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SCCA® National Solo® Rules

2020 EDITION

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Solo® Department
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www.scca.com

SCCA
Sports Car Club of America

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SCCA Welcoming Environment Statement

The Mission of the SCCA is to fuel a safe, fun and exciting motorsports experience for auto enthusiasts. Our Vision is to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

Excellence – The Spirit of a Competitor

Service – The Heart of a Volunteer

Passion – The Attitude of an Enthusiast

Team – The Art of Working Together

Experience – The Act of Wowing our Community

Stewardship – The Mindset of an Owner

To that end, the SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

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FOREWORD

Effective January 1, 2020, previous editions of the SCCA® National Solo® Rules are superseded by the following SCCA® National Solo® Rules. SCCA® reserves the right to revise these rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication on the SCCA® website (www.scca.com); but may become effective immediately in emergency situations as determined by SCCA®. Questions concerning rules clarifications should include the information required by Section I.2.2.B of the Introductory Section of these rules and be addressed to:

www.soloeventsboard.com or www.sebscca.com

SCCA® Solo® Events Board
6620 SE Dwight St.
Topeka, KS 66619-0400
1-800-770-2055

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

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

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

SCCA Critical Incident Hotline

785-862-7112

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INTRODUCTORY SECTION

I.1 SOLO® EVENTS

I.1.1 Definition

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

I.1.2 Revision of the Solo® Rules

The SCCA® may revise these rules or issue supplements to them at any time via Tech Bulletins in the official SCCA® publication and/or on the official SCCA® website (www.scca.com). All supplements will have a published effective date.

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

I.1.3 Replacement of the Solo® Rules

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

I.1.4 Solo® Event

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

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

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takes in entering the competition.

I.2 SOLO® EVENTS BOARD (SEB)

I.2.1 Appointment

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

I.2.2 Duties

A. The Solo® Events Board (SEB) submits to the SCCA® BOD recommended rules and standards for the conduct of SCCA® Solo® Events. The SEB monitors the execution of these approved rules and standards for SCCA®-sanctioned Solo® Events and maintains liaison with the Solo® Development Coordinators (SDCs).

B. The monitoring of these rules includes the issuing of clarifications regarding them. Requests for clarification or advance determination of legality must be accompanied by sufficient information to adequately describe the situation. The supporting documentation may include photographs, drawings, and/or excerpts from manufacturer service manuals/documents, parts catalogs, or similar information. A minimum of six weeks must be allowed. The requestor has the burden of adequately and accurately describing each situation and the desired action. Members are cautioned that rulings based upon information provided are not irrevocable if new information becomes available or if the underlying rules are subsequently changed. Send requests to:

www.soloeventsboard.com or www.sebscca.com

C. National Championship ("Nationals")

1. The SEB will annually make an on-site inspection of the Solo® National Championship courses prior to giving final approval. The purpose of this inspection shall be to ensure a safe event, to assure protection of spectators and property, to verify the use of appropriate courses, and the suitability of the program (including the event supplementary regulations).
2. The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. Members of the SEB may not serve on the National Championship Protest Committee.

I.2.3 Core Values

The decisions of the Solo® Events Board (SEB) are based upon three core values that together equate with member value. These core values are as follows:

1. Increased participation and involvement.

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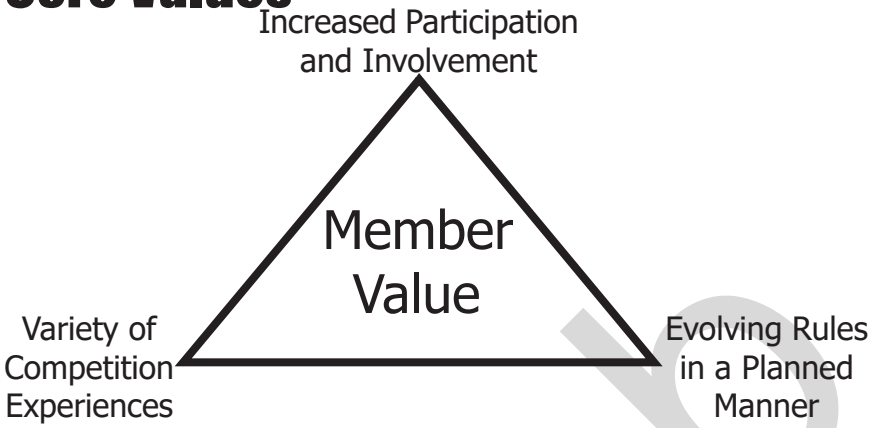
Core Values



2. Providing a variety of classes to satisfy a range of economies and commitments.
3. Evolving rules in a planned manner.

