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20. PROSOLO® NATIONAL SERIES RULES

20.1 PROSOLO® EVENTS

Events are conducted under the SCCA® Solo® Rules, except as amended by the ProSolo® National Series Rules, the National Series Supplementary Regulations (NSSR), Event Supplemental Regulations, 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.

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.

To use the catch-alls at the end of the specific car classes in Appendix A, start from the last class in the category and work up the classes until a class is found. **Such unclassified cars will not be eligible for Solo® National Tours or the Solo® National Championships.**

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

For Street 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
N/A - Normally aspirated (atmospheric)
NOC - Not otherwise classified
RWD - Rear wheel drive
S/C - Supercharged
T - Turbocharged
V(n) - (n) refers to number of engine cylinders in a "Vee" block
(n)v - (n) refers to number of engine intake and exhaust valves

STREET CATEGORY

Excluded from the Street Category for reasons of stability per Section 3.1:

Dodge Caliber (non-SRT)
Fiat 500 (non-Abarth) (2012-17)
Ford Fiesta (non-ST) (2011-17)
Geo Tracker
Jeep CJ series
MINI Countryman
Nissan Juke
Suzuki Samurai
Suzuki Sidekick
Scion iQ
Scion xB (2004-06)

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

Audi R8 (V10)
BMW 325 M-Technic
BMW M3 Lightweight
Callaway Corvette
Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
Ferrari 355
Ferrari 360 (NOC)
Ferrari (NOC)
Ford GT
Lamborghini (NOC)
Lotus Elan M100
Lotus Elise SC (2008-11)
Lotus Exige S & S/C (2006-11)
Lotus Sport Elise (2006)
Mercedes-Benz Black Edition (all)
MINI Cooper S JCW (2002-05)
MINI Cooper Hardtop JCW GP (2013)
Nissan GT-R NISMO & Track Edition (2012-17)
Oldsmobile 442 HO W-41 (Sports package option)
Pontiac Firebird Firehawk
Porsche 911 GT2 (2002-05)
Porsche 911 GT3 RS (997) (2007-08)
Porsche 911 Turbo AWD (NOC)
Porsche 911 Turbo S & 3.6S (964) (1992-94)
Saleen SC (Mustang)

Super Street class (SS)

Acura
NSX (2017)
Alfa Romeo
4C (2015-17)
Audi
TT RS (2012-13)
R8 (V8) (2008-15)
BMW
Z8
Chevrolet
Corvette Grand Sport (2017)
Corvette Z06 (C7) (2015-17)
Corvette ZR1 (2009-13)
Dodge/SRT
Viper ACR (2016-17)
Viper/Viper GTS (non-ACR, non-TA) (2013-14)
Viper SRT (non-ACR, non-TA 2.0) (2015-17)
Viper (NOC)
Ferrari
360 Modena & Spider (non-Challenge Stradale) (1999-2005)
Ford
Mustang Cobra R ('93, '95, '00)
Mustang Shelby GT350R (2016-17)
Lotus
Elise (non-SC) (2005-11)
Evora S (2011-15)
Exige (non-supercharged) (2006)
McLaren
MP4-12C (2012-14)
Mercedes-Benz
AMG (NOC)
Nissan
GT-R (2009-11)
GT-R (excluding NISMO & Track Edition) (2012-17)
Porsche
718 Boxster S (2017)
718 Cayman S (2017)
911 (991, incl. GT3; non-turbo, non-GT3 RS) (2012-17)
911 (997 chassis) (2005-12)
911 GT3 (996 & 997, non-RS)
911 Turbo
911 Turbo & Turbo S (996 chassis) (2001-05)
911 Turbo (964, non-S, non-3.6S) (1989-94)

SS (CONTINUED)

911 Turbo (930) (1974-89)
Boxster GTS (2015-16)
Boxster S (981 chassis) (2013-16)
Boxster Spyder (2011-13)
Cayman GT4 (non-Clubsport) (2016)
Cayman GTS (2015-16)
Cayman R (2012)
Cayman S (981 chassis) (2013-16)

TESLA MOTORS
Roadster (all) (2008-13)

"CATCH-ALL":
All eligible unclassified cars not covered by another catch-all listing.

A STREET CLASS (AS)

ACURA
NSX Alex Zanardi Signature Edition

AUDI
TTS (2016-17)

BMW
M3 & M4 (F80/F82) (2015-17)

CADILLAC
XLR

CHEVROLET
Camaro SS 1LE (V8) (2017)
Camaro Z28 (2014-15)
Camaro ZL1 (2012-15, *2017*)
Corvette Stingray (C7) (2014-17)
Corvette (C6, non-ZR1) (2005-13)
Corvette Z06 (C5) (2001-04)

DODGE
Viper (non-ACR) (2008-10)
Viper GTS (1996-2005)
Viper R/T (1992-2003)
Viper SRT-10 (2003-07)

FORD
Mustang Boss 302 Laguna Seca (2012-13)
Mustang Shelby GT350 (2016-17)
Mustang Shelby GT500 (2007-14)

HONDA
S2000 CR

JAGUAR
F-Type (except Project 7) (2014-17)

LOTUS
Esprit Turbo (1996-2004)
Evora (non-supercharged)(2010-15)

MAZDA
RX-7 (1993-95)

MERCEDES-BENZ
SLK55 AMG (2012-16)

MORGAN
Plus 8
Roadster (V6)

NISSAN
350Z NISMO (2004-2008)
370Z NISMO (2009-17)

PONTIAC
Solstice GXP (Turbo) (2007-09)

AS (continued)

Porsche
718 Boxster (non-S) (2017)
718 Cayman (non-S) (2017)
911 (996, non-turbo) (1998-2005)
Boxster (non-GTS, non-S, non-Spyder) (2013-16)
Boxster S (987 chassis) (2009-12)
Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)
Cayman S (987 chassis) (2009-12)
Saturn
Sky Redline (Turbo) (2007-10)

B Street class (BS)

Acura
NSX (non-Zanardi Edition)
Audi
RS 4 (2007-08)
RS 5 (2013-15)
RS 6 (C5 chassis) (2003-04)
S3 (2.0T) (2015-17)
S4 (2010-16)
S5 (2008-17)
S6 (2013-17)
S7 (2012-17)
TT quattro (AWD) (2008-17)
TTS (2009-15)
BMW
1 Series M Coupe (2011-12)
M Coupe & Roadster (2001-02)
M2 (2016-17)
Z4 Coupe (incl. M) (2006-08) & Roadster (incl. M) (2002-17)
Cadillac
ATS-V (2016-17)
Chevrolet
Camaro V6 1LE (2017)
Corvette (C4, all) (1984-96)
Corvette (C5, non-Z06) (1997-2004)
DeTomaso
Pantera
Mangusta
Ford
Focus RS (2016-17)
Honda
S2000 (non-CR)
Jaguar
XKR Coupe
Lexus
RC-F (2015-17)
Maserati
Coupe (2002-07)
GranSport (2004-07)
Spyder (2002-07)
Mazda
Miata Club Sport (2003)
MX-5 Miata MS-R (2007)
Mercedes-Benz
C32 AMG (2002-04)
CLA45 AMG (2014-15)
CLK55 AMG (2001-06)
E63 AMG (2010-16)
GLA45 AMG (2015-17)
SLK32 AMG (2002-04)

BS (continued)

SLK350 (2005-16)
SLK55 AMG (2005-10)

Mitsubishi
Lancer Evolution (2003-15)

Nissan
370Z (non-NISMO) (2009-17)

Pontiac
Solstice (non-turbo) (2007-10)

Porsche
911 (993, non-turbo) (1995-98)
968
Boxster (non-S) (2009-12)
Boxster (987, non-S) (2005-08)
Boxster S (2005-08)
Cayman (non-S) (2009-12)
Cayman (non-S) (2005-08)
Cayman S (2006-08)
Macan S & Turbo (2015-17)

Saleen
Mustang (non-supercharged)

Saturn
Sky (non-turbo) (2007-10)

Shelby
Cobra

Subaru
WRX STI (incl. Special Edition) (2004-17)

Toyota
Supra Turbo (1993½-98)

TVR
8-cyl
V6
V8
V12

Volkswagen
Golf R (2015-17)

C Street class (CS)

BMW
M Coupe & M Roadster (1996-2000)
M3 (E30) (1988-91)
Z3 (6-cyl, non-M) (1997-2002)

Chevrolet
Corvette (1963-82)

Chrysler & Plymouth
Prowler

Ferrari
308 & 328

Fiat
124 Spider (incl. Abarth) (2017)

Jaguar
XKE

Jensen
Jensen Healey

Lotus
7 & 7A
Eclat
Elan (RWD, all)
Elite (all)
Esprit (non-turbo)
Europa

Maserati
BiTurbo

Mazda
MX-5 Miata (non-MS-R 2007) (2006-15)
MX-5 Miata (ND chassis) (2016-17)
RX-7 Turbo (1987-91)
RX-8

Mercedes-Benz
SLK

Nissan
300ZX Turbo (1990-96)
350Z (non-NISMO) (2003-09)

Porsche
356 Carrera (4-cam)
911 (non-turbo, NOC)
911 Club Sport
914 (all)
928 (all)
944 (16v)
944 Turbo (all)
Boxster (986 chassis, all) (1997-2004)
Carrera 2 & Carrera 4 (964) (1989-94)

CS (continued)

Scion
- FR-S (with TRD suspension; incl. Release Series 1.0) (2013-16)

Subaru
- *BRZ (including Performance Package) (2017)*

Toyota
- *86 (including TRD Lowering Springs, TRD Sway Bar Kit, and TRD 17-in. Forged Wheel) (2017)*
- MR2 Turbo

D Street class (DS)

Acura
- Integra Type R

Audi
- A3 (2.0T; FWD and AWD) (2015-16)
- A3 quattro (3.2L V6, AWD) (2006-09)
- A5 (2008-17)
- S4 (2000-03)
- TT (1.8T, non-quattro/FWD) (2000-06)
- TT (2.0T, non-quattro/FWD) (2008-09)
- TT quattro (AWD) (2000-06)

BMW
- *128i (2008-13)*
- *228i (F22 chassis) (2014-16)*
- *328i (2012-16) & 328d (2014-17) (F30/F31/F34 chassis)*
- *3 Series (E46 & E9X chassis) (non-M3, non-turbo) (1999-2012)*
- *428i (F32/F33/F36) (2014-16)*
- *M3 (E36 chassis) (1995-99)*

Cadillac
- *ATS (2.0L Turbo) (2013-17)*
- *CTS (non-V, non-Vsport) (2003-17)*

Chevrolet
- *Camaro LT (2.0L Turbo; excluding Suspension lowering kit and [Brembo®] 6-Piston Front Brake Kit) (2016-17)*
- *Camaro (V6) (2010-15)*
- Cobalt SS (2.0L Turbo) (2008-10)

Chrysler
- *300 (V6) (2011-17)*
- *Crossfire (non-SRT-6)*

Dodge
- *Challenger (V6) (2011-17)*
- *Charger (V6) (2011-17)*

Eagle
- Talon Turbo (AWD)

Ford
- *Mustang EcoBoost (2015-17)*
- *Mustang V6 (2011-17)*

Hyundai
- *Genesis Coupe (4-cyl Turbo) (2013-16)*
- *Genesis Coupe (V6) (2010-12)*

Infiniti
- *G35 Coupe (2003-07)*
- *G35 Sedan (2003-09)*

DS (continued)

Lexus
- *IS 350 (2006-17)*
- *IS 250 (2006-15)*
- *IS 300 (2001-05)*
- *GS 350 (2005-17)*
- SC 400 (1992-2000)

Mazda
- Mazdaspeed6

Mercedes-Benz
- *C-Class (6-cyl, non-AMG) (2001-16)*
- *CLA250 4matic*
- *CLK (V6) (1998-2009)*
- *GLA250 4matic*

MINI
- Cooper Clubman JCW (2009-14)
- Cooper Clubman S (2008-14, *2016-17*)
- Cooper Coupe JCW (2013-15)
- Cooper Coupe S (2013-15)
- Cooper Hardtop JCW (2006-17)
- Cooper Hardtop S (2002-17)
- Cooper Roadster JCW (2012-15)
- Cooper Roadster S (2012-15)

Mitsubishi
- Eclipse Turbo (AWD)
- Lancer Ralliart (2009-15)

Saab
- 9-2X Aero (2.0L Turbo) (2005-06)

Scion
- *FR-S (without TRD suspension components) (2013-16)*

Subaru
- *BRZ (2013-16)*
- ~~Forester 2.5XT (2004-13)~~
- Legacy 2.5GT (2005-12)
- WRX (non-STI) (2001-17)

Volkswagen
- Golf R (2012-13)
- R32 (Golf chassis) (2004, 2008)

E Street class (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

Mazda
- Mazdaspeed Miata (2004-05)
- Miata (1990-2005)
- RX-7 (non-turbo)

Morgan
- 4/4 & Plus 4

Pontiac
- Fiero (V6)

Porsche
- 924 Turbo (Audi engine) (1979-81)
- 924S (1986-88)
- 944 (8v)

Shelby
- Charger GLH-S (1987)

Sunbeam
- Tiger

Toyota
- MR2 (non-turbo) (1985-95)
- MR2 Spyder (2000-05)
- MR2 Supercharged

Triumph
- TR-8

TVR
- 4-cyl
- inline-6

F Street class (FS)

AMC
- AMX
- Javelin (V8)

Audi
- A6 (V6 Supercharged) (2008-17)
- A6 (V8) (1997-2011)
- S4 (V8) (2004-09)

BMW
- 135i & 135is (2008-13)
- 335d (2009-11)
- 3 Series (F30/F31 chassis, *6-cyl Turbo*; *non*-M3) (2012-17)
- 435i (F32/F33/F36) (2014-17)
- 5 series (V8)
- 6 series (E63/E64 & F12/F13 chassis) (2003-17)
- 8 series coupe
- M235i (F22) (2014-16)
- M3 (E46 & E90/E92/E93 chassis) (2000-13)
- M5 (1988-93, 2000-10)

Buick
- Regal & Grand National (Turbo V6)

