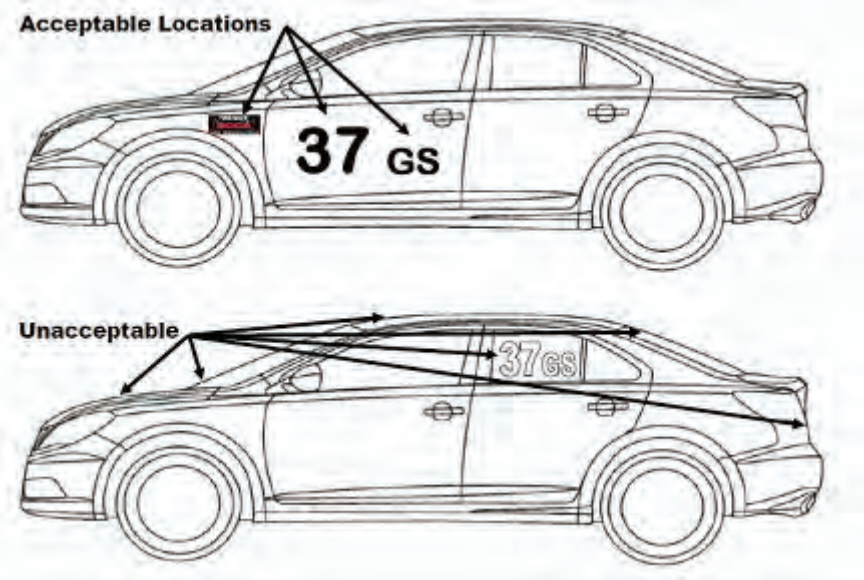
APPENDIX F - CLARIFICATIONS

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 Solo® Events Board. 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 compliant 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 shortlived. 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 re-interpretations 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 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 DNFs. 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

A Scott Russell linkage is a locating device similar to a panhard rod or a Watts linkage, which generally accompanies a solid axle rear suspension.

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).

AIR FILTER ELEMENT

The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additioinal openings). No other components of the air induction system may be removed, replaced, or modified.

CHEVROLET CORVETTE SPARE TIRE COVER

The spare tire cover on a Corvette (C4 chassis) may be removed when the spare tire is removed as allowed by section 13.2.G.

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 section 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.

CONTROL ARM SPACERS - CHEVROLET CORVETTE (1984+)

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.

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. Aftermarket 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.

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.

GM STEERING KNUCKLES

The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, do not meet the requirements of the Stock category.

HARNESS BAR

A harness bar which attaches only between the upper seat belt mounts on the B pillars complies with section 13.2.I provided the constraints of 13.2.I are met.

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.

HYUNDAI GENESIS R-SPEC ALIGNMENT BOLTS

Section 13.8.E allows for camber bolts offered by the manufacturer for a specific model and year. These bolts meet the rule and are compliant for use in Stock Category.

INTERCOOLERS

Intercoolers may not be packed with any type of ice during runs.

LOTUS ELISE SPORT PACK

The Lotus Sport Suspension (currently known as the Sport Pack) is a factory option package for the Lotus Elise which is eligible for Stock category competition. It should not be confused with the 2006 Lotus Sport Elise, which is a limited-production model (50 cars) developed by Lotus Sport (a division of Lotus Cars which develops high performance upgrade components for Lotus vehicles).

LOTUS 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.

MAZDA MIATA ANTI-ROLL BAR MOUNTS

For the purposes of section 13.7, the upper (flat) and lower (U-shaped) mounting brackets for the front anti-roll bar on a Miata are both considered to be anti-roll bar brackets.

MAZDA 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 section 13.5.D.

MAZDA MIATA OPTION CONVERSIONS

Only the year model 2007 Miata may be converted to the 2007 MS-R package.

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.

PORSCHE STRUT ORIENTATION

The strut on a Porsche 911 GT3 (996/997) 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.

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.

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., 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.

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 section 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 it 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.

SUBARU IMPREZA WRX OPTIONS

The following port-installed options on the Subaru Impreza WRX, are listed when installed on the vehicle's window sticker and pending

evidence to the contrary are considered compliant: carbon fiber trim, turbo boost gauge, titanium shift knob, short throw shifter, rear diff protector, spoilers, and arm rest extension.

"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.

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.

STREET TOURING CATEGORY CLARIFICATIONS

BMW 3-SERIES LISTINGS

For the purposes of 14.2.F.1, all BMW 3-series generations (E30, E36, E46, etc.) are considered the same model, including "M" versions.

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 Cooper and MINI Cooper 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 complaint for the M3 coupe. Cross reinforcement was not available from the factory on eligible coupe models, nor does it qualify as a standard part (see section 12.4) via parts manual supercession, thus making it non-compliant for both Street Touring and Stock category usage.

MAZDA MIATA MOTOR MOUNTS

All three pieces of a Miata motor mount (Engine Mount Rubber, Stopper Casing and Engine Bracket) are considered to be part of the "Engine Mount" in 14.10.J and 15.10.J.

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.

STEERING WHEEL

Steering wheel hub spacers and adapters are considered part of the steering wheel and are allowed to be substituted with the steering wheel per section 14.2. The resulting change in steering wheel position is permitted.

SUBARU WRX HEAT SHIELD

For the 2002-2007 Subaru WRX, the heat shield attached to both the turbo and downpipe is an exhaust heat shield and is therefore subject to “minimal modification” allowed in 14.10.D, but not removal.

STREET PREPARED CATEGORY CLARIFICATIONS

AIR BAG, PASSENGER

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.

BUMPER UNITS

The allowances of 15.2.I do not currently permit a replacement nonstandard front bumper/spoiler integral front fascia unit.

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. Aftermarket units are not allowed.

FERRARI CLASSIFICATION

The Ferrari F430 Scuderia is covered as an option package by the existing F430 listing in ASP.

IGNITION SYSTEM, CRANK FIRE

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.

LUBRICATION SYSTEM, ROTARY ENGINE

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.

MAZDA MIATA AIR CLEANER KIT / PLASTIC SHROUD

On the MX-5 Miata (NC), a plastic shroud (PN 56-181L) interferes with the routing of a "cold air kit" tube which facilitates air cleaner relocation; the plastic shroud is not an "air cleaner," nor is it part of the "intake system." Mazda calls this piece a "PLATE, SEAL-RAD. SHROUD." Mazda does not include it within the air-intake system in their factory documentation. It may well divert airflow in a manner which affects the stock airbox/air horn, but so does the bumper, radiator, etc. This piece may not be removed or modified to facilitate the installation of an intake kit.

MAZDA MIATA HARDTOP/SOFT TOP

Per 15.1, the 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.

MAZDA MIATA MOTOR MOUNTS

All three pieces of a Miata motor mount (Engine Mount Rubber, Stopper Casing and Engine Bracket) are considered to be part of the "Engine Mount" in 14.10.J and 15.10.J.

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.

REAR VIEW MIRROR

The Street Prepared rules do not permit the removal of rear view mirrors.

SPRINGS, LEAF

Per Section 15.8.A, for vehicles originally equipped with leaf springs, either multi- or mono-leaf springs may be substituted.

SPOILERS

The Street Prepared rear spoiler allowance was intended to allow common aftermarket body kits and spoilers that have no notable aerodynamic effect at autocross speeds. Solo® Rules section 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 compliant modification. Examples of cars having such OE bodywork elements that would be considered wings by definition include, but are not limited to, the 1993+ Chevrolet Camaro, the Subaru Imppreza WRX STI, numerous Ford Mustang variations from 1987 on, Dodge SRT-4, and Mitsubishi Lancer Evolution.

NOTE: 15.1.C is not affected by this clarification.

SUBARU IMPREZA SUBFRAME BOLTS

Subframe lock-down bolts (AKA Botox Bolts) are not compliant for use in Street Prepared. Section 15.2.D only allows for replacement of subframe bushings and does not provide any allowance for additional fastening hardware.

SUNROOF

A non-OE sunroof replacement panel may not be used in place of the OE sunroof.

TORQUE ARMS

The longitudinal member which GM refers to as as “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.

STREET MODIFIED CATEGORY CLARIFICATIONS

FIAT / YUGO PARTS

Fiat and Yugo components may be mixed as permitted under Section 16.1.

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.

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

ARIEL AND TONIQ

The Ariel Atom and Toniq may be eligible for BM or AM, if the car is in compliance with the class rule set.

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. CM 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.

CLUB RACING ASR VEHICLES

Vehicles prepared to the “new” Club Racing A Sports Racer (ASR) specifications defined in GCR/SRCS A.1.b are eligible to compete in AM. Vehicles prepared to the “old” ASR specifications defined in GCR/SRCS A.1.a remain eligible for BM.

CRASH STRUCTURES

Club Racing GCR section 9.4.5.F., regarding deformable crash structure in formula cars, does not apply in Solo®.