Each topic before the SEB is compared to these core values to ensure an overall positive effect. It is recognized that an individual decision may at times result in a disadvantage or increased cost to some individual members, but that the decision reached is based on the long-term benefit for the majority of the members.

I.3 SOLO® DEVELOPMENT COORDINATOR (SDC)

I.3.1 Membership

Solo® Development Coordinators (SDCs), one per SCCA® Division, are appointed annually by the Solo® Events Board (SEB), subject to approval by the SCCA® Board of Directors (BOD). Current appointees are listed on the SCCA® website (www.scca.com), published in the current edition of the SCCA® Directory, published in an early current-year issue of the official SCCA® publication, or available from the SCCA® National Office.

I.3.2 Responsibilities

Solo® Development Coordinators are responsible to the Solo® Events Board (SEB) as follows:

A. Serve as a resource to Regions within the Division to assist them with program challenges, including but not limited to growth/expansion, operational matters, site acquisition/maintenance, communications, promotion, and training/educational opportunities.
B. Maintain liaison with the SCCA® National Office, the SEB, Divisional Solo® Safety Steward, and other appropriate Division Officials, including Division Meeting organizers.
C. Notify SCCA® Solo® Department of the dates of any Inter-Regional Solo® events and the organizational structure of the program.

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D. Serve as a resource to the SCCA® National Office and the SEB to share and propagate best practices as developed and performed by the Regions within the Division.

I.4 SOLO® SAFETY STEWARD (SSS) PROGRAM

I.4.1 Scope

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

I.4.2 Duties

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

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

B. Serve as SSS at all Solo® events, with prime responsibility and vested authority to ensure all necessary safety precautions are taken with respect to spectator, worker, and driver (i.e., course layout) safety. Control over course design extends only to such issues as on-course or near-course hazards and not to design philosophy. In SCCA® Solo® events, safety issues are those such as listed in Solo® Rules Sections 2.1 and 2.2.

C. Verify that the certificate of insurance is correct and present at the event site. This should be done either by visual inspection of the certificate or by telephone confirmation with SCCA® Sanction. If certificate is not available, call:

1-800-770-2055 Option 6

D. In the event of an accident/incident during an event, notify all SCCA® officials and the insurance carrier of SCCA® as indicated in the Appendix E.VIII.F and the Accident/Incident Report Form. A preliminary report shall be mailed within seven days and a more complete report mailed within a reasonable time thereafter. The SSS shall respond to all questions from SCCA® officials assigned to investigate the accident/incident. However, no discussion on the accident shall be carried on with outside parties (except law enforcement authorities) without authorization by SCCA®. In any discussion, only statement of fact, rather than opinion, should be offered. Mail all completed reports to the appropriate SCCA® and/or insurance carrier offices.

E. It is the responsibility of every SSS to file a report concerning the conduct of an event with the SCCA® National Office Solo® Department if such conduct is substandard to the safety rules referenced in the Solo®

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Rules.

I.4.3 Administration

The Regional Executive (RE) of the Region or his/her designated representative shall appoint the SSS for Regional Solo® events. He/she must be qualified to officiate at each event appointed and the SCCA® National Office Solo® Department shall be notified of such appointment at the time of the insurance application. Changes to the appointment can be made prior to the event by notifying the SCCA® Solo® Department or, in emergencies, the next business day after the event. The Divisional Solo® Safety Steward (DSSS) will advise the SCCA® Solo® Department of all new SSS in his/her division so that licenses can be issued and the National list maintained.

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

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

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

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

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

I.5 SOLO® SAFETY COMMITTEE (SSC)

I.5.1 Membership

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

I.5.2 Duties

A. Coordinate the Solo® Safety program.

B. Hold SSS training seminars as required. Appoint qualified members to serve as Instructors at seminars if an SSC member or a Divisional Solo® Safety Steward (DSSS) cannot be in attendance.

C. Shall appoint a DSSS for each SCCA® Division and supervise the administration of his/her duties.

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D. Submit a written status report to the Solo® Events Board (SEB) 30 days prior to each scheduled meeting. This report will include an update for the Solo® Events Program five-year Plan.