Cadillac
- *ATS (3.6L V6)*
- CTS-V & CTS-Vsport

Chevrolet
- Camaro (V8 non-supercharged, NOC)
- Camaro LT (*V6; excluding Suspension lowering kit and [Brembo®] 6-Piston Front Brake Kit*) (2016-17)
- Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
- Camaro SS (incl. 1LE) (2010-15)
- Camaro SS (non-1LE) (2016-17)
- Corvette (1953-62)

Chrysler
- 300 (V8, all) (2004-17)
- SRT-6 (2005-06)

Datsun
- 280ZX Turbo

Dodge
- Challenger (V8, all) (2008-17)
- Charger (V8, all) (2006-17)
- Magnum (V8) (2005-08)
- Ram SRT10 (2004-06)
- Stealth Turbo

Ford
- Crown Victoria
- Mustang Boss 302 (non-Laguna Seca) (2012-13)
- Mustang Cobra (2003-04)
- Mustang GT (2010-17)
- Mustang Mach 1 (2003-04)
- Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
- Mustang SVT Cobra
- Mustang (V8, NOC)
- Thunderbird (V8) (1955-88, 2002-05)

GMC
- Syclone
- Typhoon

Hyundai
- Genesis Coupe (V6) (2013-15)

Infiniti
- G37 Coupe & Sedan
- Q45
- *Q60 (2014-16)*

Jaguar
- S-Type R
- XJ (1998-2017)
- XJ-S (1976-96)
- XK8 (1997-2006)
- Sedan (12-cyl)

Lexus
- GS 400 (1998-2000)
- IS F (2008-14)
- RC (non-F) (2015-17)

Lincoln
- LS (V8) (2000-06)
- Mark VIII (1993-98)

Mercedes-Benz
- C300 (2007-16)
- C36 AMG
- *C55 AMG (2005-06)*
- C63 AMG (non-Black Series) (2008-17)
- CLK (non-V6)
- E55 AMG

Mercury
- Capri (V8)
- Cougar (V8) (1967-88)

Mitsubishi
- 3000 GT Turbo

FS (continued)

Nissan
- 300ZX (non-turbo) (1990-96)
- 300ZX Turbo (1984-*89*)

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 (V6) (1989)

Porsche
- Panamera (2010-16)

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

Tesla Motors
- Model S (2012-14)

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

Triumph
- Stag

"Catch-all":
- V8 sedans, pick-ups, and sedan-derived convertibles (NOC)

G Street class (GS)

Audi
- A3 (1.8T; FWD) (2015-16)
- A4 (V6 & 4-cyl Turbo)
- A6 (V6 NOC & 4-cyl)
- A8 & V8 quattro (AWD)
- Quattro (Coupe Turbo)

BMW
- 320i (F30/F31/F34) (2014-17)
- 323i Convertible, 323is, 328i Convertible, & 328is (E36) (1999)
- 3 Series (6-cyl, non-M3; E30, E36) (1984-98)
- *5 Series (E28, E34, & E39 chassis; 6-cyl, non-M5) (1985-2003)*
- *6 Series (E24 chassis; 6-cyl, non-M6) (1984-89)*

Buick
- *Verano Turbo (2013-17)*

Cadillac
- ATS (2.5L 4-cyl non-turbo) (2013-16)

Chevrolet
- Cobalt Sport (2.4L) (2008)
- Cobalt SS (2.0L SC) (2005-07)
- Cobalt SS (2.4L) (2006-07)
- Malibu (all) (2008-17)

Chrysler
- 200 (V6) (2010-17)
- *300 (V6) (2004-10)*
- Conquest Turbo
- PT Cruiser (Turbo) (2003-09)

Dodge
- Caliber SRT4
- *Challenger (V6) (2008-10)*
- Charger (V6) (2006-10)
- Conquest Turbo
- *Magnum (V6) (2005-08)*
- Neon (1995-99)
- SRT-4 (Neon chassis)

Ford
- Focus ST (2013-17)
- Fusion (6-cyl)
- Mustang (V6) (1994-2010)
- Mustang SVO
- Taurus SHO (1989-99, 2010-17)
- *Thunderbird (V8 & V6 Supercharged) (1989-97)*
- ZX2 S/R (1999-2003)

GS (continued)

General Motors
- FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)

Honda
- Civic Si Mugen (2008)

Hyundai
- Genesis Coupe (4-cyl Turbo) (2010-12)
- Veloster Turbo Rally Edition (2016-17)

Isuzu
- Impulse Turbo (all)

Jaguar
- *S-Type (6-cyl) (2002-08)*
- *X-Type (3.0L) (2002-08)*

Kia
- Forte & Forte Koup (2.4L)

Lexus
- SC 300 (1992-2000)

Mazda
- 323 GT Turbo (sedan)
- 323 GTX Turbo (AWD)
- Mazdaspeed3
- Mazdaspeed Protégé

Mercedes
- 190E (6-cyl 2.6L & 4-cyl 16v)
- C230 (1999-2007)
- *CLA250 (FWD)*
- *GLA250 (FWD)*

Mercury
- *Cougar (V8 & V6 Supercharged) (1989-97)*

Merkur
- XR4Ti

MINI
- *Cooper Clubman (non-S, non-JCW) (2016-17)*
- Cooper Hardtop (non-S, non-JCW) (2014-17)

Mitsubishi
- Galant (V6 & 4-cyl Turbo)
- Starion Turbo

Plymouth
- Neon (1995-99)

Saab
- 9-2X Linear (2.5L)
- Turbo models (NOC)

Saturn
- ION Redline (Turbo)

Subaru
- Impreza 2.5 (non-turbo)

Toyota
- Celica All-Trac Turbo
- Celica GT (2000-05)
- Celica GTS (2000-03)

Volkswagen
- 1.8L Turbo models (NOC) (2002-06)
- Beetle & New Beetle (1.8L Turbo)
- Corrado
- Golf, GTI & Jetta (1.8L Turbo)
- Golf, GTI & Jetta (VR6 24v) (2002-05)
- GTI (2006-17)
- Jetta & GLI (2.0L Turbo) (2006-17)
- Passat (1.8L Turbo)
- Passat (W8)

Volvo
- S60R (except Polestar)
- V70R (except Polestar)
- Turbo models (NOC)

H Street class (HS)

Acura
- CL (all)
- *ILX*
- Integra (all except Type R) (1986-2001)
- Legend
- RSX
- *RSX Type S*
- TL
- TSX
- Vigor

Alfa Romeo
- 164 (non-S) (1991-93)
- 1300
- 1600
- 1750 & 1750 GTV
- 2000 (4-door sedan)
- GTV V6
- Milano
- Sedan (NOC)

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

Audi
- 80
- 90
- 100 (non-S4)
- 200 Turbo quattro
- 4000
- 5000 (non-turbo)
- 5000 Turbo
- A3 (FWD) (2006-13)
- Coupe quattro (non-turbo)
- S4 (100 CS chassis) (1992-94)

Austin
- Mini

Austin-Healey
- (all)

BMW
- 1600
- 1800
- 2000 CS coupe
- 2002
- 318 (all)
- 320
- 7 Series (6-cyl)
- *i3 (2014-16)*

Buick
- Reatta
- *Verano (non-turbo) (2013-17)*

Cadillac
- Catera

Chevrolet
- Aveo
- Beretta (NOC)
- Camaro (4-cyl & 6-cyl) (1967-2002)
- Chevette
- Cobalt (2.2L, all) (2005-10)
- Corvair (all)
- Cruze
- Nova (FWD) (1986-88)
- Nova (RWD, 4-cyl & 6-cyl) (1962-79)
- Sonic (all) (2012-17)
- Spectrum
- Sprint
- Vega & Cosworth Vega
- Volt (2011-17)

Chrysler
- *200 (4-cyl) (2010-17)*
- 300M (1999-2004)
- Cirrus (V6)
- Laser (all)
- PT Cruiser (non-turbo) (2001-2010)
- Sebring (all)

Daewoo
- (all)

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

Dodge
- 024
- Avenger (all)
- Challenger (1978-83)
- Charger (non-turbo, FWD) (1981-87)
- Colt (all)
- Dart (FWD) (2013-17)
- Daytona (all)
- GLH (non-turbo)
- Intrepid
- Lancer Turbo

HS (continued)

- Neon (2000-05)
- Omni
- Rampage
- Shadow (all)
- Spirit (all)
- Stealth (non-turbo)
- Stratus (all)

Eagle
- Summit (all)
- Talon (all, FWD)

Fiat
- *500 Abarth (2012-17)*
- NOC

Ford
- Aspire
- Contour (all)
- Cortina
- Escort (non-ZX2 S/R)
- EXP
- Festiva
- Fiesta (1976-80)
- Fiesta ST (2014-17)
- Five Hundred
- Focus (all except ST 2013-17)
- Fusion (4-cyl)
- Mustang (4-cyl, 6-cyl, & 4-cyl Turbo except SVO) (1964½-93)
- Pinto
- Probe (all)
- Taurus (non-SHO)
- Tempo (all)
- Thunderbird (V6, non-S/C) (1989-97)
- Thunderbird Turbo Coupe
- ZX2 (non-S/R)

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

Geo
- Metro
- Prizm
- Spectrum
- Storm

Honda
- 600
- 800
- Accord (all)
- Civic (all, excluding Mugen 2008) *(1975-2015)*
- *Civic (EX, LX, Sport, Touring) (2016-17)*
- CRX (all)
- CR-Z
- del Sol & Civic del Sol (all)
- Fit
- Insight
- Prelude (all)

Hyundai
- Accent (1995-2017)
- Elantra (1990-2017)
- Scoupe
- Tiburon
- Veloster (non-turbo) (2012-17)
- *Veloster Turbo (non-Rally Edition) (2012-17)*
- NOC

Infiniti
- G20
- M30

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

Jaguar
- 120
- 140
- 150
- X-Type (2.5L) (2002-05)

Kia
- Forte & Forte Koup (2.0L)
- Forte5 (2014-17)
- Optima
- Rio (2012-17)
- Sephia
- Spectra5

Lancia
- Beta
- Scorpion

Lexus
- CT 200h (2011-17)
- ES 250
- ES 300
- GS 300

Lincoln
- LS (V6)

Lotus
- Cortina

Mazda
- 323 (non-turbo)
- 626

HS (continued)

- 808
- 929
- Cosmo
- GLC
- Mazda2 (2011-14)
- Mazda3 (2004-17)
- Mazda6 (all)
- Millenia (all)
- MX-3
- MX-6 (all)
- Protégé (non-Mazdaspeed)
- R100
- RX-2
- RX-3
- RX-4

Mercedes
- 280 (1995-2000)
- NOC

Mercury
- Bobcat
- Capri (all except V8)
- Cougar (4-cyl & V6 non-S/C)
- LN-7
- Lynx
- Milan (all)
- Montego
- Mystique (all)
- Sable
- Scorpio
- Topaz (all)
- Tracer

MG
- all

MINI
- Clubman (non-S, non-JCW) (2008-14)
- Cooper Coupe (non-S, non-JCW) (2012-15)
- Cooper Hardtop (non-S, non-JCW) (2002-13)
- Cooper Roadster (non-S, non-JCW) (2012-15)

Mitsubishi
- 3000 GT (non-turbo)
- Cordia
- Eclipse (all, FWD) (1989-2012)
- Galant (4-cyl non-turbo)
- Lancer (non-turbo)
- Mirage
- Precis
- Premier
- Starion (non-turbo)
- Tredia

Nissan/Datsun
- 200SX (all)
- 240SX
- 300ZX (non-turbo) (1984-89)
- Altima (all)
- Maxima (all)
- NX1600
- NX2000 (1991-93)
- Pulsar
- Sentra (all)
- Stanza
- Versa (2007-17)

Oldsmobile
- Calais W41

Opel
- 1100
- 1900
- GT
- Isuzu
- Manta

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

Pininfarina
- 2000

Plymouth
- Acclaim (all)
- Arrow
- Champ
- Colt
- Horizon
- Laser (non-turbo)
- Neon (2000-01)
- Sapporo
- Scamp
- Sundance (all)
- TC3
- Turismo

Pontiac
- Fiero (4-cyl)
- Firebird (4-cyl & 6-cyl)
- G5 (all)
- G8 (V6) (2008-09)
- LeMans (FWD) (1988-93)
- Sunfire
- T-1000
- Vibe

Porsche
- 356 (non-Carrera)

HS (continued)

912
924 (Audi engine, non-turbo)

Renault
NOC

Saab
900 (V6) (1994-97)
NOC

Saturn
8v
Astra (2008-09)
DOHC model (NOC)
Ion (non-turbo)
L series (all)

Scion
iA (2016)
iM (2016)
tC (incl. Release Series 5.0 2009) (2005-16)
xA (2004-06)
xB (2008-12)

Shelby
Charger (non-turbo)

Subaru
Impreza 2.0i
Impreza (NOC)
Legacy (NOC)
SVX
Sedan Turbo (NOC)
NOC

Sunbeam
Alpine

Suzuki
Esteem GL
Forenza
Kizashi (2010-13)
Swift
SX4 sedan (2007-13)

Toyota
Camry (all)
Celica (FWD; NOC)
Celica (all, non-AWD) (1971-99)
Corolla
Cressida
Echo
Matrix
Paseo
Prius (all)
Starlet
Supra (non-turbo) (1979-92)
Tercel
Yaris

Triumph
all except Stag & TR-8

Volkswagen
air-cooled engine (all)
diesel engine (non-turbo) (all)
Beetle (2.0L)
Dasher
Eos (2.0T) (2007-16)
Fox
Golf, GTI & Jetta (16v *non-turbo*)
Golf, GTI & Jetta (8v, all)
Golf TDI
Jetta (2.5L) (2005-14)
Jetta TDI (2005-06, 2009-16)
New Beetle (NOC)
Passat (4-cyl non-turbo & V6)
Quantum
Rabbit & Rabbit GTI (all, NOC)
Rabbit (2007-09)
Scirocco (all)
VR6 (FWD, NOC)

Volvo
C30
NOC

Yugo
all

"Catch-all":
RWD pickup trucks (NOC)

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17x7	18x7.5	18x10.5
17x7.5		

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15x9

Kosei

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17x9	18x9
18x8	18x9.5

FF10
light grey

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17x7	17x9

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Super Street-R class (SSR)

This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires

   Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.)

   Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership:

   • Kumho Ecsta W710

2. Wheels (replacing Section 13.4)

   Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than ±¼" (0.25 in., 6.35 mm) from the 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. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

3. Exhaust

   The exit of the exhaust in the original location (Section 13.10.C) is not compulsory.

4. Participation Requirement

   If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.

Audi
- TT RS (2012-13)

Chevrolet
- Corvette Stingray (C7) (2014)
- Corvette (C6, non-ZR1) (2005-13)
- Corvette Z06 (C5) (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)
- Evora S (2011-14)
- Exige (non-supercharged) (2006)

Mercedes-Benz
- AMG (NOC)

Porsche
- 911 (991, non-GT3) (2012-14)
- 911 (997 chassis)
- 911 GT3 (997 chassis, non-RS)
- 911 GT3 (996 chassis)
- 911 Turbo (930) (1974-89)
- Boxster S (2009-14)
- Boxster Spyder (2011-12)
- Cayman R (2012)
- Cayman S (2009-14)

Tesla Motors
- Roadster (all) (2008-13)

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STREET TOURING® CATEGORY
Street Touring® Ultra (STU)

Audi
- S4
- S5
- TTS quattro (2008-15)

BMW
- 135i
- 228i (2014-15)
- 3 Series (E9x chassis, NOC incl. M3) (2006-13)
- *M235i (2014-16)*
- M3 (E46) (2000-05)

Cadillac
- *ATS (2.0L) (2012-16)*

Chevrolet
- Camaro (N/A)
- Corvette (C4, excl. LT4 engine & ZR1) (1984-96)
- Corvette (C5, non-Z06) (1997-2004)
- *SS (2013-17)*

Dodge
- Challenger (V8, N/A) (2008-15)
- Charger (V8, N/A) (2006-15)

Fiat
- *124 Spider (2016)*

Ford
- Mustang (N/A)
- Mustang GT, V6, & EcoBoost (2.3T) (2015-17)

Hyundai
- Genesis (V6)
- Genesis (2.0T 4-cyl) (2013-16)

Infiniti
- G35 Coupe
- G37

Lexus
- IS F

Mazda
- Mazdaspeed Miata (2004-05)

Mercedes-Benz
- CLK430 (1999-2003)
- CLK55 (2001-06)

Mitsubishi
- Lancer Evolution

Nissan
- 300ZX Turbo (1984-89)
- 350Z (non-NISMO)

Pontiac
- Firebird (N/A)
- GTO (2004-06)

Porsche
- Boxster (986 and 987.1; base model) (1997-2008)
- Boxster S (986) (2000-*04*)
- Cayman (987.1; base model) (2007-08)

Subaru
- Impreza WRX STI

Volkswagen
- *Golf R (Mk7) (2015-17)*

Volvo
- S60R

"Catch-all":
- 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 Coupe (1998-2002)
- M Roadster (1998-2002)
- *M3 (E36, non-LTW) (1995-99)*
- Z3 (6-cyl)
- Z4 (non-turbo, non-M)

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

Honda
- S2000

Mazda
- Miata (non-turbo) (1994-2005)
- MX-5 Miata (2006-15)
- MX-5 Miata (2016)
- RX-7 GSL
- RX-7 GSL-SE
- RX-7 GXL
- RX-7 GTU (1988)

Mercedes-Benz
- *SLK 230 Kompressor (1996-2004)*

Nissan
- 370Z (non-NISMO) (2009-16)

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

Porsche
- 911 Carrera (3.2L) (1984-89)
- 911 SC (3.0L) (1978-83)
- 924
- 944 (non-turbo)
- 968

Toyota
- MR2 Spyder
- MR2 Supercharged (1988-89)

Saturn
- Sky (non-turbo)

Street Touring® Xtreme (STX)

Acura
- ILX (2013-16)
- Integra (non-Type R) (1994-2001)
- Integra Type R

Audi
- A3
- A4
- TT quattro

BMW
- 128i (2008-13)
- 3 Series (E30 chassis, incl. M3)
- 3 Series (E36 chassis, non-M)
- 3 Series (E46 chassis, non-M)
- 3 Series (E9x chassis, non-M, non-turbo) (2006-13)
- M5 (E39) (1998-2003)

Chevrolet & GMC
- Cobalt (2.4L N/A, 2.0L S/C, & 2.0T)
- S10 (4-cyl & 6-cyl, N/A)

Dodge
- Challenger (V6) (2008-16)
- Charger (V6) (2006-16)
- Dakota (4-cyl & 6-cyl, N/A)
- Dart (1.4L Turbo & 2.4L N/A) (2013-16)
- SRT-4 (2003-05)

Eagle
- Talon Turbo (AWD)

Fiat
- 500 Abarth
- 500 Turbo (2013-16)

Ford
- Fiesta ST
- Focus ST
- Ranger (4-cyl & 6-cyl, N/A)

GMC
- Sonoma (4-cyl & 6-cyl, N/A)

Honda
- Civic Si (2006-15)

Hyundai
- Genesis (2.0L Turbo) (2010-12)

Infiniti
- G35 Sedan

STX (continued)

Kia
- Forte (Turbo)
- Forte Koup (Turbo)

Lexus
- IS 250
- IS 300
- IS 350
- SC300

Mazda
- MazdaSpeed3
- MazdaSpeed6
- MazdaSpeed Protégé
- RX-8

MINI
- Cooper (non-S) (2014-15)
- Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed)

Mitsubishi
- Eclipse (V6) (2006-12)
- Eclipse Turbo (AWD)
- *Lancer Ralliart (2008-10)*

Nissan
- 240SX
- 300ZX (non-turbo) (1984-96)
- Juke (all) (2011-16) (Must meet Section 3.1)
- Sentra SE-R (2000-12)
- Sentra SE-R Spec V

Pontiac
- G5 (2.4L, 2.0L S/C, & 2.0L Turbo)

Saab
- 9-3 (non-Viggen) (1998-2012)

Saturn
- Ion (2.4L & 2.0L S/C)

Scion
- FR-S

Subaru
- *BRZ (2017)*
- BRZ (2013-16)
- Forester XT (2003-08)
- Impreza WRX (non-STI) (2002-08, 2015-16)
- *Impreza WRX (non-STI) (2009-14)*
- Legacy GT (2005-08)

Toyota
- *86 (2017)*
- Supra (non-turbo) (1993-98)
- Tacoma (1995-2016)

Volkswagen
- Beetle (2.0T)
- Corrado (all)
- Golf, Golf R, GTI (2.0T)
- Jetta (2.0T)
- Passat (2.0T, VR6, & W8)
- R32

Volvo
- 240 Turbo (1981-85)
- C30

"Catch-all":
- 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® Sport (STS)

Acura
- Integra (1986-93)

Audi
- A4 (1.8T)
- TT Coupe & Roadster (FWD)

BMW
- Z3 (4-cyl)

Chevrolet
- Sonic (Turbo) (2012-15)
- Sprint (1985-88)

Chrysler/Plymouth/Dodge
- Neon (all) (1995-99)

Ford
- Escort GT (1991-96)
- Fiesta (1.0T EcoBoost)
- ZX2 & Excort ZX2 (1998-2003)

Honda
- Accord (1994-97)
- Accord (6-cyl) (1998-2013)
- Civic (1984-2000)
- CRX
- del Sol & Civic del Sol

Hyundai
- Accent (2012-15)
- Tiburon (V6) (2003-08)

Kia
- Rio (2012-15)

Mazda
- 323, 323 GT, & 323 GTX
- Miata (non-Torsen differential) (1990-97)
- Protégé (NOC) (1999-2003)
- Protégé MP3
- RX-7 (non-turbo, NOC)

Nissan
- 200SX SE-R (1995-98)
- Sentra (1.6L, 1.8L, 2.0L) (1991-2012)
- NX2000 (1991-94)

Pontiac
- Fiero (4-cyl)

Porsche
- 914 (4-cyl)

Saturn
- SL
- SW
- SC

Subaru
- Impreza (1.8L, FWD) (1993-96)
- Impreza 2.5 RS (1998-2001)
- Legacy (1990-94)

Suzuki
- Swift (N/A) (1994)

Toyota
- Celica (non-turbo) (1986-2005)
- Corolla (1984-*97*)
- Echo (2000-05)
- MR2 (non-supercharged) (1985-89)
- MR2 (non-turbo) (1991-95)

Volkswagen
- Beetle (1.8T & TDI)
- Golf (1.8T)
- Golf & Jetta (TDI) (2007-15)
- Jetta (1.8T)
- Passat (1.8T & TDI)
- Rabbit, Golf, GTI, Cabrio (1974-92)

Volvo
- 240 Turbo (1981-85)
- S40 (non-T5)
- V40

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

Street Touring® FWD (STF)

Acura
- RSX
- TSX

Chevrolet
- Cobalt (2.2L, N/A)
- Cruze (2008-*16*)
- Spark
- Sonic (non-turbo) (2012-15)
- Volt (2011-15)

Chrysler, Plymouth, & Dodge
- *Neon (2000)*
- *Neon R/T & ACR (2001-04)*

Dodge
- Dart (2.0L N/A) (2013-15)

Fiat
- 500 (non-turbo) (2012-15)

Ford
- Fiesta (N/A) (2011-15)
- Focus (non-turbo)

Honda
- Accord (4-cyl) (1998-2015)
- Civic (non-Si) (2006-15)
- Civic (all) (2001-05)
- CR-Z
- Fit
- Insight

Hyundai
- Elantra (2001-15)
- Veloster (non-turbo) (2011-15)

Kia
- Forte (N/A)
- Forte Koup (N/A)

Lexus
- CT200H (2011-15)

Mazda
- Mazda2
- Mazda3
- Mazda6

MINI
- Cooper (non-S) (2000-13)

Mitsubishi
- Lancer (non-turbo)

Nissan
- Versa (2007-13)

Pontiac
- G5 (2.2L)
- Vibe (2003-10)

Saturn
- Astra
- Ion (2.2L)

Scion
- iA (2016)
- iM (2016)
- iQ CVT
- tC
- xA
- xB
- xD (2008-13)

Subaru
- Impreza 2.0i (2012-15)

Toyota
- Corolla (2003-15)
- Matrix (2003-13)
- Yaris

Volkswagen
- Golf (2.5L)
- Golf & Cabrio (2.0L, 8v) (1998-2006)
- Golf & Jetta TDI (1999-2006)
- Beetle (2.0L, 8v) (1998-2005)
- Beetle (2.5L 5-cyl)
- Jetta (2.0L, 8v) (2000-04)
- Jetta (2.5L 5-cyl)

Street Touring® Pony car (STP)

Supplemental Class

Chevrolet
- *Camaro (V6) (2016-17)*
- Camaro (SS, V6, & 1LE) (2010-15)
- Camaro (SS, Z28, & V6) (1993-2002)
- Camaro (fuel injection, N/A) (1982-92)
- *Camaro SS (non-1LE) (2016-17)*
- *SS (2013-17)*

Dodge
- Challenger (N/A) (2008-15)
- Charger (N/A) (2006-15)

Ford
- Mustang (fuel injected, N/A) (1979-93)
- *Mustang Boss 302 (non-Laguna Seca) (2012-13)*
- Mustang GT, V6, & EcoBoost (2.3T) (2015-17)
- Mustang GT & V6 (2005-14)
- Mustang GT & V6 (1994-2004)

Pontiac
- Firebird (LS1, LT1, & V6 engine) (1993-2002)
- Firebird (fuel injected, N/A) (1982-92)
- *G8 GT (2008-09)*
- *GTO (2004-06)*

"Catch-all":
- American V8-powered, RWD sedans must be naturally-aspirated with a wheelbase greater than 100.0" and a listed curb weight greater than 3200 lbs., NOC (not eligible for National level competition)

STREET PREPARED CATEGORY

Super Street Prepared (SSP)

Audi
- R8 (except GT) (2008-15)
- *TT RS (2012-13)*

Chevrolet
- *Corvette (C7 chassis, all)*
- Corvette (C6 chassis) (2005-13)
- Corvette (C5 chassis) (1997-2004)

Dodge
- Viper

Elva
- Courier

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

Ford
- GT

Griffith
- (all)

Lamborghini
- Gallardo (all) (2003-11)
- *Huracan (all) (2014-16)*

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)
- Evora & Evora S (2010-14)

McLaren
- *MP4-12C (all)*

Morgan
- V8 (all)

Nissan
- GT-R (R35)

Porsche
- 911 GT2 (996 & 997 chassis, all)
- *911 GT3 (991 chassis, all)*
- 911 GT3 (996 & 997 chassis, all)
- *911 Turbo & Turbo S (991 chassis) (2012-17)*
- 911 Turbo & Turbo S (996 & 997 chassis) (2001-12)
- *Cayman GT4 (2016)*

Tesla
- Roadster (2008-12)

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

"Catch-all":
- Sports car over 2.0L not otherwise classified. (See Section 15.1.C for update/backdate limitations.)