DM AND EM AERODYNAMICS

Section 18.1.E.3 Front Aero, as it applies to the case of the Lotus Seven and similar cars with irregular front top view profiles, for front spoiler/splitter construction: As an example, the Lotus Seven has a narrow central nosecone and separated front fenders. If a front spoiler wider than the nosecone were added, it would hang in free air. Air would flow both above and below the spoiler, meeting the definition of a wing, which would be an illegal configuration. However, the rules allow the front spoiler to be as wide as the rear bodywork of the car at axle height. A front spoiler/splitter only as wide as the nosecone would be of limited aerodynamic value. Furthermore, front aero is needed to balance rear aero; limiting one effectively limits the other. So, in the interest of parity, the Seven and similar cars are allowed to add a full width front spoiler. However, if the builder would add such a spoiler, he/she must fill in the front bodywork, closing the gaps between the nosecone, spoiler, and clamshell fenders, to avoid creating a “wing.” This will require adding bodywork filler panels for the car, and will change its look as it changes its function. The temptation might be to further optimize the cars front end for aero purposes, creating a sports racer-like wedge-shaped front using angled ramps to join the fenders to the spoiler/splitter assembly. This would exceed the parity intended by this allowance and is not allowed. Therefore,

when a Lotus Seven or similar vehicle uses a full-width front spoiler, the car's spoiler/ air dam is required to be vertical (between 80-100°) for the lower 8" of its extent.

The splitter is to be horizontal within +/- 3/16" over its length. Outside of these constraints, the builder may close off the front of the car in any manner necessary. The change in top view outline caused by these bodywork changes is allowed. The spoiler/air dam cannot be any wider than the rear bodywork at axle height. Splitters can extend 6" forward of the top view outline, but cannot extend wider than the top view outline.

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 rules. 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.

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 (Solo Events Board) in order to determine if the specific bodywork of concern is considered compliant for CM.

FORMULA 440

FM class is for current year Club Racing GCR-compliant 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 compliant even though the driver's feet extend beyond the front wheels.

FORMULA 500 EXHAUST

Solo® Rules section 3.5, "Mufflers", overrides the F500 sound level limit in the Club Racing GCR (Formula Car Specifications), but not the exhaust length limit.

MOTORCYCLE-ENGINED PRODUCTION-BASED CARS

Relative to an otherwise compliant DM/EM but motorcycle-engined vehicle running in BM, 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 Club Racing GCR/SRCS, or it may continue to adhere to the DM/EM Solo® specifications.

However, in either case, the applicable displacement/minimum weight shall be as listed in the Solo® BM rules. There shall be no mixing of the two rule set allowances. EXAMPLE: Motorcycle-engined DM/EM cars in BM may not utilize any Sports Racer aerodynamic allowances without being mandated to fully prepare to all Solo® Rules requirements.

SOLO® VEE / FORMULA VEE

The Solo® Vee and Formula Vee at Solo® events are not required to comply with the section of the Club Racing GCR 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.

KART CLARIFICATIONS

BRIGGS AND STRATTON ENGINE

The Briggs & Stratton World Formula engine as homologated by CIK is eligible for competition in JA and JB.

EASY KART

KM: The EasyKart is considered legal for KM provided its construction meets the requirements of Section 19, particularly 19.1.D.2

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 FJ classes.

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 (*KM*) 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

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 and must be an SCCA® member in good standing. License applications are available via the SCCA® website (www.scca.com). 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 SCCA®National Office will issue the approvals to the Regions for participation in this program.

III. JUNIOR DRIVER ELIGIBILITY

A. SCCA® member.

B. For classing purposes, the minimum age is 8 years old (see below). It is important that Solo® Rules Section 1.3.2.O be strictly adhered to when Junior Drivers are participating. Formula Junior B (*JB*) drivers must be 8 years old before being allowed to compete. Formula Junior A (*JA*) drivers must be between 12 years old and 18 years old. Regions are free to adjust the *JB* to *JA* 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 microphone will be mounted on a tripod, 3 to 4 feet above ground level.

The microphone 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 and 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
DOT	Deparment of Transportation
DSS (DSES)	Divisional Solo® (Events) Steward
DSSS	Divisional Solo® Safety Steward
GCR	General Competition Rules (Club Racing)
NAC	National Appeals Committee
OE	Original Equipment
PC	Protest Committee
SEB	Solo® Events Board
SD	Solo® Department
SR	Solo® Rules
SSC	Solo® Safety Committee

Registered Trademarks

American Sedan®

Canadian American Challenge Cup®

Can-Am®

Fast Five®

Fast Five Pacesetter Challenge®

Fast Masters®

FasTrack®

Matters of the Moment®

National Racing School®

Pacesetter Challenge®

POR®

Press on Regardless®

ProRally®

ProSolo®

Pro Sports 2000®

Racetruck®

Runoffs®

SCCA®

SCCA Pro Racing®

Solo I®

Solo®

Spec Racer®

SportsCar®

Stylized N®

Super Solo®

Trans Am®

United States Road Rally Challenge®

Wire Wheel®

World Challenge®

Xtreme Racer®

APPENDIX K – AWARDS

I. NATIONAL SOLO® CHAMPIONSHIPS

STOCK CATEGORY

Super Stock (SS)

2011	Matthew Braun	Northville, MI	Lotus Elise
2010	Matthew Braun	Northville, MI	Lotus Elise
2009	Tom Kotzian	Gladstone, OR	Chevrolet Corvette Z06
2008	Gary Thomason	Oceanside, CA	Porsche GT3
2007	Ian Stewart	Orlando, FL	Porsche 911 GT3
2006	Matthew Braun	Northville, MI	Lotus Elise
2005	Erik Strelnieks	Austin, TX	Chevrolet Corvette Z06
2004	Stacey Molleker	Granite Falls, WA	Chevrolet Corvette
2003	Pat Salerno	Danbury, CT	Chevrolet Corvette
2002	Erik Strelnieks	Austin, TX	Chevrolet Corvette
2001	John Ames	Colorado Springs, CO	Chevrolet Corvette
2000	Curt Ormiston	Kirkland, WA	Chevrolet Corvette
1999	Erik Strelnieks	Austin, TX	Mazda RX-7
1998	Tom Kotzian	Gladstone, OR	Mazda RX-7
1997	Jeff Altenburg	Catonsville, MD	Mazda RX-7
1996	Gary Thomason	Oceanside, CA	Mazda RX-7
1995	John Ames	Colorado Springs, CO	Mazda RX-7
1994	Jim Harnish	York, PA	Dodge Viper
1993	Roger E Johnson	Hilliard, OH	Chevrolet Corvette
1992	Tom Kotzian	Gladstone, OR	Chevrolet Corvette
1991	TC Kline	Hilliard, OH	Chevrolet Corvette
1990	Tom Kotzian	Gladstone, OR	Chevrolet Corvette
1989	Roger E Johnson	Fostoria, OH	Chevrolet Corvette

Super Stock Ladies (SSL)

2011	Shelly Monfort	Saratoga, CA	Lotus Elise
2010	Shelly Monfort	Saratoga, CA	Lotus Elise
2009	Shelly Monfort	Saratoga, CA	Lotus Elise
2008	Danielle Engstrom	Frankfort, IL	Chevrolet Corvette
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 RX-7
1999	Lori Robertson	Chino Hills, CA	Chevrolet Corvette
1998	Jennifer Wilson	Odenton, MD	Mazda RX-7
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 (AS)

2011	Dave Ogburn	San Angelo, TX	Chevrolet Corvette
2010	Radomin Delgado	Glendale, CA	Porsche Cayman S
2009	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2008	Gregory W Hahn	St Augustine, FL	Honda S2000
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 RX-7 Turbo
1993	Mark Daddio	Beacon Falls, CT	Mazda RX-7 Turbo
1992	Jeff Altenburg	Catonsville, MD	Mazda RX-7 Turbo
1991	Russell Wiles	Sioux Falls, SD	BMW M3
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 (ASL)

2011	Kristi Brown	Seattle, WA	Porsche Cayman S
2010	Stephanie Chang	Morris Plains, NJ	Porsche Cayman S
2009	Denise Cashmore	New Berlin, WI	Chevrolet Corvette

2008	Barbara Leroy Boehme	San Diego, CA	Chevrolet Corvette
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 M3
1995	Marchell Fletcher	Durango, CO	Toyota MR2 Turbo
1994	Shauna Marinus	Folsom, CA	Mazda RX-7 Turbo
1993	Laura Molleker	Snohomish, WA	Mazda RX-7 Turbo
1992	Stacy Reitmeir	Sunnyvale, CA	Mazda RX-7 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 (BS)

2011	Jadrice Toussaint	Charlotte, NC	Honda S2000 CR
2010	Marc Pfannenschmidt	Louisville, KY	Honda S2000 CR
2009	Bryan Heitkotter	Fresno, CA	Mazda RX-8
2008	Jason Isley	Ladera Ranch, CA	Mazda RX-8
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 RX-7 GSL-SE
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	Overland 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 Heights, IL	Chevrolet Corvette
1973	John Anderson	Austin, TX	Chevrolet Corvette