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

I.6 DIVISIONAL SOLO® SAFETY STEWARD (DSSS)

I.6.1 Membership

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

I.6.2 Duties

Divisional Solo® Safety Stewards:

A. Shall be appointed by the SSC, subject to the approval of the Solo® Events Board (SEB).

B. Shall hold the highest grade of SSS license necessary for the Division in which he/she serves.

C. Issuance of license and subsequent routine renewals shall be handled by the SCCA® Membership Department at the National Office.

D. Shall maintain up-to-date records of all license holders within the Division and advise the SSC and the SCCA® National Office Solo® Department of the names and address of members who are approved for licenses.

E. Shall ensure that each Solo® Region within the Division has at least one qualified SSS.

F. Shall maintain a record of all SSS appointed to Regional Events and upon notification of such appointment, verify proper license grade.

G. Shall report to the SEB on the compliance with safety rules at Solo® Events. Shall make recommendations concerning possible action toward a region or an SSS for failure to adhere to or implement safety rules contained within the Solo® Rules or Solo® Safety Publication.

I.7 CO-SANCTIONED/CO-SPONSORED EVENTS

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

I.8 SITE SAFETY PLAN

It is strongly recommended that each Region develop and implement an event site safety plan. Upon request, the SCCA® National Office Solo®

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Department can assist a Region in developing a plan by providing a sample of the plan used for the National Solo® Championship. If a Regional plan is developed, it should be submitted to the Divisional Solo® Safety Steward (DSSS) for review prior to implementation.

I.9 ENFORCEMENT BY THE SCCA®

A. All SCCA® Solo® Events shall be subject to an unannounced inspection by a Solo® Development Coordinator (SDC), a member of the SSC, an SSS, a Solo® Events Board (SEB) Member, or the SCCA® National Office Solo® Department who will evaluate the compliance of the event with the mandatory provisions of the SCCA® Solo® Rules. They have the authority to bring rule infractions to the attention of the Event Chairman for corrective action and will file a written report with the SCCA® Solo® Department noting whether or not corrective action was taken.

B. Regions which solely or jointly organize, conduct, sanction, or otherwise cooperate in the organizing of a Solo® Event that does not comply with these Rules shall be subject to the following, as determined by the SEB. A hearing before one or more members of the Board designated for the purpose by the Chairman will be granted at a Region's request before the measures proposed are made final.

   1. Warning: During the period of which the Region must submit Solo® courses to the Solo® Development Coordinator (SDC), to other officials designated by the Board, for prior approval; and will be subject to unannounced inspection by the SDC or Board Member, SCCA® Solo Department, or designee.
   2. Suspension: During the period of which the Region may not be involved, in any way, in the organizing of Solo® Events.

C. In addition to the foregoing, the Region is also subject to such other penalty as may be imposed by the Board of Directors.

I.10 INSURANCE REQUIREMENTS

I.10.1 Event Insurance Requirements

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

If a certificate is not available, call the following number immediately:

1-800-770-2055 Option 6

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I.10.2 Insurance Application Procedures

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

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SOLO® RULES

1. SOLO® EVENTS

1.1 MANDATORY PROVISIONS

Sections 1.0 (except 1.5), 2.0 (except 2.3, 2.7, and 2.8), 3.1, 3.3 (except 3.3.3.A), 3.6, 4.1, 4.2, 4.3, 4.10, 4.12, 4.13, 5.3, 5.4, 5.5, 5.6, 5.7, and 5.11 are mandatory in all SCCA® Solo® Events that an SCCA® Region solely or jointly organizes, conducts, sanctions, or otherwise cooperates as a Region in organizing. The titles of mandatory sections are underlined herein. At events where kart classes (KM, JA, JB, JC) are offered, Sections 2.7 and 2.8 are mandatory. Vehicle classifications (e.g., Section 3.2) are not mandatory. Regions should use classing structures which are best for the development of their programs. However, Regions may not allow faster karts per age group than those already described in Section 19. National vehicle classifications are located in Appendix A of these rules. Suggested optional classes and rules are located in Appendixes A, B, G, and H. The entire SCCA® Solo® Rules are mandatory for SCCA® National Solo® Events. Additional rules governing the SCCA® ProSolo® National Series are in Section 20.

1.2 GENERAL DEFINITIONS

1.2.1 Solo® Event

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

1.2.2 Autocross

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

1.2.3 Slalom

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

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1.2.4 Entrant

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

1.2.5 Competitor

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

1.2.6 SD

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

1.2.7 National Solo® Event

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

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

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

1.2.8 Inter-Regional Solo® Event

An Inter-Regional Solo® Event is primarily planned and administered using the broad policy guidelines of the SEB with assistance from the Solo® Development Coordinator (SDC) and the SCCA® Solo® Department.