A Street Prepared (ASP)

Acura
- NSX (1990-2005)

Audi
- A4 (2008-16)
- S4 (2000-03)
- S4 (2010-16) & S5 (2013-16)

BMW
- 135 & 1 Series M (2008-13)
- 328 & 335 (2006-13)
- M235i (2014-16)
- Z4 sDrive35i & sDrive35is (2012-13)
- Z8

Bricklin

Chevrolet
- Camaro ZL1 (2012-13)

DeLorean

DeTomaso
- Mangusta (all)
- Pantera (all)

Dodge
- Stealth Turbo

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

Ford
- Mustang Shelby GT350/GT350R (S550) (2015-16)
- Mustang Shelby GT500 (S197) (2011-14)

Jaguar
- E-type (all)

Mazda
- RX-7 (1993-95)

Mercedes-Benz
- CLK 320 & CLK 32 AMG
- E36 AMG (2010-16)
- SLK55 AMG (R171 chassis) (2004-11)

Mitsubishi
- Lancer Evolution (VIII, IX) (2003-07)
- Lancer Evolution (X) & Ralliart (2008-13)
- 3000GT Turbo

Mitsubishi & Eagle
- Eclipse Turbo & Talon Turbo (1989-99)

Nissan
- 370Z (all) (2009-13)

Plymouth
- Laser RS Turbo AWD (1992-94)

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 (*981 chassis, all*)
- *Boxster & Cayman (987 chassis, all)*

Shelby
- Cobra 289

Subaru
- Impreza WRX (incl. STI) (*2002*-14), Legacy (Turbo) (2004-14), & Forester XT (2004-14)
- Impreza WRX (incl. STI) (2015-16)

Sunbeam
- Tiger (260, 289)

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

Volvo
- S60R & V70R (2004-07)

B Street Prepared (BSP)

Audi
- TT (1.8T; FWD & quattro)
- TT (3.2L; quattro)
- TTS (2009-13)
- Quattro Turbo Coupe

BMW
- *128 (2008-11)*
- 320i (F30 chassis) (2012-16)
- 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 SRT6

Honda
- S2000

Mazda
- MazdaSpeed Miata
- *MX-5 Miata (ND chassis, all) (2016-17)*
- RX-7 Turbo (1986-92)

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

Pontiac
- Fiero (V6)
- Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)
- Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)

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
- *Boxster & Cayman (986 chassis, all)*

Saleen
- Mustang S281E & Mustang (NOC)

Triumph
- TR-8

Volkswagen
- Golf R (2012-13)

C Street Prepared (CSP)

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

Datsun
- Roadster (1500, 1600, & 2000)

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

Ford
- Fiesta ST (2014-16)

Honda
- Civic & CRX (1988-91)

Lancia
- Scorpion

Lotus
- Cortina
- Elite (1216 cc)

Mazda
- MX-5 Miata (1990-2005)
- MX-5 (2006-13)
- 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)

Scion & Subaru
- FR-S & BRZ (2013-14)

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

"Catch-all":
- Sedan over 1.7L & under 3.0L not otherwise classified.
- Sports car under 2.0L not otherwise classified.
- (See Section 15.1.C for update/backdate limitations.)

D Street Prepared (DSP)

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

Alfa Romeo
- GTV V6 (all)
- Milano

Audi
- A3 (2005-13)
- A4 (1.8T, FWD & quattro) (1995-01)
- A4 (1.8T, FWD & quattro) (2002-05)
- Coupe GT & Quattro (1980-88)

BMW
- 318 (16v) & 325 (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)
- Crossfire (non-SRT-6)
- 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
- 500 Abarth (2012-13)

Ford & Mercury
- Capri (4-cyl & 6-cyl) (1971-77)
- Capri (1991-95)
- Contour SVT
- Cougar (1999-2002)
- Focus ST (2013-15)
- Fusion & Milan (6-cyl) (2006-13)
- Probe (Turbo & V6)

Honda
- Civic Si (1999-2000)
- Civic Si (2002-05)
- Civic Si (2006-12)
- Del Sol (DOHC)
- Prelude 4WS
- Prelude (1992-2001) (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
- IS 300

Maserati
- BiTurbo

Mazda
- 323 GT & GTX (AWD)
- Mazda6 (6-cyl)
- MazdaSpeed3
- MazdaSpeed Protege
- MX-6 (Turbo & V6)
- RX-8

DSP (continued)

- Spec Miata (See 15.0 for preparation allowance requirements)

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

Merkur
- XR4Ti

MINI
- Cooper S (including JCW & JCW GP except Countryman)

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

Nissan & Datsun
- 200SX Turbo
- 200SX (V6)
- 240SX
- Altima (2007-13)
- Maxima
- Pulsar (16v)
- Pulsar NX Turbo
- 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)

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 (all) (1993-2001)
- Impreza (2.5L) (NOC)
- Legacy & Outback (6-cyl, all) (1998-2004)
- Legacy & Outback (6-cyl, all) (2005-13)

Toyota
- Camry V6
- Celica (2000-05)
- Celica All-Trac (all)
- Supra (1979-81)
- Supra (1982-86)

Volkswagen
- Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)
- Golf, GTI, GLI, & Jetta (2.0T) (2006-13)
- New Beetle Turbo
- Passat VR6
- R32

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

"Catch-all":
- 6-cyl (normally aspirated) or 4-cyl (mechanically forced induction) 2WD sedan under 3.0L not otherwise classified. (See Section 15.1.C for update/backdate limitations.)

E Street Prepared (ESP)

AMC
- AMX & Javelin (all)

Audi
- 5000 Turbo, 5000 Turbo quattro, 200, & 200 quattro
- A8 & A8 quattro
- S4 & RS4 (2004-09)
- V8 quattro

BMW
- 2500 & 2800 (all)
- 3.0S & CS (all)
- 528, 530, & 533 (non-turbo)
- 633i & 733i (all)
- M3 (E90, E92, E93) (2007-13)

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 (non-ZL1) (2010-15)
- Chevelle (1964-67)
- Chevelle (1968-72)
- Corvair Yenko Stage I, II, & III (all)
- *G8 (2008-09)*
- *GTO (2004-06)*
- Lumina
- Monza (V8) & Skyhawk (V6)
- Reatta
- Regal(1980-88) (V6 & V8, RWD)
- *SS (2013-17)*
- 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 (2008-13)
- Challenger (6-cyl & V8, NOC)
- Charger (2006-13)
- Conquest Turbo
- Laser (Turbo, all) (1989-99)
- Stealth (non-turbo)
- Dakota (1997-04)

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 incl. Boss 302, Boss 302 Leguna Seca, & Shelby GT500 2007-10) (2005-13)
- Mustang (non-GT350) (2015-16)
- 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
- ES 250
- GS 400, LS 400, & SC 400
- *IS F*

Mazda
- 929
- MazdaSpeed6

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)
- Starion Turbo

Nissan
- 300ZX (non-turbo) (1984-89)
- 300ZX (non-turbo) (1990-96)

ESP (continued)

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)

Toyota
- Supra (all) (1986½-92)
- Supra (non-turbo) (1993-96)

Volvo
- 700 Series (all)
- 800 Series (all)
- S60 & V70

Volkswagen
- Passat W8 4Motion

"Catch-all":
- American 6-cyl & V8 sedan or pick-up not otherwise classified.
- Other sedan over 3.0L not otherwise classified.
- (See Section 15.1.C for update/backdate limitations.)

F Street Prepared (FSP)

Acura
- Integra (1986-89)
- Legend

Alfa Romeo
- 1300 (all)
- 1600 (all)
- 1750 (all)
- 2000 (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 (8v, E30 chassis)
- 318i & 318is (E36 chassis)
- 318ti (E36 chassis)
- 320i (E21 chassis) (1975-83)

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki
- Beretta (4-cyl)
- Camaro (4-cyl) (1982-86)
- Cavalier (4-cyl OHV) (1992-2002)
- 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)

FSP (continued)

Spectrum (NOC)
Sprint & Sprint Turbo
Storm (all)
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) (1994-05)
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 & Bertone
124 (1966-74)
128
131 & Brava
850 Sedan
850 Coupe & Spider
Strada
X1/9 (all)

Ford & Mercury
Capri II (1976-77)
Cortina
Escort, EXP, Lynx, & LN7 (1981-90)
Escort, Escort GT, & Tracer (1991-96)
Escort, ZX2, & Tracer (1997-2002)
Festiva
Fiesta (1976-80)
Focus (all) (1999-2007)
Fusion & Milan (4-cyl)
Mustang II (4-cyl) (1974-78)
Mustang & Capri (4-cyl non-turbo)
Pinto & Bobcat (4-cyl)
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 (all) (1984-87)
Civic (1992-95) & Del Sol (1992-97) (SOHC)
Civic (non-Si) (1996-2000)
Civic (non-Si) (2001-05)
Civic (non-Si) (2006-12)
Fit
Prelude (1979-82)
Prelude (1983-87)
Prelude (1988-91)

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)

Jensen-Healey

Kia
Spectra (1.8L 4-cyl)

Lancia
Beta & Zagato (1975-83)

Mazda
Mazda2
Mazda3
323 (non-turbo) (1986-89)
323, MX-3 (4-cyl) & Protégé (1990-94)
626 (FWD, all)
626 (RWD, all)
Cosmo (all)
GLC (FWD, all)

FSP (continued)

- GLC (RWD, all)
- MX-6 (4-cyl non-turbo)
- Protégé (1995-98)
- 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) (2002-13)

Mitsubishi
- Cordia (non-turbo)
- Eclipse (1989-99) (non-turbo)
- Lancer (non-turbo)
- Mirage (1997-2002) (non-turbo)
- Tredia (non-turbo)

Morgan
- +4 (2138 cc; all)

Nissan & Datsun
- 1200
- 200SX (1976-79)
- 200SX (1980-83)
- 200SX (1984-88)
- 200SX SE-R
- 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)
- Sentra (1.8L) (2000-06)
- Sentra (2.0L) (1995-99)
- Stanza (all)
- Versa (2007-16)

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
- 924 (Audi engine)

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 2.0i (2012-13)
- 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 FX16

FSP (continued)

- Corolla GTS (AE92 chassis, FWD) (1990-91)
- Starlet
- Tercel
- Yaris

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)
- Corrado (all)
- Dasher & Quantum (4-cyl, all)
- Fox GL
- Golf & Jetta (all, A2 chassis) (1985-93)
- Golf, Jetta, & Cabrio (8v, A3 chassis) (1993-98)
- Golf & Jetta (VR6, A3 chassis)
- Golf & Jetta (VR6, NOC, A4 chassis)
- Golf, Jetta, & Beetle TDI
- Karmann Ghia
- Passat (all, NOC)
- Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (all, A1 chassis) (1975-92)
- Rabbit (2.5L 5-cyl, A5 chassis) (2006-09)

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

"Catch-all":

- Sedan under 1.7L not otherwise classified
- 4-cyl or rotary RWD mini-pickup

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

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STREET MODIFIED CATEGORY

Engine Classifications

1. 4-stroke cycle and 2-stroke cycle naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. Supercharged/turbocharged SM and SSM engines will be classified on a basis of adding 1.4L to the actual displacement. Forced induction SMF engines will add 1.0L 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 (2900 lbs. for SSM, 3100 lbs for SM/SMF). 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.

Super Street Modified class (SSM)

Eligible Vehicles:

- All 2-seat cars not excluded below
- All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.
- All SM eligible vehicles
- *McLaren MP4-12C*
- Porsche *GT3 (991)* and Carrera GT

Excluded Vehicles:

- Lotus (all except Elise, Exige, & Esprit)
- All 2-seat cars not eligible for Street Prepared Category
- All vehicles not meeting specifications to have been delivered in the US

Minimum Weight Calculations without driver (lbs.):

- FWD.....1350 + 125 per liter
- RWD .....1600 + 200 per liter
- AWD .....1600 + 300 per liter
- Supercharged/Turbocharged SSM engines – Add 1.4L to the actual displacement
- Rear wheel weight greater than 51%.....+25 per liter
- Tire width 275 mm or less.....-200
- Regardless of the weight formulas above, no car will be required to weigh more than 2900.

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), all FWD (front-wheel-drive) cars, and pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).

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
- Volkswagen: Golf, Jetta

Excluded Vehicles:

- Porsche (all)
- JDM-spec cars
- Lotus (all)
- MGB GT
- Triumph (all)

Minimum Weight Calculations without driver (lbs.):

- FWD.....1550 + 125 per liter
- RWD.....1800 + 200 per liter
- AWD.....1800 + 300 per liter
- Supercharged/Turbocharged SM engines – Add 1.4L to the actual displacement.
- Rear wheel weight greater than 51%.....+25 per liter
- Solid axle RWD.....-25 per liter
- Tire width 275 mm or less.....-200
- Regardless of the weight formulas above, no car will be required to weigh more than 3100.

Street Modified Front-Wheel-Drive class (SMF)

Eligible Vehicles:

- All FWD vehicles

Minimum Weight Calculations without driver (lbs.):

- All.....1750 + 125 per liter
- Supercharged/Turbocharged SMF engines – Add 1.0L to the actual displacement.
- 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 mm or less will NOT receive the weight adjustment as stated in the SM class.

PREPARED CATEGORY
X Prepared (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 automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, or FP that is not required to run at Section 17.11.A specified weights or listed at the end, is eligible for XP. Section 17.11.A does not apply. "In-excess" cars per Section 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 and hinges, may be modified, removed, or replaced. Fenders may be flared as per Section 17.2. Unibody fender may be replaced as described in Section 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 sq. ft. (0.7432 m^2) 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. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both.*

      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" (15.24 cm) forward of the rear axle, more than 0" (0.0 mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24 cm) 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 sq. in. (1290.3 cm^2) each and the number of endplates is limited to a maximum of 2. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the wing's point of attachment to the body of the vehicle. In the event that a convertible/roadster with no roof or a targa-top with no rear window retains the OE windshield frame with a windshield of any material that meets Section 17.2.K.1, the top of the windshield frame shall be considered the top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.

      Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the

XP (continued)

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 1.2 sq. ft. (1114.8 cm^2).

Front splitters are allowed and shall be installed parallel to the ground (within ±3° fore and aft) and may extend a maximum of 6" (15.24 cm) 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.

The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm^2) for each side.

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.

h. Non-OE replacement bodies are allowable for the Factory Five Roadster/Challenge Car and Superformance MKIII. Replacement bodies must not confuse the identity of the vehicle.

i. Minimum track width is 55" (139.7 cm).

2. Wheels

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

3. Shock Absorbers and Springs

a. Section 17.5.B, which restricts the type of shocks authorized by 17.5.C.3, 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.

XP (continued)

7. Engine and Drivetrain
   a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.
   b. Drivetrain and related systems (e.g., induction, ignition, fuel, electrical, cooling, oiling) and components (e.g., mounts, clutch, flywheel) are unrestricted except as noted.
   c. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).
   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 General Competition Rules (GCR) are not eligible for this class.
9. Minimum Weights
   a. Engine Classifications
      1. 4-stroke cycle and 2-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 above. Example: Weight for a RWD car w/ 1796 cc Turbo engine behind the driver is 1200 + [(1.796 x 1.4) x (200 + 20)] = 1753 lbs.

      Engine displacement less than 4.0L (lbs.)

      FWD ..... 1200 + 150 per liter
      RWD ..... 1200 + 200 per liter
      AWD ..... 1200 + 250 per liter

      Engine displacement of 4.0L or greater (lbs.)

      FWD ..... 1200 + 130 per liter
      RWD ..... 1200 + 180 per liter
      AWD ..... 1200 + 250 per liter

      Regardless of the weight formulas above, no car shall be required

XP (continued)

to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments (lbs.)