B Stock Ladies (BSL)

2011	Jocelin Huang	Rochester, MN	Honda S2000
2010	Christina Peterson	Hillsborough NC	Honda S2000
2009	Debbie Kerswill	Reno, NV	Mazda RX-8
2008	Gretchen Austin	Minneapolis, MN	Mazda RX-8
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 (CS)

2011	Ryan Buetzer	Hermosa Beach, CA	Pontiac Solstice
2010	Bryan Heitkotter	Fresno, CA	Mazda MX-5
2009	Ryan Buetzer	Long Beach, CA	Pontiac Solstice
2008	Ryan Buetzer	Long Beach, CA	Mazda MX-5
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	Colo Springs, CO	Mazda Miata R
1993	Steve Compton	Aurora, CO	Porsche 914
1992	Jeff Reitmeir	Sunnyvale, CA	Porsche 914
1991	Jeff Reitmeir	Mountian View, CA	Porsche 914
1990	Russell Wiles	Sioux Falls, SD	BMW M3
1989	Kenneth Hurd	Hinesburg, VT	Mazda RX-7 GSL-SE
1988	Kenneth Hurd	Hinesburg, VT	Mazda RX-7 GSL-SE
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 Spider
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 (CSL)

2011	Lynn Collins	Berlin, MA	Pontiac Solstice

2010	Jennifer Isley	Coto De Caza, CA	Mazda RX-8
2009	Sierra Danielle Pedroza	Round Rock, TX	Mazda MX-5
2008	Mary Bahr	West Salem, WI	Pontiac Solstice
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 M	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	Mountian View, CA	Porsche 914
1990	Stacy Lynd Reitmeir	Mountian View, CA	Porsche 914
1989	Stacy Lynd	Mountian 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 Spider
1980	Toni Ward	St Louis, MO	Mazda RX-7
1979	Barbara Mitchell	Houston, TX	Jensen Healey

D Stock (DS)

2011	Mark Smith	Denver, CO	Audi TT
2010	John Ma	Fitchburg, WI	MINI Cooper S
2009	Alex Muresan	Santa Clara, CA	Acura Integra Type R
2008	Patrick Smith	Edmonton, AB	Acura Integra
2007	Bartek Borowski	Elmwood Park, IL	Acura Integra
2006	Bartek Borowski	Elmwood Park, IL	Acura Integra
2005	GJ Dixon III	Scarsdale, NY	BMW 330i
2004	Brian Fitzpatrick	Omaha, NE	Acura Integra Type R
2003	Ron Bauer	Renton, WA	BMW 330ci
2002	Kevin McCormick	Lincoln, CA	Acura Integra Type R
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	Salt Lake City, 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 (DSL)

2011	Mindi Cross	Phoenix, AZ	MINI Cooper S
2010	Katie Elder	Folsom, CA	Acura Integra Type R
2009	Pamela Eames	Meridian, ID	Chevrolet Cobalt SS
2008	Beth McClure Strelnieks	Cedar Park, TX	BMW 135i
2007	Karen Kraus	Frederick, MD	Subaru Impreza
2006	Mary Medicus	Lafayette, CO	Acura Integra Type R
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	Rancho Palos, 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 (ES)

2011	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2010	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2009	Jerry Jenkins	Vancouver, WA	Mazda Miata
2008	Jerry Jenkins	Vancouver, WA	Mazda Miata
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	TC 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 Wetzelberg	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 Spider
1980	Bob Hayes	Bowling Green, KY	Fiat 124 Spider
1979	Bob Hayes	Bowling Green, KY	Fiat 124 Spider
1978	Bob Hayes	Bowling Green, KY	Fiat 124 Spider
1977	Larry Svaton	Webster, TX	FiatX1/9
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 (ESL)

2011	Tara Johns	Murfreesboro, TN	Mazda Miata
2010	Kyra Jenkins	Vancouver, WA	Mazda Miata
2009	Jodi Fordahl	Bremerton, WA	Porsche 944
2008	Meredith Brown	Los Alamos, NM	Toyota MR2
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	Colo 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 (FS)

2011	Mark Daddio	Beacon Falls, CT	Ford Mustang GT
2010	Sam Strano	Knoxdale, PA	Ford Mustang GT
2009	Sam Strano	Knoxdale, PA	Ford Shelby Mustang
2008	Sam Strano	Knoxdale, PA	Ford Shelby Mustang
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	GH 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	PontiacTrans-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 (FSL)

2011	Heather Everett	East Amherst, NY	Ford Mustang Shelby GT
2010	Kristi Brown	Des Moines, WA	Ford Mustang Shelby GT
2009	Laura Molleker	Granite Falls, WA	Ford Mustang Shelby GT
2008	Mary Pozzi	Salinas, CA	Ford Mustang Shelby GT
2007	Jennifer Merideth	Westland, MI	Ford Mustang Shelby GT
2006	Crissy Weaver	Beavercreek, OH	Ford Mustang Mach 1
2005	Crissy Weaver	Beavercreek, OH	Ford Mustang Mach 1
2004	Crissy Weaver	Beavercreek, OH	Ford Mustang 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	Chevrolet Camaro Z-28
1986	Linda Smiley	Kettering, OH	Ford Mustang GT
1985	Ruth Crawford	Waukesha, WI	Pontiac Trans-Am
1984	Rita Parke	Rochester, NY	Chevrolet 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 (GS)

2011	William Loring	Osceola, IN	Toyota Celica GT
2010	Kevin Royce	Lake Orion, MI	Dodge SRT-4
2009	Anthony Savini	Cochranville, PA	MINI Cooper S
2008	Craig Wilcox	Blue Springs, MO	MINI Cooper S
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	Brian Priebe	Mislawaka, IN	Toyota Celica GT
2002	Brian Priebe	Granger, IN	Toyota Celica
2001	David Fauth	Aurora, CO	Acura Integra Type R
2000	David Fauth	Aurora, CO	Acura Integra Type R
1999	Bob Endicott	San Pedro, CA	Acura Integra Type R
1998	Mark Allen	Jacksonville, FL	Mitsubishi Eclipse
1997	David Schotz	Phoenix, AZ	Mazda MX-6
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 Brolliar	Madison, AL	Chrysler Conquest
1990	Steve Brolliar	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	Pont 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	John Meek	Boulder, CO	Honda Civic
1974	Frank Filiccicchia	Chicago, IL	Volkswagen

1973	John Meek	Ft Collins, CO	NSU TT

G Stock Ladies (GSL)

2011	Julie Heaton	Omaha, NE	MazdaSpeed Protégé
2010	None		
2009	Mindi Cross	Phoenix, AZ	MINI Cooper S
2008	Kristi Brown	Des Moines, WA	MINI Cooper S
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 Type R
2000	Katie Elder	Folsom, CA	Acura Integra Type R
1999	Katy Endicott	San Pedro, CA	Acura Integra Type R
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	Colo 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 Conquest T
1988	Marlene Alexander	Columbus, OH	BMW 325is
1987	J Diane Byrne	Lee's 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 (HS)

2011	James Feinberg	Cary, NC	MINI Cooper
2010	Jimmy Crawford	New Berlin, WI	MINI Cooper
2009	Jimmy Crawford	Milwaukee, WI	MINI Cooper
2008	Ron Williams	Topeka, KS	MINI Cooper
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 Cosworth Vega
1990	Ken Frey	Cos Cob, CT	Toyota Celica
1989	Steve Brolliar	Madison, AL	Dodge Shadow
1988	Todd Rupp	Carrollton, GA	Pontiac Sunbird
1987	Todd Rupp	Carrollton, GA	Sunbird Formula
1986	Chris Peterson	Salt Lake City, 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 (HSL)

2011	Barbara Leroy-Boehme	San Diego, CA	MINI Cooper
2010	Barbara Leroy-Boehme	San Diego, CA	MINI Cooper
2009	Stephanie Chang	Morris Plains, NJ	MINI Cooper
2008	Wendi Allen	Jacksonville Beach, FL	MINI Cooper
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 323 SE
1990	Jane Vinton	Bloomington,IL	Mazda 323 SE
1989	Jane Vinton	Bloomington,IL	Mazda 323 SE
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® (ST - formerly STS)

2011	Andy Hollis	Austin, TX	Honda Civic Si
2010	Jeffrey Wong	Moorpark, CA	Honda Civic Si
2009	Bill Bounds	Atlanta, GA	Honda Civic Si
2008	Tim Smith	Tucker, GA	Honda Civic Si
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® Ladies (STL - formerly STSL)

2011	Nicole Nagler	Moorpark, CA	Honda Civic Si
2010	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2009	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2008	Katie Elder	Folsom, CA	Honda Civic Si
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 Mossgrove	Hilliard, OH	Honda Civic Si
2001	Linda Duncan	Morrison, CO	Subaru Impreza