1.2.9 GCR

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

1.3 EVENT OPERATING RULES

1.3.1 Insurance Requirements (Refer to Section 4.13)

1.3.2 Other Operating Requirements

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

B. All competitors, except participants in Kart classes, must have a valid driver's license.

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

D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old or is at least 57" tall;
2. is in a vehicle which has passed safety (tech) inspection (Section 3.3.3);

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3. is wearing a properly fitted seat belt and a properly fitted helmet;
4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate (Section 4.13).

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

E. All cars shall be subject to a strict safety inspection based on the Solo® Rules.
F. Basic rules and standards for conduct of events must be drawn up before an event is run and be available to all competitors.
G. Penalties for course deviations or course marker displacement shall be posted and available to all competitors.
H. Car classifications to be used and distribution of awards shall be established prior to the event and available to all competitors.
I. An event chief official must be appointed to supervise the running of the event. His duties should generally be those of the Operatimg Steward (Section 5.2) at an SCCA® National Solo® event.
J. All participants, including competitors, workers, crew, and guests, must sign the SCCA® waiver form (Section 4.13). Credentials must be issued to and displayed by those who have signed waivers. Any competitor found to have driven the course in any vehicle before signing the waiver will be disqualified from the event with no refund of entry fee and removed from the premises.
K. Use of Alcohol or Narcotics.
   1. No driver may consume alcohol until he/she has completed all his/her runs and completed his/her work assignment for the day. No official may consume alcohol until his/her duties have been concluded for the day. Alcohol may not be consumed in the grid until after all the day's competition activities are concluded. Violators may be penalized as provided in Section 9.

      Nothing in this Section shall override site-specific alcohol restrictions.
   2. The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited. CERTAIN PRESCRIPTION AND NON-PRESCRIPTION MEDICINES MAY ALSO IMPAIR PERFORMANCE SO COMPETENT MEDICAL AUTHORITY SHOULD BE CONSULTED PRIOR TO USING SUCH MEDICINES AND PARTICIPATING IN THE EVENT. Any participant who violates this prohibition:
      a. Shall not seek to participate in the event.
      b. May be excluded from the event by the Event Chairman.

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c. May be removed from the grounds by the Event Chairman or Chief Steward.

d. May be penalized as provided in Section 9.

As a condition of continued participation, the participant may be required to submit to such testing procedures as may be established by SCCA® in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. Hoever, SCCA® assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case.

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

M. Pressurized gas and air bottles with a pressure in excess of 200 psi (1380 kPa) must have a protective structure around the gauge and valve assembly. Doctor-prescribed medical oxygen bottles/tanks are exempt from this requirement.

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

O. Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start, finish, and course areas. Drivers from five (5) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Section 19.2 are exempt from this prohibition during their run group. Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding. Otherwise, they also are prohibited from these areas. Furthermore, staging, grid, start, finish, and course workers should be at least sixteen (16) years of age. Drivers from eight (8) to sixteen (16) years of age should be assigned to other worker duties as outlined in Appendix H.II.B.4

P. Smoking (including e-cig, PV, or ENDS use) is not permitted in grid or staging areas.

Q. Cars may not be off the ground, in gear, while running for tire shaving, tire cleaning, or other reasons. Exception: Vehicles which have snowmobile-derived drivetrains, such as Formula 500/440, may be started with the rear wheels off the ground. If a car with a snowmobile-derived train is started with the rear wheels on the ground, a driver must be on board. Note: Karts may be serviced or have the engine running while on a kart stand without a driver on board.

R. In any areas of the event site designated for refueling of vehicles, there will be at least one (1) 10 lb. minimum Class B fire extinguisher to be available in the event of a fire during refueling.

S. Course workers must be standing at all times when any competition

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cars are on-course during the event.

T. Cell phones and video or still cameras are not permitted at course worker positions or other locations within the course area. Exceptions may be granted for media relations purposes by the Solo® Safety Steward (SSS). Permission for a photographer may be given only if the location is acceptable to the SSS and if the photographer is accompanied by a spotter (at least 16 years of age) to warn of approaching vehicles.

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

V. The use of unmanned aircraft systems (UAS, drones, etc.) is not permitted at any event, unless approved by event officials and the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA® and the applicable list of additional insureds, must specifically state that it covers the use of the UAS/drones, and must provide at a minimum $10M of primary coverage.