ABS (anti-lock braking system)..... add 50
TSC (traction/stability control) ..... add 50
Active/reactive suspension.....add 100
Engine behind driver ..... add 20 per liter

c. Regardless of the Minimum Weight Calculations above (b), no car with a supercharged or turbocharged engine shall weigh less than the following minimum weights (lbs.):

FWD.....1575
RWD 1700
AWD 1825

Factory Five
Roadster & Challenge Car
Type 65 Coupe
All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Mosler
MT900S
MT900R XP
All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

Noble
M12
M12GTO
M400
All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion
Q1
All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Shelby
Cobra (1963-67)

Superformance
MKIII
GT40 MKII
Shelby Cobra Daytona Coupe
All with a minimum engine size of 4.5 L normally aspirated or the equivalent forced induction engine size and weight.

TVR
Griffith Series 200 & Series 400

C Prepared (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 engine 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 standard.

Naturally aspirated cars using US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation's brands as listed below:

- Ford: Ford, Mercury, and Lincoln
- General Motors: Chevrolet, Pontiac, Oldsmobile, GMC, and Buick
- Chrysler: Chrylser, Dodge, and Plymouth

Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is ±½" (±12.7 mm). Alternate material (e.g., aluminum) engine blocks may be used on US-produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered.

Engine displacement changes are allowed.

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) shall be of of the same configuration (number of valves per cylinder and valve actuation method - e.g., OHV or OHC) as the original and shall be 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 Section 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 Section 17.2.F.

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), 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" (50.8 mm) bulge, then an addition of 2" (50.8

CP (continued)

mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc.

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal.

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

Minimum weight (lbs.):

- V8 engines greater than 5100 cc 3000
- V8 engines equal to or less than 5100 cc 2700
- 6-cyl engines, maximum 4500 cc 2450
- Turbocharged 6-cyl engines, maximum 4500 cc 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: Corvair, Yenko Stinger.

Wheels may be replaced with a wheel having any diameter and any width without weight adjustments.

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); weight (lbs.): 1850
- Corvair & Corvair Turbo (1965-69); weight (lbs.): 1850
- Monza (1975-80)

Chrysler, Dodge & Plymouth
- 300 (all) (2006-17)
- A-body – Valiant, Dart, Duster, Demon, etc., (1963-67), & Barracuda (1965-69)
- Dakota 2WD (1987-96)
- Dakota 2WD (1997-2004)
- Challenger (non-supercharged) (2008-17)
- Charger (non-supercharged) (2006-17)
- 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)

CP (continued)

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 (S197 chassis, non-supercharged) (2005-14)
Thunderbird (V6 & TurboCoupe) (1983-88)
Thunderbird (V6 & SuperCoupe) (1989-97)

General Motors
Chevelle, El Camino, Tempest, etc. (A-body) (1964-67)
Chevelle, Cutlass, El Camino, GTO, etc. (A-body) (1968-72)
LeMans, Cutlass, Chevelle, El Camino, etc. (A-Body) (1973-77)
Malibu, Cutlass, El Camino, etc. (A-body) (1978-81)
Monte Carlo, Grand Prix, Regal, El Camino, etc. (A-body)(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); weight (lbs.): 1850

"Catch-all":
US Sedan (6-cyl or 8-cyl, NOC)

D Prepared (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes, and track dimensions are as per Section 17.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum of 12" is permitted.

Weight formulas (lbs):

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667 cc:..... 1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667 cc: .....0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder:..... 1.00 x listed displacement (cc)

Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

Solid Axle: .....-50

Wheels greater than 10" wide up to 12" wide: .....+100

Alfa Romeo

1600 GTV (1974)

Alfetta GT (1976-79)

Alternate cylinder head: 19510.01053.04.

Giuletta Sprint & Spider (1570 cc)

Giulia 1300 & 1300 Ti (1964-71)

GT 1300 Jr & GTA Jr (1966-77)

GTA (bore & stroke: 78 mm x 67.5 mm)

GTV 1750, 2000 (1967-77)

Alternate cylinder head: 19510.01053.04 (twin plug): +100 lbs.

Junior Z

Spider Duetto 1750 Spider Veloce (1779 cc) (1969-70)

Alternate body part: Niki Lauda Edition Spoiler

Spider 2000 & Spider 2000 Veloce (1962 cc) (1971-76)

Alternate body part: Niki Lauda Edition spoiler

Sport Sedan

Alternate cylinder head: 19510.01053.04 (twin plug): +100 lbs.

Sedan or sports car (RWD, NOC)

Alpine

A108

A110 1100

Austin-Healey & MG

100-4 (2660 cc)

Alternate part: louvered hood

MGA Twin Cam

Replace wood floorboards with metal

MGA

Replace wood floorboards with metal

MGB & MGB-GT

Sprite/Midget

DP (continued)

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)
- Z3 (4-cyl)
- Sedan (RWD, NOC)

Chevrolet
- Vega & Cosworth Vega (1971-77)

Datsun
- 1500 (SPL 310), 1600 (SPL 311/311U), & 2000 (SRL 311) Roadster

Dodge & Plymouth
- Colt & Champ (1971-78)

Elva
- Courier (1600, 1800)
  - ATB 7224 MGA axle housing assembly

Fiat & Bertone
- 124 Spider (1600, 2000) & 124 Spider Abarth (1995 cc)
- 124 Coupe & Sedan (1966-74)
- 124 Sport Coupe (1592 & 1608 cc)
- 131 & Brava (1974-84)
- 850 (all, including Abarth)
- X1/9

Ford & Mercury
- Anglia Super (1962-67)
- Capri (non-US) (1969-77)
  - Alternate 2.3L cylinder head: SVO M-6049-A230
- Cortina (1964-68)
- Escort Mexico
- Escort Super & 1300 GT
- Mustang II (2.3L) (1974-78)
  - Alternate 2.3L cylinder head: SVO M-6049-A230
- Mustang & Capri (4-cyl non-turbo) (1979-93)
  - Alternate 2.3L cylinder head: SVO M-6049-A230
- Pinto (1971-80)
  - Alternate 2.3L cylinder head: SVO M-6049-A230
  - Alternate body parts: spoiler D9FZ6440555-A; end piece D9FZ6428010-A or D9FZ6428011-A

Isuzu
- I-Mark (1981-84)
- Impulse (non-turbo) (1983-89)

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

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

DP (continued)

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

Mazda
- 626 (RWD)
- Cosmo (1976-78)
  - Alternate cylinder head: #E515-10-100B
- GLC (RWD) (1977-83)
  - Alternate cylinder head: E515-10-100B
- MX-5 Miata (1.6L & 1.8L, non-turbo) (1990-2005)
- MX-5 Miata (2006-15)
- *MX-5 Miata (2016-17)*

Mercedes
- 190E (1983-93)

Morgan
- 4/4 MkIV (2138 cc)
  - Replace wood floorboards with metal
- 4/4 MkV (2138 cc)
  - Replace wood floorboards with metal

Nissan & Datsun
- 200SX (S10 chassis) (1977-79)
  - Alternate cylinder head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
- 200SX (S110 chassis) (1980-83)
  - Alternate cylinder head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 1041-21901, or 11041-N7120
  - Alternate engine: L20B or NAPS-Z
- 200SX (S12 chassis) (1984-88)
  - Alternate cylinder head: 11041-N7120.
  - Engine: L20B or NAPS-Z
- 210 (1397 & 1488 cc) (1979-82)
- 210 (B310 chassis; 1.4 L) (1978-82)
  - Alternate cylinder head: 11041-H2303 or 11041-H5704
- 240SX (1989-98)
  - Alternate engine: L20B with cylinder head 11041-N7120/22010 or 11041-V9182/U0600A
  - Hood may be modified for engine clearance.
- 510 (PL510) (1595 cc)
- 510 (PL510 chassis; 1.6 L, 1.8 L, & 2.0 L) (1968-73)
  - Alternate cylinder head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
- 510 (A10 chassis) (1979-81)
  - Alternate cylinder head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
- 610 (1973-76)
  - Alternate cylinder head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

DP (continued)

710 (1974-77)
Alternate cylinder head: 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, & 1488 cc) (1970-73)
B210 (1171, 1237, 1288, 1397, & 1488 cc) (1974-78)
Alternate cylinder head: 11041-H2300, 11041-25720, 11041-H1001, 11041-18001, 11041-H2303, 11041-H5704, or 11041-H9204

Opel
Ascona & Ascona SportWagon (1900 cc) (1971-75)
GT 1900
GT 1100
Kadett (1100 & 1900 cc) (1964-72)
Manta Sport Coupe & Manta Rallye (1900 cc) (1971-75)

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

Porsche
356, except Carrera and 1500, 1600
1300
912 & 912E (1600 & 1971 cc)
914 (4-cyl)
Cylinder barrels of alternate material allowed
924 (1984 cc, non-turbo)
Alternate cylinder: 933.104.302.50

Saturn
Sky (non-turbo)

Sunbeam
Alpine

Toyota
Celica (non-turbo) (1970-77)
Celica (non-turbo) (1978-81)
Celica (non-turbo) (1982-85)
Corolla (non-turbo) (1968-70)
Corolla (1588 cc) (1971-74)
Corolla (non-turbo) (1971-74)
Corolla (non-turbo) (1975-79)
Corolla (non-turbo) (1980-83)
Corolla (non-turbo, RWD) (1984-87)
MR2 (1587 cc, non-supercharged) (1985-89)
MR2 (2164 cc, non-turbo) (1991-95)
MR2 Spyder (1794 cc) (2000-05)
Starlet (non-turbo, 2WD) (1981-84)
Alternate engine: 4A-G 1.6L w/ cylinder head 11101-16010 or 11101-16030

Triumph
GT6 (1998 cc)
Spitfire 1147

DP (continued)

Spitfire 1296 MkIII
Spitfire 1296 MkIV
Spitfire 1493
TR-2 & TR-3
TR-4 & TR-4A (beam axle)
TR-4A (IRS)
TR-7 (1998 cc)
Alternate rear spoiler: V-775

Turner
950S
1500
Alternate crankshaft: 125 E

TVR
1800
Vixen S2 (1599 cc)

Volkswagen
Beetle (1300) (1965-66)
Beetle (1300, 1500, & 1600) (1967-69)
Beetle (1600) (1970-77)

Volvo
122S (1956-70)
Alternate part: front axle cross member
Alternate engine kit: 2127 cc
142S & 142E (1967-74)
Alternate part: front axle cross member
Alternate engine kit: 2174 cc
P-1800 (1780 cc)
P-1800 (1982 cc)
Sedans (RWD, NOC)

"Catch-all": Other (4-cyl N/A, RWD, NOC)

E Prepared (EP)

Wheel size allowances are as per Section 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum width of 12" is permitted.

Weight Formulas (lbs.):

Piston Engines: 1.00 x displacement (cc)
Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: ..... 1.06 x displacement (cc)
Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: ..... 0.91 x displacement (cc) + 250 lbs.
Engines with 2-valves per cylinder: ..... 1.00 x displacement (cc)
Level 2 (Limited Prep) vehicles: ..... 1.00 x displacement (cc)

Weight Adjustments (lbs):

Wheels greater than 10" wide up to 12" wide: .....+100

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 adjustments defined herein and in Section 17.

Acura
- Integra (1986-89)
- Integra (1990-93)
  - Alt engine: 1590 cc
- Integra (1994-2001)
- RSX (2002-06)
- Sedans (N/A, FWD, NOC)

Audi
- 4000S (non-turbo, FWD) (1980-87)
- Sedans (N/A, FWD, NOC)

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

Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents
- Beretta (4-cyl & V6) (1987-96)
- Chevette (1976-87)
- Citation (1980-85)
- Nova (FWD) (1985-88)
- Sonic (non-turbo) (2012-17)
- Spectrum (1985-88)
- Sprint (non-turbo) (1985-91)

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
- 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 (2.2 L non-turbo) (1984-90)

EP (continued)

- Eclipse, Laser, & Talon (16v & 8v non-turbo, FWD) (1982-90)
- Neon (non-turbo) (1995-2005)
- Omni, Horizon, 024, & TC3 (1978-90)
- Shadow & Sundance (2.2 L) (1986-94)
- Shelby Charger (pre-1979)
- Shelby Charger (1983-87)
- Spirit & Acclaim (4-cyl) (1989-95)
- Sedans (N/A, FWD, NOC)

Fiat

- 128 Coupe SL & 3P (1290 cc) (1969-79)
- 500 (2011-15)

Ford & Mercury

- Escort (1997-2002)
- Escort, EXP, Lynx, & LN7 (1982-88)
- Escort & Lynx (1968-81)
- Escort GT & ZX-2 (1991-96)
- Escort GT (1981-90)
- Festiva (1984-97)
- Fiesta (1976-83)
- Focus (1998-2010)
- Probe (non-turbo) (1989-92)
- Probe (non-turbo) (1993-97)

Honda

- Accord (4-cyl, non-turbo)
  - Alternate cylinder head: 12100-P05-010 or 12100-P05-020
- Civic (1170 cc)
- Civic (1237 cc)
- Civic (1488 cc) (1980-83)
  - Alternate cylinder head: 12100-664-010 (2v per cyl)
- Civic (1984-87)
  - Alternate cylinder head: 1342 cc - 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488 cc - 12100-PE3-010 or 121-XA1-0084
- Civic (1988-91)
- Civic (1992-95)
- Civic (non-Si) (1996-2000)
- Civic Si (1.6L DOHC VTEC) (1999-2000)
- Civic (2001-05)
- Civic (2006-10)
- CRX (1984-87)
  - Alternate cylinder head: 1342 cc - 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488 cc - 12100-PE3-010 or 12100-XA1-0084
  - Alternate body parts: Mugen front bumper/spoiler, front fender, rear fender, & rear bumper
- CRX (1988-91)
- DelSol (1993-96)
- Fit (2009-15)
- Prelude (1978-2001)
  - Alternate cylinder head: 12100-PC7-000, 12100-PC7-010, or 12100-PC7-020

Hyundai

- Sonata (1989-2005)

EP (continued)

Infiniti
- I30 (1996-2001)
- I35 (2002-04)

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

Lancia
- Beta (1975-82)
- Zagato (1975-82)