Street Touring® Sport (STS - formerly STS2)

2011	Andrew Canak	Milwaukee, WI	Mazda Miata
2010	Andrew Canak	Milwaukee, WI	Mazda Miata
2009	Matthew Glagola	Atlanta, GA	Honda CRX Si
2008	Mike King	Jacksonville, FL	Honda CRX Si

Street Touring® Sport Ladies (STSL - formerly STS2L)

2011	Kim Whitener	Fort Worth, TX	Honda CRX Si
2010	Laura Harbour	Stamping Ground, KY	Mazda Miata
2009	Michelle Seelig	Edmond, OK	Honda CRX Si
2008	Michelle Seelig	Edmond, OK	Honda CRX Si

Street Touring® Xtreme (STX)

2011	Jeff Wong	Moorpark, CA	Honda Civic Si
2010	Andy Hollis	Austin, TX	Honda Civic Si
2009	Bryce Merideth	Ocoee, FL	BMW 328is
2008	Greg McCance	Toledo, OH	Subaru WRX

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® Xtreme Ladies (STXL)

2011	Katelyn Johnson	Plano, TX	Honda Civic Si
2010	Ann Hollis	Austin, TX	Honda Civic Si
2009	Jennifer Isley	Coto De Caza, CA	Mazda RX-8
2008	Amy Coleman	Renton, WA	Subaru WRX
2007	Amy Coleman	Renton, WA	Subaru WRX
2006	Kathleen Fitzpatrick	McKinney, TX	BMW M3
2005	Ann Hollis	Austin, TX	Subaru Impreza WRX

Street Touring® Roadster (STR)

2011	Robert Thorne	Littleton, CO	Honda S2000 CR

Street Touring® Roadster Ladies (STRL)

Kyung	Wooten	Austin, TX	Mazda Miata

Street Touring® Ultra (STU)

2011	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2010	Andrew Pollotta	Cuyahoga Falls, OH	Mitsubishi Evolution
2009	Thomas Kenna	Irvine, CA	Mitsubishi Evolution
2008	Colin Fiedler	Pewaukee, WI	Subaru WRX
2007	James Paulson	Portland, OR	Subaru WRX STi

Street Touring® Ultra Ladies (STUL)

2011	Christy Carlson	Papillion, NE	Subaru Impreza WRX STI
2010	Kristi Gaus	Wexford, PA	Mitsubishi Evolution
2009	Diana Carris	Kailua, HI	Mitsubishi Evolution
2008	Annie Bauer	Newport Beach, CA	Subaru WRX
2007	Amy Fair	Fairview, TX	BMW M3

STREET PREPARED CATEGORY

A Street Prepared (ASP)

2011	Courtney Cormier	Glen Allen, VA	Chevrolet Corvette Z06
2010	Michael Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2009	Jason Collett	Smyrna, TN	Chevrolet Corvette
2008	Ken Motonishi	Orange, CA	Chevrolet Corvette Z06
2007	Michael Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2006	Michael Johnson	Glen Allen, VA	Chevrolet Corvette 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, BC	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 (ASPL)

2011	Jodi Fordahl	Bremerton, WA	Nissan GT-R
2010	Jill Snell	Puyallup, WA	Lotus Exige
2009	Donna Littlejohn	Columbia, SC	Chevrolet Corvette
2008	Diane Johnson	Glen Allen, VA	Chevrolet Z06
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 (BSP)

2011	Corey Ridgick	Allentown, PA	Mitsubishi Evolution RS
2010	Craig Wilcox	Blue Springs, MO	Mitsubishi Evolution SE
2009	Tom Berry	Alta Loma, CA	Mitsubishi Evolution 9
2008	Tom Berry	Alta Loma, CA	Mitsubishi Evolution 9
2007	Tom Berry	Alta Loma, CA	Mitsubishi Evolution 9
2006	John Tak	Clarkston, MI	Mitsubishi Evolution 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 (BSPL)

2011	Christine Berry	Rancho Cucamonga, CA	Mitsubishi Evolution 9
2010	Christine Berry	Alta Loma, CA	Mitsubishi Evolution 9
2009	Lisa Berry	Alta Loma, CA	Mitsubishi Evolution 9
2008	Teresa Berry	Alta Loma, CA	Mitsubishi Evolution 9
2007	Christine Berry	Alta Loma, CA	Mitsubishi Evolution 9
2006	Patty Tunnell	Superior, CO	BMW M3 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	Wooodland Hills,CA	Chevrolet Corvette
1984	Marsha Heckert	Sacramento, CA	Chevrolet Corvette
1983	Jeanne Ross	Salinas, CA	Pontiac FireAm

C Street Prepared (CSP)

2011	Tim Aro	Glen Allen, VA	Mazda Miata
2010	Scott Fraser	San Jose, CA	Mazda Miata
2009	Matt McCabe	Omaha, NE	Mazda Miata
2008	Brian Peters	Litchfield Park, AZ	Mazda MX-5
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	Bloomingburg, 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 Fiero GT
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 (CSPL)

2011	Sue Eckles	Malcolm, NE	Mazda Miata
2010	Kathy Wolfskill	Nederland, CO	Mazda Miata
2009	Juliann Pokorny	Ft Worth, TX	Mazda MX-5
2008	Kathy Wolfskill	Nederland, CO	Mazda Miata
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	Worchester, 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 Fiero GT
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 (DSP)

2011	Doug Rowse	Phoenix, AZ	BMW 330
2010	Brian Peters	Litchfield Park, AZ	BMW 330i
2009	Ben Martinez	San Jose, CA	Merkur XR4Ti
2008	Doug Rowse	Phoenix, AZ	BMW 330i
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	Bloomingburg, 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 (DSPL)

2011	Olga Bogdanova	Clifton Park, NY	BMW 330Ci
2010	Katy Nicholls	San Diego, CA	BMW 330i
2009	Deanna Caraballo	San Jose, CA	Subaru Impreza RS

2008	Theresa Condict	Lexington, MA	BMW 325i
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 Estates, 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 (ESP)

2011	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2010	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2009	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2008	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
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 (ESPL)

2011	Linda Ruschak	Merrillville, IN	Ford Mustang GT
2010	Bernadette Regganie	Joliet, IL	Chevrolet Camaro Z28
2009	Karen Kraus	Harmans, MD	Subaru Impreza WRX
2008	Lorien Feighner	Howell, MI	Ford Mustang
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 Camero
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	Chevrolet Camaro Z28

F Street Prepared (FSP)

2011	Kevin Wenzel	Longmont, CO	BMW 2002
2010	Jinx Jordan	Terrell, NC	Honda Civic
2009	David Fauth	Aurora, CO	BMW 2002
2008	Kevin Wenzel	Longmont, CO	BMW 2002
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 (FSPL)

2011	Kathy Wolfskill	Nederland, CO	BMW 2002
2010	Ginette Jordan	Terrell, NC	Honda Civic
2009	None		
2008	Ginette Jordan	Terrell, NC	Honda Civic
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 (SM)

2011	David White	Chicopee, MA	Nissan 240SX
2010	Christopher Mayfield	Fort Collins, CO	Mitsubishi Evolution
2009	Mike Simanyi	Santa Ana, CA	BMW M3
2008	Andrew Lieber	Bay City, MI	Mitsubishi Evolution
2007	Mark Daddio	Beacon Falls, CT	Mitsubishi Evolution 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 (SML)

2010	Connie Smith	Santa Fe, NM	Volkswagen R32
2009	Katy Nicholls	San Diego, CA	BMW M3
2008	Christine Berry	Alta Loma, CA	Mitsubishi Evo IX
2007	Denise Kugler	Springtown, PA	Honda Herman
2006	Elise Sias	Santa Clara, CA	BMW M3
2005	Katie Lacey	St 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

SUPER STREET MODIFIED (SSM - FORMERLY SM2)

2011	Andy McKee	San Jose, CA	Mazda RX-7
2010	Erik Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
2009	Dan Chadwick	Smyrna, TN	Mazda RX-7
2008	Erik Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
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

SUPER STREET MODIFIED LADIES (SSML - FORMERLY SM2L)

2011	Tonya Langley	Umatilla, OR	Chevrolet Corvette
2010	Tonya Langley	Umatilla, OR	Chevrolet Corvette
2009	Sue Eckles	Malcolm, NE	Honda S2000
2008	Sue Eckles	Malcolm, NE	Honda S2000
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

X PREPARED (XP)

2011	Fred Zust	Tempe, AZ	Lotus Elise

2010	Fred Zust	Tempe, AZ	Lotus Elise
2009	Fred Zust	Tempe, AZ	Lotus Elise
2008	Fred Zust	Tempe, AZ	Lotus Elise
2007	Robert Tunnell	Superior, CO	BMW M3
2006	David Newman	Allentown, PA	Porsche 911

X Prepared Ladies (XPL)