1.4 SANCTION PROCEDURES

1.4.1 Regional

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

1.4.2 National Solo® Event

Sanction will be issued by the SCCA® Solo® Department and the event must be listed in the official SCCA® calendar as published in the official SCCA® publication and/or on the SCCA® web site (www.scca.com).

1.4.3 National Championship

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

B. The event must be listed on the official SCCA® calendar as published in the official SCCA® publication and/or on the official SCCA® website. It shall include in the name of the event the following as a minimum: "SCCA® Solo® National Championship."

C. The course and supplementary regulations must be inspected and approved by the Solo® Events Board.

1.5 SUPPLEMENTARY REGULATIONS

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

A. The name, location, date(s), nature, and classification of the proposed event.

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

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

2. COURSE

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

2.1 COMMON SENSE AND SOLO® COURSES

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

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

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

Each Event Chairman is cautioned to remember that entrants and workers must be SCCA® members in Solo® events or they are NOT covered

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by catastrophic insurance. Furthermore, by definition a Solo® event is open to a total novice in any car that can pass safety (tech) inspection and courses must take this into consideration.

IT WOULD BE POSSIBLE TO SET EXTREMELY STRICT AND RIGID LIMITS ON SOLO® EVENTS REGARDING SPEED AND/OR COURSE DIMENSIONS. HOWEVER, IT IS NOT THE INTENT OF THESE RULES TO OUTLAW EVENT SITES WHICH CANNOT ACCOMMODATE A COURSE OF CERTAIN STATED DIMENSIONS OR CREATE THE IMPRESSION THAT, SO LONG AS SOME "MAGIC" SPEED LIMIT IS NOT EXCEEDED, THESE RULES ARE ADHERED TO.

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

2.2 COURSE SAFETY AND LAYOUT RULES

Courses must comply with Section 1 of these Rules which is mandatory of all SCCA® Regions. The following set of course safety and layout rules is also required for all Solo® events. WHEN THIS SECTION IS FOLLOWED, COMPLIANCE WITH SECTION 2.1 IS AUTOMATIC.

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

A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the mid-60s (mph) for the fastest Street and Street Touring® category cars. The fastest portions of the course shall be those most remote from spectators and property. Turns should not normally allow speeds in excess of 45 mph in unprepared cars. It must be remembered that sites themselves vary and not all sites will safely support the speeds shown in these guidelines (see Section 1.3). Conformity to these speed guidelines does not preclude reasonable and prudent consideration of the conditions encountered.

   Guidelines To Corner Speeds Based On The Radius Of A Turn

   The following table is a guideline for Regional officials and course designers; it shows values of cornering speeds versus corner radius (not diameter) for various lateral accelerations. This data should be considered in light of other calculations which estimate that a fast Street, Street Touring, or Street Prepared car can pull well in excess of 1.0 g in lateral acceleration, and can accelerate from 30 mph to 70 mph in less than 300 ft.

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Cornering Speeds in Miles Per Hour (MPH)

Lateral g	Turn Radius (ft)										
	20	30	40	50	60	70	80	90	100	125	150
0.90	16	20	23	26	28	31	33	35	37	41	45
0.95	17	21	24	27	29	32	35	37	38	42	46
1.00	17	21	24	27	29	32	35	37	39	43	47
1.05	18	22	26	29	31	34	36	38	40	44	49
1.10	18	22	26	29	31	34	36	38	41	45	50
1.15	19	22	26	29	32	35	37	39	41	46	51
1.20	19	23	27	30	33	35	38	40	42	47	52
1.25	19	23	27	31	34	36	39	41	43	48	53
1.30	20	24	28	31	34	38	40	43	45	50	55
1.35	20	25	28	32	35	38	40	43	45	50	55

B. The course as laid out shall be on a paved surface which contains no dangerous holes, loose gravel, gratings, oily spots, or other hazardous features. Surface features (e.g., dips, crowns) which could cause a car to become airborne shall be avoided.