Mazda
- 323 & GLC (non-turbo, FWD) (1980-95)
- 626 (non-turbo, 2WD) (1982-2002)
- Mazda2 (2011-15)
- MX-6 (non-turbo, 2WD) (1988-97)
- Sedan (N/A, FWD, NOC)

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

Mitsubishi
- Cordia (non-turbo, FWD) (1982-90)
  - Alternate Specification: No split shift
- Eclipse – see Chrysler
- *Galant (non-turbo) (1998-2002)*
- Mirage – see Chrysler

Nissan/Datsun
- NX (B13 chassis) (1991-93)
- Pulsar (N12 chassis) (1983-86)
  - Alternate cylinder head: 11041-15M00
- Pulsar (N13 chassis; 16v) (1987-90)
  - Alternate cylinder head: 11041-15M00
  - Alternate engine: A14
- Sentra (B11 chassis) (1983-86)
  - Alternate cylinder head: 11041-15M00
- Sentra (B12 chassis; 1.6 L) (1987-90)
  - Alternate cylinder head: 11041-15M00
  - Alternate engine: L16
- Sentra (B13 chassis; 2.0 L) (1991-94)
  - Alternate cylinder head: 11041-H5704
- Sentra & 200SX (B14 chassis) (1995-99)
- Versa (2010-15)
- Sedan (N/A, FWD, NOC)

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

Renault
- Alliance, Encore, R-9, & R-11 (1982-89)
  - Alternate cylinder head: 77005972627
- LeCar & R-5 (non-turbo, FWD) (1978-96)
  - Alternate cylinder head: 7700597627
    - Firewall/bulkhead modifications when using alternate head
- R17 Gordini (1971-77)
- Sedan (FWD, NOC)

EP (continued)

Saab
- 93 & 96 Sedan (843 cc, 2-stroke)
- 96 (non-turbo, FWD) (1960-80)
- 99 (non-turbo, FWD) (1969-84)
- 900 (non-turbo, FWD) (1979-94)
- Sonett (1498 & 1699 cc)
- Sedan (non-turbo, FWD, NOC)

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

Subaru
- GL Coupe (non-turbo, FWD) (1980-89)
- Sedan (non-turbo, FWD, NOC)

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

Toyota
- Celica (non-turbo, FWD) (1986-89)
- Celica (non-turbo, FWD) (1990-93)
- Celica (non-turbo, FWD) (1994-99)
- Celica (non-turbo) (2000-05)
- Corolla (non-turbo, FWD) (1984-87)
- Corolla (non-turbo, FWD) (1988-92)
  - Alternate engine: 4A-C
- Corolla (non-turbo) (1993-97)
- Corolla (non-turbo) (1998-2002)
- Corolla (non-turbo) (2003-08)
- Paseo (non-turbo) (1991-97)
- Tercel (non-turbo) (1980-82)
- Tercel (non-turbo, FWD) (1983-86)
- Tercel (non-turbo) (1987-90)
- Tercel (non-turbo) (1991-94)
- Tercel (non-turbo) (1995-99)
- Yaris (2007-17)
- Sedans (non-turbo, FWD, NOC)

Volkswagen
- Corrado (16v, non-supercharged) (1988-95)
- Corrado VR6 (1992-95)
- Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis) (1975-92)
- Golf & Jetta (A2 chassis) (1985-93)
- Golf, GTI, & Jetta (A3 chassis; 1.8 L & 2.0 L non-turbo) (1993-98)
- Golf, GTI, & Jetta (A4 chassis; 2.0 L non-turbo) (1999-2005)
- Golf, GTI, & Jetta (A5 chassis; 2.5 L 5-cyl) (2006-09)
- New Beetle (2.0 L non-turbo & 2.5 L 5-cyl) (1998-2010)
- Sedan (N/A, FWD, NOC)

Yugo (1986-92)

"Catch-all": Other (4-cyl N/A, FWD, NOC)

EP (continued)

Level 2 (Limited Preparation) Vehicles

This list of vehicles and the allowances below was developed from Level 2 (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 Prepared class E (EP).

The following vehicles are classed in EP 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 32DGV, 32DGAV, or 32DGEV
B. Weber 32/36DGV, 32/36DGAV, or 32/36DGEV
C. Weber 32/36DFV, 32/36DFAV, or 32/36DFEV
D. Weber 34DAT, 34DATR, 34DATRA, or 34DMTR
E. Holley-Weber 5200

Make
• Model — Valve Size In./Ex. (max in.)
Engine displacement
Induction
Additional specifications

Ford
• Fiesta (1978-80) — 1.41/1.24
1598 cc
(1) 40DCN, 40DCNF, or 40IDF carburetor
Compression ratio to 11.0:1, valve lift to 0.450”
• Festiva (1988-93) — 1.26/1.10
1324 cc
Fuel Injection or Carburetor
Compression ratio to 10.5:1, valve lift to 0.450”

Geo
• Metro 13BA (1989-94) — 1.42/1.18
1298 cc
Fuel Injection
Compression ratio limited to 11.0:1, valve lift to 0.450”

Honda
• Civic, Civic Si, CRX, & CRX Si (1984-87)
1488 cc — 1.07/1.30
Fuel Injection or Carburetor
Compression ratio to 11.0:1, valve lift to 0.390”
• Civic, (all) & CRX (all) (1988-91) — 1.14/0.98
1493cc
Fuel Injection
Compression ratio to 11.0:1; valve lift to 0.390”
1590cc
Compression ratio to 11.0:1; valve lift to 0.390”

EP (continued)

Renault

- Alliance/Encore (1984-87) 1.50/1.28
  1721 cc
  Fuel Injection
  Compression ratio to 10.5:1, valve lift to 0.450”

Suzuki

- Swift GA (1989-94) 1.42/1.18
  1298 cc
  Fuel Injection
  Compression ratio limited to 11.0:1, valve lift to 0.450”

Volkswagen

- Golf (GTI, GT, GL) (non-turbo) 1.57/1.30
  1780 cc
  Fuel Injection
  Compression ratio to 11.5:1, valve lift to 0.420”
- Jetta (‘85-’91) 1.57/1.30
  1780 cc
  Fuel Injection
  Compression ratio to 11.5:1, valve lift to 0.420”
- Rabbit (‘81-’84) 1.34/1.22
  1715 cc
  Fuel Injection
  Compression ratio to 11.0:1, valve lift to 0.450”
- Rabbit GTI (8v) (‘83-’84) 1.57/1.30
  1780 cc
  Fuel Injection
  Compression ratio limited to 12.0:1, valve lift to 0.420”
- Rabbit 1.34/1.22
  1588 cc
  (1) 40DCN or 40DCNF w/32mm chokes carburetor or Fuel Injection
  Compression ratio to 11.0:1, valve lift to 0.450”
- Scirocco (‘81-’84) 1.34/1.22
  1715 cc
  Fuel Injection
  Compression ratio to 11.0:1, valve lift to 0.450”
- Scirocco (8v) (‘83-’88) 1.57/1.30
  1780 cc
  Fuel Injection
  Compression ratio to 12.0:1, valve lift to 0.420”
- Scirocco 1.34/1.22
  1457 cc
  1471 cc
  1457: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes or Fuel Inj.
  1471: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes
  Compression ratio to 11.0:1, valve lift to 0.450”
- Scirocco 1.34/1.22
  1588 cc
  (1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj
  Compression ratio to 11.0:1, valve lift to 0.450”

F Prepared (FP)

Wheel size allowances are as per Section 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum width of 12" is permitted.

Weight formulas (lbs.):

Piston Engines: 0.750 x displacement (cc)

Rotary Engines: 0.700 x specified displacement (cc)

Forced Induction: + 0.450 x displacement (cc)

Peripheral Port Rotary: + 0.050 x displacement (cc)

Weight Adjustments (lbs):

Wheels greater than 10" wide up to 12" wide: .....Add 100
AWD:.....Add 0.100 x displacement (cc)
FWD:.....Subtract 0.100 x displacement (cc)
Solid Drive Axle:.....Subtract 0.050 x displacement

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 WRX STI (2.5L) with 11" wheel width.

Actual displacement (before overbore): 2457 cc.

The formula would be: 0.750 (piston engine) + 0.450 (forced induction) = 1.2 (total weight factor).

Calculated weight: 1.2 x 2457 = 3195 lbs. (exceeds maximum limit).

2700 lbs. (maximum allowed weight) + 246 lbs. (0.100 x displacement, rounded) + 100 lbs. (wheel width over 10") = 3046 lbs. (total weight minimum).

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) (2006-13)

Chevrolet
Sprint Turbo

FP (continued)

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
- Colt Turbo
- Daytona & Laser (Turbo) (1984-89)
- Omni Turbo
- Shadow & Sundance (Turbo) (1987-94)
- SRT-4 (Neon chassis) (2003-05)
- 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)
- MX-6 (12A Rotary, no peripheral port) (1988-97)
- MX6 GT Turbo
- RX-2 (12A) (1971-74)
  - Specified Displacement: 2292 cc
  - Alternate Specification: No peripheral port
- RX-3 (12A) (1971-78)
  - Specified Displacement: 2292 cc
  - Alternate Specification: No peripheral port
- RX-4 (12A or 13B) (1974-78)
  - Specified Displacement: 12A, 2292 cc; 13B, 2616 cc
  - Alternate Specification: No peripheral port
- RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)
  - Alternate engine: Renesis
  - Specified displacement: 12A, 2292 cc; 13B & Renesis, 2616 cc
- RX-7 (13B, bridge or peripheral porting allowed) (1986-91)
  - Alternate Engine: Renesis
  - Specified displacement: 13B & Renesis, 2616 cc
- RX-8 (bridge or peripheral porting allowed)
  - Alternate engine: 12A or 13B
  - Specified displacement: 12A, 2292 cc; 13B & Renesis, 2616 cc
  - Standard intake manifold may be used

MINI
- Cooper S (2002-13)

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

FP (continued)

Morgan
- Plus 8

Nissan & Datsun
- 240Z, 260Z, 280Z (incl. 2+2) (1970-78)
  - Alternate part: headlight covers
- 280ZX (incl. 2+2) (1979-83)
  - Alternate part: headlight covers
- 300ZX (Z31 chassis) (1984-89)
  - Alternate part: headlight covers
- 300ZX (non-turbo, Z32 chassis) (1990-96)
  - Alternate part: rear facing hood scoop (3.5" max height)
- 350Z
- 370Z (2009-17)

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

Porsche
- 911 (3.6L & under, non-turbo)
  - Alt cyl heads: twin plug
- 914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl air-cooled)
  - Alt cyl heads: twin plug
- 924S (1986-88)
  - Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves
- 924 Turbo
- 944 (non-turbo, all) (1982-91)
- 944 Turbo (1985-91)
- 968 (1992-95)
- Boxster & Cayman *(non-turbo)*

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

Saturn
- Sky Red Line

Subaru
- Impreza (AWD) & WRX (all)
- SVX (1992-97)
- Sedans/Coupes (Turbo, NOC)

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)

FP (continued)

Triumph
- TR6 (1969-76)
- TR8 (215 c.i. or 4L)
- TR250 (1967-68)

TVR
- 6-cyl

Volkswagen
- Corrado (1.8L Supercharged w/ 54 mm 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)

"Catch-all":
- Sedan (4-cyl forced induction or 6-cyl, NOC)

MODIFIED CATEGORY

All listed weights are with driver except where noted otherwise. Weights not listed default to the appropriate SCCA® Club Racing GCR (General Competition Rules) reference. "Car" is defined in Section 12. 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" (182.9 cm) wheelbase, plus Formula SAE as specified in Section 18.5. Club Racing GCR-compliant Formula S (FS) and A Sports Racer (ASR) vehicles may compete in this class.

Modified class B (BM)

All Formula Cars or Sports Racers compliant under the current Club Racing GCR Sections 9.1.1.A.1 a-h or 9.1.8.D.1 A-H, unless specifically classed elsewhere, with the following exceptions:

A. Spec tires are not required.

B. Minimum wheelbase of 80" (203.2 cm).

C. Sports Racers and all Open-Wheel Cars including Formula Atlantics:

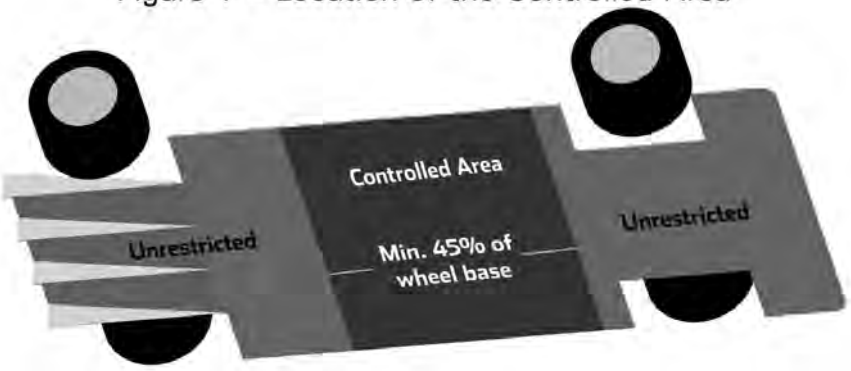
1. Turbocharged and supercharged engines are not permitted.
2. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
   - Minimum weight with driver (lbs.): 1020
3. May use any 2v/cyl automobile-based production engines up to 1615 cc.
   - Minimum Weight with driver (lbs.): 1110
4. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc or Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
   - Minimum weight with driver (lbs.): 1180
5. May use any engine up to 3000 cc.
   - Minimum weight with driver (lbs.): 1285
6. Minimum rim width: ..... none
7. Maximum allowed rim width (in.): 15
8. Transmissions – No restriction on mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT in any vehicle.
9. Minimum width for all cars shall be no less than 57" as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.
10. All prohibited cost control items in P2 per GCR Section 9.1.8.D.A apply to formula cars as well as sports racers with the following Solo® changes to the list:
    a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96" wheelbase or 66" rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.
    b. Direct injection for non-automobile engines incurs a weight adjustment of an additional 25 lbs.

D. Formula 2000 and Formula Continental per GCR/FCS:
   1. Minimum weight with driver (lbs.): 1090
   2. Rim width: ..... unrestricted
   3. Airfoil maximum size per Formula Atlantic rules.