2011	Katie Lacey	Apple Valley, MN	Subaru Impreza
2010	Rebecca Zacharda	Sherwood, OR	MINI Cooper S
2009	Diane Deanovic	Tempe, AZ	Lotus Elise
2008	Valerie Lieber	Bay City, MI	Mitsubishi Evo IX
2007	Patty Tunnell	Superior, CO	BMW M3
2006	Barbara Beecher	Davie, FL	Porsche RSR

A Prepared (AP)

2005	Guy Ankeny	Simi Valey, 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 Heigts,MI	Lotus Elan
1987	Norm Maasshoff	Sterling Heigts,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 (APL)

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 (BP)

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	LC Bohrer	Tukwila, WA	Sunbeam Tiger
1974	LC Bohrer	Tukwila, WA	Sunbeam Tiger
1973	Craig Johnson	San Francisco, CA	Chevrolet Corvette

B Prepared Ladies (BPL)

2006	Shawn Kiesel	Poway, 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	Miltipas, 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 (CP)

2011	Todd Farris	Bryan, TX	Chevrolet Camaro
2010	Mike Maier	Livermore, CA	Shelby GT350
2009	Mike Maier	Livermore, CA	Shelby GT350
2008	Mike Maier	Livermore, CA	Shelby GT350
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	Chevrolet Camaro Z-28
1982	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1981	Bill Foster	Sierra Madre, CA	Chevrolet Camaro Z-28
1980	Bill Foster	Sierra Madre, CA	Chevrolet Camaro Z-28
1979	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1978	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1977	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1976	Gene Hanchett	Fresno, CA	Chevrolet Camaro Z-28
1975	Gene Hanchett	Fresno, CA	Chevrolet Camaro Z-28
1974	Gene Hanchett	Fresno, CA	Chevrolet Camaro Z-28
1973	Keith Feldott	Hinsdale, IL	Chevrolet Camaro Z-28

C Prepared Ladies (CPL)

2011	Donna Bartling	Katy, TX	Ford Mustang
2010	Brianne Maier	Livermore, CA	Shelby GT350
2009	Brianne Maier	Livermore, CA	Shelby GT350
2008	Desiree Padberg	Muskego, WI	Ford Mustang
2007	Donna Bartling	Katy, TX	Ford Mustang
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 GT350
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	Valiparaiso, 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	Chevrolet Camaro Z28
1980	Kelly Hansen	Fresno, CA	Chevrolet Camaro Z28

D Prepared (DP)

2011	Drew Vander Ploeg	Pflugerville, TX	Mazda Miata
2010	Steve Hoelscher	Harpers Ferry, WV	Toyota MR2
2009	Lloyd Wilson	Bowling Green, KY	Toyota MR2 Spyder
2008	Charles Shelton	Salt Lake City, UT	Mazda Miata
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 X1/9
1995	Randy Herrick	Topeka, KS	Fiat X1/9
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 Kornet	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 (DPL)

2011	Anne Robinson	Highland, IN	Toyota MR2 Spyder
2010	Anne Robinson	Highland, IN	Toyota MR2 Spyder
2009	Kim Wilson	Bowling Green, KY	Toyota MR2 Spyder
2008	Kim Wilson	Bowling Green, KY	Toyota MR2 Spyder
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 Guilia Veloce

E Prepared (EP)

2011	Christopher Dorsey	Lettleton, CO	Toyota Corolla GTS
2010	Tom Ellam	Livermore, CA	Mazda RX-3
2009	Christopher Raglin	Findlay, OH	Honda Civic
2008	Christopher Raglin	Findlay, OH	Honda Civic
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	Datsun 1200
1982	Tom Bootz	Evansville, IN	Datsun 1200
1981	Tom Bootz	Evansville, IN	Datsun 1200
1980	Howard Wolf	San Jose, CA	Fiat 850 Spider
1979	Craig Way	San Jose, CA	Fiat 850
1978	Gary Gooch	Union City, CA	Austin-Healey Sprite
1977	Gary Gooch	Union City, CA	Austin-Healey 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 (EPL)

2011	None		
2010	Charina Hansen	Canton, MI	Honda Civic
2009	Amy Lee	Kailua, HI	Mazda RX-3
2008	Denise Kugler	Springtown, PA	Honda Fester
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	Maryland Hgts, MO	Austin-Healey Sprite
1981	Rene Dunham	Washington, IL	Spitfire
1980	Pat Hines	Oakland, CA	Datsun 1200
1979	Pat Hines	Oakland, CA	Datsun 1200

F Prepared (FP)

2011	Toby Larsson	Anaheim, CA	BMW 328is
2010	John Thomas	Tampa, FL	Datsun 240Z
2009	John Thomas	Tampa, FL	Datsun 240Z
2008	John Thomas	Tampa, FL	Datsun 240Z
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	Criag 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 914-6 GT
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 (FPL)

2011	Beverlee Larsson	Anaheim, CA	BMW 328is
2010	Jodi Fordahl	Bremerton, WA	Porsche 914-6

2009	Beverlee Larsson	Anaheim Hills, CA	BMW E36
2008	Elizabeth Leckey	Ann Arbor, MI	Lotus Elise
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 (GP)

2011	Fred Robertson	London, OH	Honda Civic
2010	Allen Kugler	Springtown, PA	Honda CRX
2009	Steve Bollinger	Granger, IN	Austin-Healey Sprite
2008	Randy Herrick	Topeka, KS	Fiat X1/9
2007	Bo Rader	Wichita, KS	Austin-Healey Sprite
2006	Bo Rader	Wichita, KS	Austin-Healey Sprite

G Prepared Ladies (GPL)

2011	Denise Kugler	Springtown, PA	Honda CRX
2010	Denise Kugler	Springtown, PA	Honda CRX
2009	Denise Kugler	Springtown, PA	Honda CRX Fester
2008	Christine Cutrer	Topeka, KS	Fiat X1/9
2007	Christine Cutrer	Topeka, KS	Fiat X1/9
2006	Rene Dunham	Woodstock, GA	Triumph Spitfire

MODIFIED CATEGORY

A Modified (AM)

2011	Gary Milligan	Richmond, BC	Vancouver Special
2010	Dan Wasdahl	Massillon, OH	BBR/Phantom DVS-1
2009	Dan Wasdahl	Massillon, OH	BBR/Phantom DVS-1
2008	Dan Wasdahl	Massillon, OH	Special AM
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 Extreme R20
1999	William Goodale	Milford, MA	Dragon F1
1998	Gary Milligan	Richmond, BC Can	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 Lownsdale	Livonia, MI	Lotus Elan
1973	Stan Cox	Mooresville, NC	Beech FSV

A Modified Ladies (AML)

2011	Carol Wong	Vancouver, BC	Vancouver Special
2010	Carol Wong	Vancouver, BC	Vancouver Special
2009	None		
2008	None		
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	Schaumberg, 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 (BM)

2011	Brianne Corn	San Marcos, TX	LeGrand Dragon
2010	Clemens Burger	Noblesville, IN	LeGrand Mk18
2009	Clemens Burger	Noblesville, IN	LeGrand Mk18
2008	Tommy Saunders	Southlake, TX	Legrand Dragon
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 RT-4
1999	Bruce Domeck	Louisville, KY	Ralt RT-4
1998	Bruce Domeck	Louisville, KY	Ralt RT-4
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	NobelshelI
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	Mountain View ,CA	Tui BH3
1980	John Brandon	Tulsa, OK	Caldwell D9 Super Vee
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 (BML)

2011	Briget Sawatsky	Winnipeg, MB	LeGrand Mk18
2010	None		
2009	Jane Willis	Irving, TX	Dragon SR-1
2008	Brianne Corn	San Marcos, TX	Legrand Dragon
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 (CM)

2011	Donald Elzinga	Waterford, MI	Reynard FF1600
2010	John Engstrom	Lisle, IL	Swift DB-1
2009	Peter Calhoun	Westmont, IL	Swift DB-1
2008	Jim Garry	Delmar, NY	Citation FF1600
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 DB-2
2001	Gary Godula	Lake St Louis, MO	Reynard FF
2000	Tommy Saunders	Southlake, TX	Swift DB-1
1999	Guy Ankeny	Simi Valley, CA	Tiga S2000
1998	Tommy Saunders	Southlake, TX	Swift DB-1
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 (CML)

2011	None		
2010	None		
2009	Beverly Carlile	Warner, OK	Citation FF
2008	Dawn Odoi	Palatine, IL	Raynard FF
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 (DM)

2011	Mark Huffman	Litchfield Park, AZ	Lotus Elan
2010	Jeff Cashmore	New Berlin, WI	Sprinto 7 YC-3
2009	Jeff Cashmore	New Berlin, WI	Sprinto 7 YC-3
2008	Jeff Cashmore	New Berlin, WI	Sprinto 7 YC-3
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 Garnett	Delta, BC	Brabham

D Modified Ladies (DML)

2011	Diane Austin	Tallahassee, FL	Austin Mini
2010	Denise Cashmore	New Berlin, WI	Sprinto 7 YC-3
2009	Diane Wood Austin	Tallahassee, FL	Austin Mini
2008	Denise Cashmore	New Berlin, WI	Toyota MR Spyder
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 (EM)

2011	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2010	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2009	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2008	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
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	Mountain View, CA	Porsche 914/4
1983	Gary Walton	Mountain View, CA	Porsche 914/4
1982	Gary Walton	Mountain View, CA	Porsche 914/4
1981	Bob King	Fresno, CA	Austin-Healey Sprite

E Modified Ladies (EML)

2011	Shawn Kiesel	Poway, CA	KFR Turbo Sprite
2010	Shawn Marie Kiesel	Poway, CA	KFR Turbo Sprite
2009	Patty Tunnell	Superior, CO	BMW M3
2008	Shawn Marie Kiesel	Poway, CA	KFR Turbo Sprite
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
1986	Charlotte King	Fresno, CA	Sprite Mazda
1985	Charlotte King	Fresno, CA	Sprite Mazda
1984	Charlotte King	Fresno, CA	Sprite Mazda
1983	Charlotte King	Fresno, CA	Sprite Mazda

1982	Charlotte King	Fresno, CA	Sprite Mazda
1981	Charlotte King	Fresno, CA	Sprite Mazda

F Modified (FM)

2011	Jeff Colegrove	Rochester, NY	Red Devil F500
2010	Keith Beumer	Farmington, MN	Demon F500
2009	Salvatore DiPompo	Berlin, NJ	Dare Devil F500
2008	Brian Ciarlei	Manlius, NY	Red Devil F400
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 (FML)

2011	Michelle Quinn	Dublin, OH	KBS MK7
2010	Michelle Quinn	Oswego, NY	KBS MK7
2009	Beth Smith	Vermilion, OH	KBS MK4
2008	Robin Lumb	Plymouth Meeting, PA	Raptor F500
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

Formula 125 (F125)

2011	Paul Russell	San Diego, CA	Tony Kart/Honda
2010	Paul Russell	San Diego, CA	Tony Kart
2009	Paul Russell	San Diego, CA	Tony Krypton/Honda
2008	Biff Frisch	Livonia, MI	Renspeed Honda
2007	Jeremiah McClintock	Commerce Township, MI	Renspeed
2006	Jeremiah McClintock	Commerce Township, MI	Renspeed
2005	Tom Harrington	Las Vegas, NV	Honda CRG Road Rebel
2004	Paul Russell	San Diego, CA	Honda/CRG Heron
2003	Dan Cyr	Madison, WI	MBA/Honda Kart

Formula 125 Ladies (F125L)

2011	Lisa Garfield	Mount Airy, MD	CTS/Honda

2010	Suzanne Segal	Las Vegas, NV	Birel CR32SP
2009	Karen Craner	Idaho Falls, ID	GP Racing CR125
2008	Suzanne Segal	Las Vegas, NV	CRG Heron
2007	Suzanne Segal	Las Vegas, NV	Birel CR32 Motorsport
2006	Suzanne Segal	Las Vegas, NV	Birel CR32 Motorsport
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

2011	Matt McCabe		
2010	Andy Hollis	Austin, TX	Honda Civic Si
2009	Sam Strano	Knoxdale, PA	Ford Shelby Mustang
2008	Billy Brooks	Park City, UT	Subaru Impreza
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 Brolliar	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 X1/9
1989	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1988	Bob King	Fresno, CA	Austin-Healey Sprite
1987	Steve Brolliar	Highlands Ranch, CO	Dodge Shadow
1986	John Ames	Colorado Springs, CO	Ford Mustang GT

OVERALL LADIES CHAMPION

2011	Christine Berry		
2010	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2009	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2008	Carrie Snyder	Elizabethtown, PA	Toyota MR2
2007	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
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 Type 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 MR2
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	Mountain View, CA	Porsche 914
1990	Ann Hollis	Baldwin, MD	Honda CRX

HONDA TUNER CHALLENGE CHAMPION

2010	Andy Hollis	Austin, TX	Honda Civic Si
2009	Ian Baker	Herndon, VA	Honda CRX Si
2008	Kevin McCormick	Lincoln, CA	Honda Civic
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, ON, Can	Eagle Talon AWD
2001	Corey Smith	Santa Clara, CA	Audi S4
2000	Grady Wood	Heber Springs, AR	Honda Civic

SUPER STOCK (SS):

2011	Matthew Braun	Northville, MI	Lotus Elise
2010	Matthew Braun	Northville, MI	Chevrolet Corvette
2009	Patrick Salerno	New Milford, CT	Lotus Elise
2008	Matthew Braun	Northville, MI	Lotus Elise
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 (AS - PREVIOUSLY S1)

2011	Anthony Savini	Cochranville, PA	Chevrolet Corvette
2010	Radomin Delgado	Glendale, CA	Porsche Cayman S

2009	Jeff Cashmore	New Berlin, WI	Chevrolet Corvette
2008	Jonathan Roberts	Richmond Hills, GA	Subaru STi
2007	Jonathan Roberts	Richmond Hills, GA	Subaru STi
2006	Jonathan Roberts	Richmond Hills, 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 (BS - previously S2)

2011	Scott McHugh	Canyon Country, CA	Chevrolet Corvette
2010	Paul Kozlak	Litchfield, ME	Pontiac Solstice GXP
2009	Bryan Heitkotter	Fresno, CA	Mazda RX-8
2008	Carter Thompson	Murfreesboro, TN	Mazda RX-8
2007	Matthew Braun	Northville, MI	Mazda RX-8
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 Santa Margarita, 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 (CS - previously S3)

2011	Kenneth Baker		Mazda RX-8
2010	Bryan Heitkotter	Fresno, CA	Mazda MX-5
2009	Dan Pedroza	Round Rock, TX	Mazda MX-5
2008	Daniel Stone	Sheridan, IN	Pontaic Solstice
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 Springs, 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 240Z
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 (DS -- previously S4)

2011	Eric Simmons	Macungie, PA	Subaru Impreza WRX
2010	James Feinberg	Cary, NC	Acura Integra Type R
2009	Alex Muresan	San Jose, CA	Acura Integra Type R
2008	James Feinberg	Cary, NC	Subaru WRX
2007	Justin Rest	Westminster, MD	Subaru Impreza
2006	Kinch Reindl	Denver, CO	Acura Integra Type R
2005	Mark Smith	Denver, CO	VW Golf
2004	GH Sharp	Kernersville, NC	BMW 330ci
2003	Kevin Youngers	Greeley, CO	BMW 330ci
2002	Kevin McCormick	Lincoln, CA	Acura Integra Type R
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	BMW318is
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 (ES - previously S5)

2011	Scott Thursby	Portsmouth, RI	Mazda Miata
2010	Robert Carpenter	Knoxville, TN	Toyota MR2
2009	Nick Flynn	Morgantown, WV	Mazda Miata
2008	Robert Carpenter	Knoxville, TN	Toyota MR2
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 Brolliar	Melbourne, FL	Plymouth Neon
1997	Steve Brolliar	Melbourne, FL	Dodge Neon
1996	Steve Brolliar	Cocoa Beach, FL	Dodge Neon
1995	Erik Strelnieks	Atlantic Beach, FL	Dodge Neon
1994	Steve Brolliar	Madison, AL	Dodge Neon
1993	TC 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 (FS - previously S6)

2011	Mark Daddio	Beacon Falls, CT	Ford Mustang Shelby GT
2010	Sam Strano	Knoxdale, PA	Ford Mustang GT
2009	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2008	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2007	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
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 Brolliar	Madison, AL	Chrysler Conquest
1990	Steve Brolliar	Madison, AL	Chrysler Conquest
1989	Paul Brown	Los Alamos, NM	Plymouth Conquest
1988	Steve Brolliar	Madison, AL	Dodge Daytona T
1987	Steve Brolliar	Madison, AL	Dodge Shadow
1986	Randy Pobst	Melbourne, FL	Volkswagen Jetta

G Stock (GS - previously S7)

2011	Morgan Trotter	Temecula, CA	Dodge SRT-4
2010	Kenny Sorenson	Prince Frederick, MD	Nissan Sentra SE-R
2009	Anthony Savini	Cochranville, PA	MINI Cooper S
2008	Anthony Savini	Cochranville, PA	MINI Cooper S
2007	Ron Williams	Topeka, KS	MINI Cooper S
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 S
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	Mistubishi 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 Brolliar	Madison, AL	Dodge Shadow

H Stock (HS)

2011	Greg Reno	Lawrence, KS	MINI Cooper
2010	Jeff Jacobs	Philadelphia, PA	MINI Cooper
2009	Ron Williams	Topeka, KS	MINI Cooper
2008	Tim Whalen	Williamsville, NY	Mazda SP23
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

Street Touring (ST - formerly STS)