E. Aerodynamic restrictions for Sports Racers:
   1. The total area when viewed from the top of front and rear wings shall not exceed 8 sq. ft. (0.743 m^2). Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.
   2. Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.D and 9.1.8.E) must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:
      a. For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed ±1" (2.54 cm) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.
      b. No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.
   3. The current GCR P2 underbody aero specifications shall apply to all sports racers and production cars as recognized in DM and EM running in BM as sports racers.
   4. Production cars running in BM 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 Formula Atlantic Preparation Rules with the following Solo® allowances:

Figure 1 – Location of the Controlled Area



1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer P2 GCR maximum height (45.25" per P2 GCR 9.1.8.D.D.2).
2. Front wing width may match but shall not exceed overall front width as measured at the tires. Front wing elements may not extend behind the front wheel centerline.
3. 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 7 cm (2.756") additional width per side and shall not deviate more than 10° from vertical. No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than 1 m (39.37") to the rear of the rear wheel centerline.
   a. Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56").
   b. For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43").
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm (0.4") above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

Modified class C (CM)

A. Modified Class C (CM) allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), Formula F (FF). 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:

   1. Spec tire requirements do not apply.
   2. Formula F (FF) weight with driver, minimum:

      Ford Cortina engine (lbs.) 1050

      Ford Kent and Honda Fit engines (lbs.) 1100
   3. 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, Piper, PRS, Reynard, Royale, Stohr, Swift, Tiga, Titan, Van Diemen, Winkleman, and Zink. The SEB may add to this list at any time, effective upon notification of the membership.

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 Club Racing Formula Vee (FV) and all cars shall meet all specifications described in

the Club Racing GCR 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 except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices
   a. Any standard 1600 cc 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.
      1. Solo® Vee engines may increase compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40.0 mm intake and 35.5 mm exhaust. Port location may not be changed from OE standard. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide centers shall remain OE standard. OE standard 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 44 mm carburetors with 28 mm ventures. If a balance tube is used between manifolds runners, it shall be restricted to one ½" (0.500", 50.8 mm) ID pipe. Any intake manifold not having a plenum chamber is permitted.

      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 standard. Increased displacement engines up to 1915cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE standard. OE standard 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. Compression ratio may be increased by additional machining of any factory machined surface. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.
   b. There shall be no mixing of allowances (e.g., carburetors from 1 above and displacement from 2 above).
2. Engine Components
   a. Mixing of parts between different air-cooled 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 specifications 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 1200 cc engine may be used. Minimum flywheel weight is 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 exhaust system which terminates more than 3" (7.62 cm) behind the rearmost part of the body may be used.

f. Counterweighted crankshaft and 8-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as standard. Crankshaft journals may be ground undersize a maximum of 0.030" (0.762 mm) less than standard dimensions. Crankshaft pulley is unrestricted.

g. Deep sump oil pan up to 2.5 qt. (2.37 L) 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 (e.g., Accusump®) may be fitted.

h. 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. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.

i. Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angles are unrestricted.

j. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (e.g., Helicoil®) is permitted providing that the spark plug centerline is not changed.

k. 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.

l. Voltage regulator, generator, and/or generator stand may be removed.

m. One or more batteries may be used.

n. 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.

o. Valve covers are unrestricted and may be bolted on.
p. Electric radiator/engine cooling fan(s) may be installed.

3. Transaxle
   a. Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.
   b. 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.
   c. Any primary or final drive gears of any origin may be used. This does not allow the use of alternate transaxles. A reverse gear is not required.
   d. A device for locking-out reverse gear may be used.
   e. A limited-slip differential (LSD) is permitted.
4. Bodywork

   Bodywork to the rear of the main roll hoop may be removed.
5. Front Suspension

   The front suspension shall be standard VW Type 1 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 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. 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 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 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.

l. Steering column 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.

6. Wheels

a. Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location. Bolt pattern may be changed.

b. 4- or 5-lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a. The rear axle and tube assembly shall be standard VW Type 1 sedan (up to 1966) 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.

8. Braking System - Front and Rear

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. Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

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 2 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.

9. Weight

Minimum weight with driver (lbs.):.....1000

Modified class D (DM)

Modified Production and GT cars with internal combustion engine displacement 2000 cc 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 1974-86 engines shall be used.
   3. No replacement of 12A or 13B sections, such as side plates, with those from other series engines (i.e., Renesis-type parts).
   4. On 12A engines: no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water O-ring is permitted. On 13B engines, 4- and 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight with driver vs. computed displacement (lbs.):
   - Piston engines, normally-aspirated up to & including 1800 cc.....1280
   - 12A rotary engines, normally-aspirated w/ porting restriction 1280
   - Piston engines, normally-aspirated 1801-2000 cc.....1380
   - 13B rotary engines, normally-aspirated w/ porting restriction.....1380
   - Forced induction w/ displacements per 18.0.B, up to 2000 cc w/ inlet restrictor.....1380

C. Performance Adjustments (lbs.):
   - AWD.....Add 200
   - Modified Tub.....Add 40
   - *TCS*.....*Add 200*
   - *ABS and/or SCS (no additional weight adjustment)*.....*Add 250*

D. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):
   - RWD with less than 51% weight on drive wheels.....Deduct 35
   - FWD.....Deduct 35
   - AWD.....Not affected

Modified class E (EM)

Modified Production and GT cars as follows:

A. Weight with driver vs. Displacement (lbs.):
   - Piston engines up to & including 3200 cc OHC.....1700
   - Piston engines up to & including 4500 cc pushrod/OHV.....1700
   - 2-rotor rotary engines with unrestricted porting.....1700
   - Piston engines unlimited displacement.....1800
   - 3-rotor rotary engines with unrestricted porting.....1800
   - Electric powerplants (non-hybrid).....1800

B. Performance Adjustments (lb.):
   - AWD.....Add 300
   - Modified Tub.....Add 50
   - *TSC*.....*Add 300*
   - *ABS and/or SCS (no additional weight adjustment)*.....*Add 375*

C. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):
- RWD with less than 51% weight on drive wheels ..... Deduct 50
- FWD..... Deduct 50

Modified class F (FM)

A. Club Racing 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 the current GCR Section 9.1.1.D.3.C.
2. F5 cars manufactured prior to January 1, 1990 need not comply with crushable structures as defined in the current GCR Section 9.1.1.D.9.
3. F5 cars manufactured prior to January 1, 1990 which utilize a 73" (185.42 cm) wheelbase may compete even though the driver's feet extend beyond the front edge of the wheel rims.
4. Minimum weights with driver (lbs.):
   - Kawasaki engine 725
   - AMW engine 800
   - Rotax 493 & 494 engine 800
   - Rotax 593 engine..... 850
   - 600 cc motorcycle engine 875
   - Wheelbase of 73" or less with 440 engine .....subtract 25
5. Rotax 493- & 494-powered cars are permitted to use 34 mm or 38 mm 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° BTDC and closes @ 64° 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 38 mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM. 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 wa-

ter 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 ±1" (±25.4 mm). 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.
10. Electric radiator/engine cooling fan(s) may be installed.

B. Dwarf Cars®, 600 Racing Inc Legends Cars®, and Baby Grand Cars®

Vehicles built and prepared to Western States Dwarf Car Association® (WSDCA®), US Legend Cars International®, or MMRA® Baby Grand® specifications are assigned to Modified Class F (FM).

Note: If any conflict exists between the WSDCA®, US Legend Cars®, or Baby Grand® Rules and the Solo® Rules, the Solo® Rules shall take precedence.

1. Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:
   a. Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.
   b. Any differential and final drive gear ratio may be used.
   c. Any shock absorber may be used.
   d. Any wheel up to 10" wide and any diameter may be used.
   e. Any anti-roll bar may be used.
   f. Any air filter is allowed.
   g. Any ballast is allowed provided it is mounted securely per the Solo® Rules.
   h. Any battery may be used.
   i. Engine does not need to be sealed but must conform to the appropriate rule set.
   j. Minimum weight with driver (lbs.): 1250
2. WSDCA®, US Legend Cars®, and Baby Grand® specific items not required are as follows:
   a. INEX-approved manufactured metal seat. Mounting guidelines still apply.
   b. Seatbelt harness dating requirements.
   c. Quick-release steering wheels.
   d. Fire extinguishers.
   e. Fire-retardant driver suit and gloves.
   f. Neck braces.
   g. Head and neck restraints (HNR).

3. Current Solo® Rules override WSDCA®, US Legend Cars®, and Baby Grand® rules for the following items:
   a. Helmets.
   b. Car number and class designation.
   c. Exhaust system, muffler, and tailpipe.

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O·Z RACING

Alleggerita HLT

anthracite

16x7	17x8.5	18x8.5	18x10
17x7	18x7	18x9	18x11
17x7.5	18x7.5	18x9.5	18x12
17x8	18x8		

COLOURS

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

Hyper GT

star graphite

18x7	18x8	19x8.5	19x9.5
18x7.5	19x8	19x9	19x10

Ultraleggera

bright silver

Also available: matte graphite silver, matte bronze, white, gold or black

15x7	17x7.5	18x7	18x8
16x7	17x8	18x7.5	18x9
17x7			

Ultraleggera HLT

black

19x8	19x10	20x8.5	20x11
19x8.5	19x11	20x9	20x12
19x9	19x12	20x10	

COLOURS

Special order finishes: gold, red, white, matte graphite silver matte bronze and matte silver. Delivery in approximately 60 days.

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M-F 8am-8pm EST
SAT 9am-4pm EST

APPENDIX B - CLASSIC AMERICAN MUSCLE (CAM)

Rationale: The purpose of CAM is to attract automobile enthusiasts who are currently interested and/or participating in *autocross events for muscle cars and vintage* vehicles manufactured in North America by "The Big Three" based in the US - GM, Ford, and Chrysler (AMC is also included). These avid enthusiasts would largely be a new and different group to join us as SCCA® members and participants. Regions are encouraged to offer this great recruitment tool using a single CAM class or more to encourage Classic American Muscle car enthusiasts to join the fun at your SCCA® Solo® events!

Eligible Vehicles

- Vehicle must be either a domestic automobile or "pick-up" truck of front-engine/rear-wheel-drive (FE/RWD) configuration.
- Vehicle must be licensed and insured and considered fully "street legal" (lights, wipers, etc.).
- Windshield and side glass must be present. Lexan® or equivalent may be used.
- Vehicle must pass the mandatory safety inspection (tech) of Section 3, Vehicles, and must be in compliance with the Sound Measurement Procedures, Appendix I, of the 2017 SCCA® National Solo® Rules.
- Excluded: Chevrolet Corvette (2014-16), Dodge/SRT Viper (2013-16); *Jeep based on military, CJ, and Wrangler models.*

Body Allowances

- Body panels may be modified or replaced in the original standard locations. Frame may be modified. Vehicle perimeter and wheelbase must be full-scale to original model. *Incidental wheelbase changes resulting from the allowed replacement of suspension components or modification of suspension design are allowed. This is not an allowance to shorten or lengthen the chassis/body (e.g., change the scale from the original).*
- Interior and exterior must have a "finished" look.
- Rear seating may be removed or modified. If removed, seat bottom area must be *finished* (e.g., carpeted, *metal*). The front seat(s) must not cross the vehicle longitudinal centerline and not intrude into the OE rear seat cushion area.
- Upholstered interior panels (door panels, kick panels, etc.) may be replaced with another upholstered *or finished* panel. Non-upholstered interior panels may be replaced with a panel of any material. Alternate panels must cover any opening(s) the OE panel(s) concealed.
- The dashboard may be modifed, but must be *finished* and cover the original area.
- Headliner may be replaced or removed.
- Exposed metal interior surfaces must be covered, painted, and/or coated. (No "race car" interiors allowed, please.)
- Fuel tank/cell may be modified or replaced and must be separated from the driver/passengers as originally manufactured or by a metal panel/

bulkhead if the OE structure is modified. Fuel must not vent into the driver/passenger compartment directly or indirectly.
- Front splitter, air dam, and/or spoiler may be added below the bumper, but must not extend past the perimeter of the original body excluding non-integral bumpers.
- Rear spoiler may be added, but may extend no more than 8" from the original body nor past the perimeter of the body. No rear wings may be added except OE or equivalent.
- Body electrical system components and wiring are unrestricted.

Wheel and Tire Allowances

- Any wheels are allowed. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).
- DOT tires with a UTQG Treadwear Grade of 200 or higher are permitted. Excluded: Kumho Ecsta V720 ACR; Michelin Pilot Sport Cup 2 and Pilot Sport Cup 2 ZP.

Brake, Suspension, and Steering System Allowances

- Components, lines, hoses, and method of attachment are unrestricted.

Engine and Drive Train Allowances

- Components (internal and external) are unrestricted.

Supplemental Classes – used at SCCA® National Solo® events

CAM-C (Contemporary) – (*car and truck* body styles from 1990-on plus CAM-T cars and CAM-T cars with ABS/TCS)
- Included: Chevrolet SS (2014-15); Pontiac G8 (2008-09) and GTO (2004-06).
- Sedans/coupes with seating originally for 4 or more adults or pick-ups.
- Interior floor covering(s) may be replaced, but not removed.
- Weight without driver (lbs., minimum) 3200
- Additional weight for Lexan® windshield (lbs.) .....+150

CAM-T (Traditional) – (*car and truck* body styles originating from 1954-89)
- Examples: Camaro (-1992), Mustang (-1993), Barracuda (-1974)
- All CAM-C restrictions apply except additional items below.
- ABS/TCS is not allowed. OE components may be removed to comply.
- Weight without driver (lbs., minimum) 3000

CAM-S (Sports) – (all eligible vehicles)
- Sports cars, sedans/coupes, and trucks with seating originally for 2 or more adults.
- Weight without driver (lbs., min.) - Corvette (1984-2013), Viper..... *2900*
- Weight without driver (lbs., minimum) - all other cars..... *2450*
- Additional weight for Lexan® windshield (lbs.) .....+150
- Interior floor covering(s) may be removed.