2011	Jason Frank	Racine, WI	Honda Civic Si
2010	David O'Maley	Greensboro, NC	Honda Civic Si
2009	Tim Smith	Tucker, GA	Honda Civic Si
2008	Kevin McCormick	Lincoln, CA	Honda Civic Si
2007	Nathan Whipple	Marlborough, MA	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	Kevin McCormick	Lincoln, CA	Honda Civic Si
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	Florrisant, MO	Oldsmobile 442

Street Touring S (STS - formerly STS2)

2011	Ian Baker	Herndon, VA	Honda CRX Si
2010	Ian Baker	Herndon, VA	Honda CRX Si
2009	Ian Baker	Herndon, VA	Honda CRX Si
2008	Mike King	Jacksonville, FL	Honda CRX Si
2007	Ian Baker	Herndon, VA	Honda CRX Si
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 Xtra (STX)

2011	Jeff Wong	Moorpark, CA	Honda Civic Si
2010	James Wilson	Houston, TX	Subaru WRX
2009	Mihai Surubariu	N Hollywood, CA	Subaru WRX
2008	Greg McCance	Toledo, OH	Subaru WRX
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 Touring Roadster (STR)

2011	James Yom	Los Angeles, CA	Honda S2000
2010	Ken Motonishi	Chino Hills, CA	Mazda MX-5

Street Touring Ultra (STU)

2011	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2010	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2009	Corey Ridgick	Allentown, PA	Mitsubishi Evolution

2008	Max Hayter	Trabuco Canyon, CA	Subaru Impreza WRX
2007	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2006	Richard Hayter	Trabuco Canyon, CA	Subaru WRX
2005	Ian Stewart	Lake Mary, FL	BMW M3
2004	Kiko Seibt	Coconut Creek, FL	Subaru WRX

A Street Prepared (ASP)

2011	Mike Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2010	Eric Stemler	Peoria, IL	Chevrolet Corvette
2009	Eric Stemler	Peoria, IL	Chevrolet Corvette
2008	Michael Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2007	Michael Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2006	Michael Johnson	Glen Allen, VA	Chevrolet Corvette 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 240ZX

B Street Prepared (BSP)

2011	Tom Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2010	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2009	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2008	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2007	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2006	Harold Olsen	Folsom, CA	Chevrolet 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

C Street Prepared (CSP)

2011	Matt McCabe	Omaha, NE	Mazda Miata
2010	Scott Fraser	San Jose, CA	Mazda Miata
2009	Scott Fraser	San Jose, CA	Mazda Miata

2008	Scott Fraser	San Jose, CA	Mazda Miata
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 (DSP)

2011	Eric Campbell	Canal Winchester, OH	BMW 330Ci
2010	Brian Peters	Litchfield Park, AZ	BMW 330i
2009	Mark Alan Smith	Denver, CO	VW R32
2008	Alex Shchipkov	Albany, NY	BMW 325i
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 X1/9
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 X1/9
1992	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1991	Jim Susko	Findlay, OH	Fiat X1/9
1990	Erik Strelnieks	Memphis, TN	VW Scirocco
1989	Elliott Harvey	Lakeland, FL	Datsun SRL311
1988	Elliott Harvey	Lakeland, FL	Datsun SRL311
1987	Randy Pobst	Melbourne, FL	Toyota FX-16
1986	Chuck Noonan	Barre, MA	Honda CRX

E Street Prepared (ESP)

2011	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2010	Greg McCance	Toledo, OH	Subaru WRX
2009	Mark Madarash	Red Oak, TX	Pontiac Trans Am
2008	Mark Madarash	Red Oak, TX	Pontiac Trans Am
2007	Mark Madarash	Red Oak, TX	Pontiac Trans Am
2006	Sam Strano	Knoxdale, PA	Chevrolet Camaro
2005	Navid Kahangi	Saratoga, CA	Mitsubishi Evolution
2004	Conor Botkin	Jamul, CA	Chevrolet Camaro 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 Springs, 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 (FSP)

2011	Kevin Wenzel	Longmont, CO	BMW 2002
2010	Jinx Jordan	Terrell, NC	Honda Civic
2009	Jinx Jordan	Terrell, NC	Honda Civic
2008	Lorin Mueller	Newark, CA	Ford Focus
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

Street Modified (SM)

2011	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2010	Craig Wilcox	Blue Springs, MO	Mitsubishi Evolution
2009	David White	Chicopee, MA	Nissan 240SX
2008	Christopher Travis	Carmel, NY	Honda Civic
2007	Mark Daddio	Beacon Falls, CT	Mitsubishi Evolution
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, ON, Canada	Eagle Talon AWD
2001	Corey Smith	Santa Clara, CA	Audi S4
2000	Kent Rafferty	Irwin, PA	Toyota Supra

Street Modified FWD (SMF)

2011	Tom Kotzian	Gladstone, OR	MINI Cooper S
2010	Brian Karwan	Frederick, MD	Honda Civic

Super Street Modified (SSM - formerly SM2)

2011	Erik Strelneiks	Cedar Park, TX	Mazda 3-Rotor RX-7
2010	Erik Strelneiks	Cedar Park, TX	Mazda 3-Rotor RX-7
2009	Erik Strelnieks	Cedar Park, TX	Mazda 3-Rotor RX-7
2008	Erik Strelnieks	Cedar Park, TX	Mazda 3-Rotor RX-7
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 Corvette Z06
2002	Rene Cardenas	Wrightsville Beach,NC	Chevrolet Corvette

R1

2011	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2010	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2009	Jeff Kiesel	Poway, CA	KFR Turbo Sprite

R2

2011	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS

Formula 125 (F125)

2011	Paul Russel	San Diego, CA	Tony Kart
2010	Paul Russell	San Diego, CA	Tony Kart
2009	Alan Sheidler	Rochester Hills, MI	Honda/Renspeed
2008	Deric “Biff” Frisch	Livonia, MI	Renspeed Honda
2007	Russell Blume	Wichita, KS	Birel CR32
2004	Combined with Modified I		
2003	Tom Harrington	Las Vegas, NV	Honda/CRG RoadRebel
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

Ladies 1 (L1)

2011	Barbara LeRoy-Boehme		MINI Cooper
2010	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2009	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2008	Karen Kraus	Harmans, MD	Subaru Impreza
2007	Jennifer Merideth	Westland, MI	Ford Shelby Mustang
2006	Meredith Brown	Los Alamos, NM	Toyota MR2
2005	Beth McClure-Strelnieks	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 Type R
2000	Renee Eady	Carrollton, GA	Honda Civic
1999	Jerrette Zoner	Clinton, CT	Dodge Neon

Ladies 2 (L2)

2011	Teresa Neidel-McKee		Mazda RX-7

2010	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2009	Annie Bauer	Renton, WA	BMW 2002
2008	Annie Bauer	Newport Beach, CA	Subaru WRX
2007	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
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

Formula Junior A (FJA)

2011	Julian Garfield	Mount Airy, MD	Arrow AX-9 4S/KT100
2010	Julian Garfield	Mount Airy, MD	Arrow AX-9 4S/KT100
2009	David Curtis	Salt Lake City, UT	Kosmic Lawnmower
2008	Jonathan Clements	Alta Loma, CA	CRG Santana

Formula Junior B (FJB)

2011	Zak Kiesel	Poway, CA	Nelson Special
2010	Zak Kiesel	Poway, CA	Nelson Special
2009	Julian Garfield	Mount Airy, MD	CRG Cadet KT100
2008	Julian Garfield	Mount Airy, MD	CRG Cadet KT100

Prepared 1 (P1)

2008	Keith Brown	Des Moines, WA	Mazda Miata
2007	Keith Brown	Des Moines, WA	Mazda Miata
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

Modified 1 (M1)

2008	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
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

Bonus Challenge

2006	Harold Olsen	Folson, CA	Corvette GS

A Prepared (AP)

2003	Chris Cox	Morgan Hill, CA	BMW M3

B Prepared (BP)

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 (CP)

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 (DP)

2003	Chris Lindberg	Utica, MI	Mazda Miata
2002	Chris Lindberg	Shelby Township, 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 (EP)

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

C Modified (CM)

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 (DM)

2003	Kyle Watkins	Broomfield, CO	Lotus Super 7
2002	Del Long	Cedar Rapids, IA	CMC Locost 7

E Modified (EM)

2003	Benny Dement	Bonnerdale, AR	Mazda/Healey Sprite
2001	Benny Dement	Bonnerdale, AR	Mazda/Healey Sprite

F Modified (FM)

2003	Chuck Voboril	Fountain Hills, AZ	Zink Z19
2002	Chuck Voboril	Fountain Hills, AZ	Zink Z19

Street Touring R (STR - R compound tire)

2001	Grady Wood	Heber Springs, AR	Honda Civic Si
2000	Grady Wood	Heber Springs, AR	Honda Civic SI
1999	George Perinis	Leesburg, VA	Nissan Sentra SE-R

A Modified (AM)

2001	John Engstrom	Mt Prospect, IL	Corellian Pod Racer

OVERALL CLUB CHAMPION

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

Pro 1 (P1)

1999	John Thomas	Tampa, FL	Honda Civic

Pro 2 (P2)

1999	Tom Berry	Alta Loma, CA	Mazda RX-3

Pro 3 (P3)

1999	Gary Thomason	Oceanside, CA	Chevrolet Corvette

Pro 4 (P4)

1999	Carter Thompson	Murfressboro, TN	Toyota MR2 Turbo

Pro 5 (P5)

1999	Alan Dahl	Federal Way, WA	Mazda Miata

Pro 6 (P6)

1999	Mark Daddio	Beacon Falls, CT	Dodge Neon

Pro ST (PST)

1999	Mark Allen	Jacksonville, FL	Acura Integra

B Modified (BM)

1999	Paul Russell	San Diego, CA	MAC

Ladies Class (L)

1999	Kay Bailey	Colorado Springs, CO	Toyota MR2
1998	Kay Bailey	Colorado Springs, CO	Toyota MR2
1997	Kay Bailey	Colorado Springs, CO	Toyota MR2
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	Mountain View, CA	Porsche 914

INDEX STREET PREPARED (ISP)

1998	Curt Ormiston	Huntington Beach, CA	Porsche 911
1997	Daniel Popp	Cincinnati, OH	Chevrolet Corvette

CLUB CLASS:

1996	Open - John Engstrom	Mt Prospect, IL	Red Devil 440
	Ladies - Katie Elder	Kensington, CA	Mazda Miata

MODIFIED 2 (M2)

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 (M3)

1994	Wayne Snyder	Grand Rapids, MI	SRE Spitfire
1993	Peter Raymond	Erie, CO	Citation FormulaFord

PREPARED 2 (P2)

1993	John Thomas	Memphis, TN	Honda Civic
1992	Bill Cadenhead	Hespera, CA	Volkswagen Bug
1991	Chuck Sample	Ft Wayne, IN	Fiat X1/9
1990	Leonard Baptiste	Hacienda Heights, CA	Datsun 510
1989	Chuck Sample	Ft Wayne, IN	Fiat X1/9
1988	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1987	Wayne Snyder	Grand Rapids, MI	Triumph Spitfire
1986	Bill Cutrer	Topeka, KS	Fiat X1/9

MINI SPORT (MS)

1992	Dan Cadenhead	Alpine, CA	Toyota Paseo

TRUCK SPORT (TS)

1991	Tony Mashburn	Carrollton, GA	Toyota Pick-up

SOLO TRUCK (ST)

1990	Tony Mashburn	Carrollton, GA	Toyota Pick-up

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

SSGT SOLO II

1990	Ron Baker		Ford Mustang

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
SSB Solo II			
1990	John Beckwith	Oakland, CA	Honda CRX Si
SSX			
1990	Eric Eckman	Indianapolis, IN	Pontiac Fiero
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
E Stock			
1986	Danny Shields	Valrico, FL	VW Rabbit
G Stock			
1986	Bob Osborne	Springfield, IL	Toyota Supra
H Stock			
1986	Art Trier Port	Jefferson,NY	Dodge Colt
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	DodgeOmni 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

B Prepared

1990	Barry Schonberger	Evansville, IN	Sunbeam Tiger
1986	Rodney Derrick	Salt Lake City,UT	Chevrolet Corvette

D Prepared

1986	Rocky Entriken	Salina, KS	Triumph Spitfire

E Prepared

1988	Bill Breedlove	Salt Lake City, UT	Datsun
1986	Bob Langdon	Lacanada, 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

E Modified

1990	Corky Sayles	Amarillo, TX	Porsche 914/6
1986	Bob King	Fresno, CA	Austin-Healey Sprite

GT1

1990	Craig Nagler	Agoura Hills, CA	Mazda 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	Chevrolet Corvair
1989	Bob Langdon	Lacanada, CA	Mazda RX-4
1988	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1987	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1986	Charlie Clark	Lenexa, KS	Chevrolet 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 Spider

F Production

1990	Duane Dunham	Woodstock, GA	Triumph Spitfire
1989	Duane Dunham	Woodstock, GA	Triumph Spitfire
1988	Randy Herrick	Topeka, KS	Austin-Healey Sprite

G Production

1990	Duane Dunham	Woodstock, GA	Triumph Spitfire
1989	Duane Dunham	Woodstock, GA	Triumph Spitfire
1988	Duane Dunham	Woodstock, GA	TriumphSpitfire

1987	Duane Dunham	Woodstock, GA	TriumphSpitfire
1986	Duane Dunham	Woodstock, GA	TriumphSpitfire
Formula Atlantic			
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
Formula Continental			
1988	Jack Tovey	Plainfield, IN	Dream T-86
Formula Ford			
1990	Danny Thomas		Autodynamics
1988	Joe Ketcherside	Kansas City, MO	Citation
1987	Tom Crawford	Fairway, KS	Hawke
Formula Vee			
1990	Larry Metz	Fishers, IN	Albatross 78
1989	MD Rogers	Nederland, TX	Caldwell D-13
1988	Bob Qualkinbush	Blue Springs, MO	Lynx B
1987	MD Rogers	Nederland, TX	Caldwell
1986	MD Rogers	Nederland, TX	Caldwell D-13
Formula 440			
1990	John Kinney		Zink Z-19
1989	Bill Fisher	Tucson, AZ	KBS Ramblebee
A Sports Racer			
1989	Bill Pratt		Ralt
1988	Colan Arnold	Des Moines, IA	Lola T252
1987	Colan Arnold	Des Moines, IA	Lola T252
C Sports Racer			
1990	Joe Garner		LolaT440
1989	Ken Steffens		Preston
1988	Harry Mann	Merrimack, NH	Brama
1987	Randy Pobst	Melbourne, FL	Toyota FX16
D Sports Racer			
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
Spec Racer			
1988	Terry Templeton	Kearney, MO	
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 Springs, CO	Ford Mustang LX
1987	John Ames	Colorado Springs, CO	Ford Mustang 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 280ZX

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	Saundra Kline	Baltimore, MD	Porsche 914-6
1977	Saundra Kline	Baltimore, MD	Porsche 914-6
1976	Saundra 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	Oklahoma City,OK	Porsche 911T

Ladies 2

1975	Karen Gurley	Huntsville, AL	Porsche 914

Ladies 3

1975	Jane Haymie	Tulsa, OK	Austin Cooper S

Ladies 4

1975	Patricia Kelly	Pleasanton, CA	Lotus 7A

Ladies Class

1974	Saundra 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:

2011 Jeff Jacobs
2010 Bill Goodale
2009 Sandi Brown
2008 Raleigh & Velma Boreen
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 TC Kline
1995 Andy Andrews
1994 Greg & Sam Scharnberg
1993 Howard Duncan
1992 Gregg Lee
1991 John and Pat Kelly
1990 Phil Schmidt
1989 Roger Johnson
1988 Dave and 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, and 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:

2011 Mike "Junior" Johnson
2010 Jeff Cashmore
2009 Tom Berry
2008 Andy McKee
2007 Erik Strelnieks
2006 Tommy Saunders
2005 George Doganis
2004 Gary Thomason
2003 John Thomas
2002 Bob and 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 TOM-FOOLERY. 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.

Past recipients are:

2011 Atlanta Brotherhood
2010 Road Trip Racing Team
2009 Mike McClintock

2008 Tommy Saunders
2007 Ron Bauer and 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:

2011 Brianne Corn
2010 Jinx Jordan
2009 Clemens Burger
2008 Sam Strano
2007 Ian Stewart
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 and 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:

2011 Jonathan Lugod
2010 Andrew Pallotta
2009 Katy Nicholls
2008 Stephen Yeoh
2007 Jason Collett
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:

2011 Michael Stanley
2010 Dan Wasdahl
2009 Clemens Burger
2008 Dan Wasdahl
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

TRIAD AWARD

A driver must accomplish three feats in a single class: win one of the States Championship National Tour, win a Tire Rack Divisional Championship, and win the Tire Rack Solo National Championship events.

Past recipients are:

2011 Bartek Borowski, Geoff Clark, Donald Elzinga, Jeff Kiesel, Mark Madarash, Andy McKee, Doug Rowse, David White, Fred Zust
2010 Bartek Borowski, Clemens Burger, Matthew Braun, Jeff Cashmore, John Ma, Brian Peters, Sam Strano, Dan Wasdahl, Craig Wilcox
2009 Clemens Burger, Jeff Cashmore, Mark Madarash, Michelle Seelig

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 Carolinas 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:

2011	Southern Pacific Division	California Sports Car Club
2010	Great Lakes Division	
2009	Central Division	
2008	Northern Pacific & Southern Pacific Div	California Sports Car Club
2007	Great Lakes Division	
2006	Northeast Division	Finger Lakes & Western New York Regions
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	
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

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