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 6 inches behind the driver. Exception: For Modified Category Specials (Section 18.4), the bar must extend at least 2.0" (50.8 mm) 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. It is strongly suggested that all roll bars extend at least 3.0" (76.2 mm) 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 6.0" (152.4 mm) 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 15.0" (381 mm) 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 $^{3}/_{16}$" (0.1875", 4.75 mm) 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 3.0" (76.2 mm) from any weld or bend.
6. It is recommended that steel gusset plates be used at all welds. Gussets should be at least 2.0" (50.8 mm) long on each leg and $^{3}/_{16}$" (0.1875", 4.75 mm) 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 09/22/1985, aluminum is not an acceptable alternate material. Cars using aluminum roll bars or roll cages must file proof with SCCA® Solo® Department 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 (min.) outside diameter x wall thickness (in.)
Over 2500	1.500 x 0.120 1.750 x 0.095 2.000 x 0.080
1501 - 2500	1.500 x 0.095 1.625 x 0.080
1000 - 1500	1.250 x 0.090 1.375 x 0.080
Under 1000	1.000 x 0.060

   Dimensions are nominal. 0.005" (0.127 mm) variation in wall thickness is allowed.
3. Each mounting plate shall be at least 0.080" (2.03 mm) thick if welded and $^{3}/_{16}$" (0.1875", 4.75 mm) 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", 8.0 mm) 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 (30°) 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 current Club Racing GCR Section 9.4, Roll Cages For GT And Production Based Cars, or Section 9.4.5, Roll Cages For Formula Cars and Sports Racing Cars.

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 ½" (0.50", 12.7 mm).

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 Street, Street Touring®, or Street Prepared Category vehicles to exceed 95 mph.

Solo® Trial events will fall under the authority of the Solo® Development Coordinator (SDC) or designee and under the regulation of the National Solo® Rules, 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:

1. 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.
2. 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® Street, Street Touring®, or Street Prepared Category 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 Solo® Development Coordinator (SDC) or designee and/or the Divisional Solo® Safety

Steward (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 or a 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 lbs. 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 ft. 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. 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 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.
      1. A 5-point system for use in automobiles where the driver is seated in an upright position consists of:
         a. A 3-inch seat belt or an FIA or SFI 16.5 certified 2-inch seat belt.
         b. 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.
         c. 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.
      2. A 6- or 7-point system recommended for use in all automobiles consists of:
         a. A 3-inch seat belt or an FIA or SFI certified 2-inch seat belt.
         b. 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.
         c. 2 or 3 approximately 2-inch leg or anti-submarine straps.

3. 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 supported 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.

   Street, 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-lb. minimum capacity by weight.

2. Dry chemical; 2-lb. 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. 125 cc 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 Divisional Solo® Safety Steward (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 wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists at a minimum. 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. The SSS has the responsibility and authority to require that these individuals not be allowed to congregate in areas surrounding the actual course that would place them in jeopardy from competing vehicles.

The vast majority of Solo® events are sanctioned and insured as "non-spectator" events. Therefore, any non-participant lingering on the event premises for more than a few moments must sign the SCCA® waiver or leave the facility. However, such casual observers are common so their safety and your protection must be addressed. Although it is imperative that event waivers be signed, it is not the responsibility of the Safety Steward to execute this function. This responsibility lies with the event Chairman, who must reasonably assure that all participants and non-participants sign the required SCCA® waiver. However, it is the responsibility of the SSS 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:

- **to improve overall event safety and**
- **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 (i.e., 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 Solo1® 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 Section 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 SSC (Introductory Section I.5, Solo® Safety Committee) 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 (SSS)
2. Solo® Safety Instructor (SSI)

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 Divisional Solo® Safety Steward (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) 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. SCCA® Member Services shall be advised of each approval and will issue each license.

E. 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 DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date each third year is the same as membership renewal.

F. The requirements pertaining to licenses may be waived by the SSC, except for the attendance at a seminar. Continuing education requirements for SSI 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. A member that is a licensed SSS may obtain an application from their Divisional Solo® Safety Steward (DSSS) or the SCCA® web site (www.scca.com).

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 (2) years experience as a licensed SSS.
   2. The applicant must have officiated as a SSS in at least five (5) events in the past two (2) 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 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 Safety Stewards.

The word "hazard" is specifically mentioned in the Solo® Rules 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 Divisional Solo® Safety Steward (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 Spectator 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 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, 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 Divisional Solo® Safety Steward (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 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 (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:

John Beam, 704-962-0252

F. REPORTING AN INCIDENT

If one of the following incidents occur:

- **Spectator or participant fatality**
- **Serious participant injury (requiring off-site medical treatment)**
- **Any spectator injury**

Then:

1. Call the SCCA® Risk Management emergency number immediately!

John Beam: 704-962-0252

2. Complete and email (or fax) the SCCA® Incident Report Form (fillable electronically) and original waiver to:
   - **kk.claims@kandkinsurance.com (fax 312-381-9079)**
   - **SCCAOnlineClaims@HSRI.com (fax 972-512-5816)**
   - **Incident@scca.com (fax 785-232-7214)**
   - **Divisional Solo Safety Steward (DSSS).**
3. Within one business day of the event, call your **Divisional Solo Safety Steward (DSSS)** and report incident.

If one of the following incidents occurs:

- **Minor participant injury (no medical assistance required)**
- **Property damage. Damage to a competition vehicle is considered property damage and must be reported to:**
  - **kk.claims@kandkinsurance.com (fax 312-381-9079).**
  - **SCCAOnlineClaims@HSRI.com (fax 972-512-5816).**
  - **Incident@scca.com (fax 785-232-7214).**
  - **Divisional Solo Safety Steward (DSSS).**

Then:

1. Complete and email (or fax) the SCCA® Incident Report Form (fillable) to:

- **kk.claims@kandkinsurance.com (fax 312-381-9079).**
- **SCCAOnlineClaims@HSRI.com (fax 972-512-5816).**
- **Incident@scca.com (fax 785-232-7214).**
- **Divisional Solo Safety Steward (DSSS).**

2. Within one business day of the event, call your **Divisional Solo® Safety Steward (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.

Participation Log:

Solo® events which have been worked as a Solo® Safety Steward, a Deputy Safety Steward, a Safety Steward trainee, etc. can be recorded online at www.scca.com from the profile page.

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.

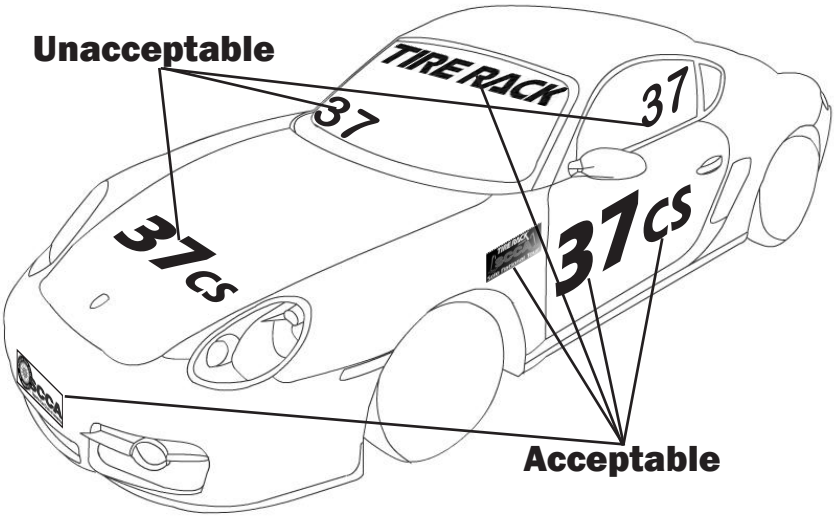
APPENDIX F - CLARIFICATIONS

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 illustration is intended as an example 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.

Manufacturer documentation (e.g., catalog listing, original "Monroney" window sticker) is considered sufficient to determine whether a tire meets the UTQG Treadwear Grade requirement.

STREET CATEGORY CLARIFICATIONS

Acura RSX Type S Subwoofer

In accordance with Section 13.2.f, the Acura RSX Type S subwoofer may be removed with the spare tire.

Air Conditioning

Street category 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 models 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 underhood 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 additional 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.F.

Coil Spring Perches

The intent of the Street 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.A.3. 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.

Dodge SRT-4 (2005) Front Strut Measurement

Per documentation from SRT, the correct front struts for a 2005 Dodge SRT4 ACR have a lower knuckle hole to spring seat height of 229.6 mm. The 2003-2005 non-ACR strut is 10 mm longer at 239.6mm.

Engine Modifications

Allowed engine modifications in the Street, Street Touring®, 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 "…Street 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 Solstice Z0K and Cobalt SS is not legal for Street category use since it is specified for competition purposes and thus does NOT meet the requirements of Sections 3.8.A, 12.4, and 13.0.

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 Street category.

Harness Bar

A harness bar which attaches only between the upper seat belt mounts on the B pillars complies with Section 13.2.H provided the constraints of Section 13.2.H 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.

Intercoolers

Intercoolers may not be packed with any type of ice during runs.

Lotus Elise battery cover

The plastic Elise battery cover may be considered to be a "loose item" in reference to Section 3.3.3.B.1 and may be removed during competition.

Lotus Elise Sport Pack

The Lotus Sport Suspension (known as the Sport Pack) is a factory option package for the Lotus Elise which is eligible for Street 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 Hardtop Brackets

A Miata in CSP may have the OE hardtop attached using Club Racing Spec Miata brackets rather than the OE top latches per Section 13.2.A allowances for comfort and convenience modifications.

Mazda Miata Option Conversions

Only the year model 2007 Miata may be converted to the 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 M96/M97 Engine Intermediate Shaft (IMS) Bearing

Replacement of the IMS bearing with a similar part which serves the same purpose is compliant with the new Section 13.1 allowance for common-sense repairs.

Push Rod Guide Plates

Push rod guide plates are only allowed in Street, Street Touring®, 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 freestanding 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 Absorbers/Struts, Electronically-controlled

Section 13.5.A.5 permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Converting from Electronic Shocks to non-electronically controlled shocks is permitted; Option package conversions must be complete including ECU programing and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes are not permitted. Devices may be added to satisfy the ECU that the OEM shock is still installed; Such devices may perform no other function.

Shock Bushings

For BMW E36 and E46 models, Section 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 Street 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 and WRX Options

The following port-installed options on the Subaru WRX, are listed when installed on the vehicle's window sticker and pending evidence to the contrary are considered 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 Street 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

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 3-Series (E30) Rear Camber & Toe Kit

The Dungeon Motorsport E30 alignment kit is not compliant for Street Touring®. There are no allowances for modifying the suspension mounting points.

BMW 3-Series Listings

For the purposes of Section 14.2.F.1, all BMW 3-series generations (E30, E36, E46, etc.) are considered the same model, including "M" versions.

BMW X-Brace

Cross reinforcement (X-brace) from 1995 BMW M3 (E36) Lightweight and Convertible is not compliant for the M3 coupe. Cross reinforcement was not available from the factory on eligible coupe models, nor does it qualify as a standard part (Section 12.4) via parts manual supercession, thus making it non-compliant for both Street and Street Touring® category usage.

Engine Piggyback ECU Installation

1. The piggyback ECU must be used alongside the standard (per Section 12.4) ECU/PCM. If a piggyback has been installed it is not allowed to additionally modify the standard ECU/PCM in any way.
2. The piggyback ECU must be "supplemental" to the standard ECU/PCM and as such the standard ECU/PCM must retain some functionality.
3. The piggyback ECU must be "plug-in compatible" with the standard ECU/PCM. It must be possible to unplug the piggyback ECU and associated harness and the car must be able to run on the standard ECU/PCM.

Mazda Miata (1999-2005) Intake Baffles

The OE intake baffles (Mazda part #BP4W-13-204A) are considered to be separate vehicle structures not integral to the air intake track system. It is not permitted to modify these partition structures and such structures must be maintained in the OE configuration.

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 Section 14.10.J and 15.10.J.

Mazda2 Anti-Roll Bar

The Mazda2 B-Spec "sway bar" by Tri-Point Engineering is not a sway (anti-roll) bar as it does not meet the conventional definition.

Seat Belt Receivers

Seat belt receivers integral to standard 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.D. The resulting change in steering wheel position is permitted.

Scion FR-S and Subaru BRZ

The pair of OE strut tower-to-firewall/bulkhead braces are not considered to be a strut bar per Section 12.18 and are not allowed to be removed, modified, or substituted per Section 14.2.G.

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 Section 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 Section 15.1 are met.

Bumper Units

The allowances of Section 15.2.I do not currently permit a replacement non-standard front bumper/spoiler integral front fascia unit.

Engine Modifications

Allowed engine modifications in the Street, Street Touring®, 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.

Honda S2000 Hardtop / Soft Top

The soft top and hard top are equivalent parts and the tray and the tonneau equivalent parts. Per Section 15.1.C, the soft top can be swapped to the hard top and/or the tonneau can be swapped to the tray.

Ignition System, Crank Fire

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 standard 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 standard 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 Section 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 Hardtop Brackets

The Miata NA and NB models may attach an OE hardtop using Spec Miata brackets rather than the OE latches per Section 13.2.A (comfort & convenience).

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 Sections 14.10.J and 15.10.J.

Push Rod Guide Plates

Push rod guide plates are only allowed in Street, Street Touring®, or Street Prepared category 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.

Springs, Leaf

For vehicles originally equipped with leaf springs, either multi- or mono-leaf springs may be substituted per Section 15.8.A.

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.I.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 Section 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 Section 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 Impreza WRX STI, numerous Ford Mustang variations from 1987 on, Dodge SRT-4, and Mitsubishi Lancer Evolution.

Note: Section 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.

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 Section 15.8.E and may be substituted or modified.

STREET MODIFIED CATEGORY CLARIFICATIONS

Bodywork, Front

The intent of the wording "front bodywork" in Section 16.1.M is to include all exterior body panels and attachments forward of the centerline of the front wheels.

Fiat / Yugo Parts

Fiat and Yugo components may be mixed as permitted under Section 16.1.

Lotus Elise clamshell (front)

Per Section 16.1.I, a Lotus Elise front clamshell may be replaced. However the entire rear clamshell may not be replaced, as there is no allowance to replace the trunk lid.

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 Section 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 Section 15.1.C (Street Prepared) to a later bumper configuration employing a fascia.

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.G., regarding deformable crash structure in formula cars, does not apply in Solo®.

DM / EM Aerodynamics

Section 18.1.F.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 simi-