C. The course boundary shall not normally pass closer than 25 ft. from solid objects.

D. The Solo® Safety Steward (SSS) shall have the authority to disapprove a course or site for karts only, when there are upright solid objects (e.g., light poles, fence posts, etc.) on the site within 50 ft. of the actual course. This does not include curbs. While safety systems for karts provide acceptable driver protection for most incidents, upright solid objects present potential hazard for which kart safety systems are not well suited. This rule gives the SSS the option of excluding karts without having to declare the site unsafe for everyone. It is up to the judgment of the SSS whether the course design, surface, solid objects, and type of karts running present an unsafe mix. In most cases, the situation can be resolved by a course design change. Kart-specific hazards on the perimeter of the course shall be clearly marked alerting kart drivers to the possible hazard. Examples include light poles, fences, low hanging obstacles or cables, trees with low hanging limbs, etc.

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

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

G. Except on permanent circuits such as kart tracks, the inner and outer limits of turns and corners should be marked by course markers; displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a car or likely to cause a car to overturn.

H. Cars on the course simultaneously shall not run in close proximity to each other.

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I. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line.

J. Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The finish section and course exit should be clearly and carefully defined to safely restrict speeds. It is not recommended that competing cars be required to come to a complete stop immediately following the finish line. It is preferred that cars be required to slow to a walking speed within a controlled area before returning to the grid or paddock areas. A complete stop should be required only when unusual site conditions exist. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing car from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazard to participants and non-participants.

K. Entrance and exit lanes shall enter the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.

L. Portions of the course where significant braking is necessary shall not terminate at a point where participants, non-participants, or obstacles are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.

M. Participants and non-participants must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, non-participant areas must be roped off. The Solo® Safety Steward shall have the authority to set minimum viewing distances from the course but such minimum viewing distances may not be less than 75 ft. from the course edge in unprotected areas (areas without adequate barrier protection such as concrete or tire walls). A Region may request a waiver of this minimum distance requirement from its Divisional Solo® Safety Steward.

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

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

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2.3 COURSE DESIGN RULES

A. All corners shall be negotiable without reversing by any car classified by make/model in the Solo® Rules.

B. The course shall be at least 15 ft. wide and single-file slalom markers shall be at least 45 ft. apart. Any series of three (3) or more course markers which are generally in a line and have the effect of a slalom are considered to be a slalom. Additional course markers associated with the slalom markers to form gates, "boxes," etc, do not cancel this limit.

C. A Solo® event, other than a gimmick event in which time is not the only consideration, shall be a test of driving skill, not memory.

D. The course shall be well marked with pylons or other "markers." The base of each marker shall be outlined to permit accurate replacement if displaced.

E. Cars should leave a gate/turn headed generally in the direction of the next gate/turn.

2.4 EVENTS AT RACE FACILITIES

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

2.5 PARTICIPANTS AND SPECTATORS AT SOLO® EVENTS

All SCCA® events have two (2) types of insurance:

1. Participant insurance covers drivers, crew, and workers in "hot" areas (staging, grid, start, finish, course areas, etc.). Participants in "hot" areas must sign the event waiver or hold an annual waiver. Additionally, all people in "hot" areas should be SCCA® members to have better insurance coverage (a weekend membership is acceptable). This includes passengers.
2. Spectator insurance covers people (both participants and spectators) in "cold" areas (paddock, spectator areas, etc.). Spectators in "cold" areas do not need to sign the event waiver and minor spectators do not need to have a minor waiver. However, "cold" areas should be delineated from "hot" areas (by signage, streamers, banners, crowd marshals, etc.) to prevent spectators from unintentionally entering a "hot" area.

All minor participants, such as Junior Drivers or passengers, must have the minor annual waiver signed by BOTH parents/guardians AND the minor. If a minor enters a site that requires a waiver for everyone, BOTH parents/guardians AND the minor must sign the minor annual waiver. One parent/guardian signature is NOT acceptable. Minors under 12 years of age are not permitted in "hot" areas per Section 1.3.2.O and as such are spectators and do not require a waiver.

Additional information concerning insurance and waivers for Solo® events can be found on www.scca.com or by calling the SCCA® Solo De-

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partment at 1-800-770-2055.

2.6 ADVERTISING SOLO® EVENTS

A. Solo® events may be advertised to the general public for the purpose of informing them of the activities of the SCCA® if the provisions of this Section are met.

B. Advertising must be targeted to encourage the public to discover the SCCA® and its activities. Examples of acceptable language include, "Car buffs are invited to experience the SCCA®" and "Motorsports enthusiasts are invited to come see what the SCCA® is all about." The focus of the advertising must be recruitment of possible future participants.

C. Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include, "Spectators welcome," "Spectators free," and "Come see the excitement – slides, spins, screeching tires!" (entertainment example).

D. When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release & waiver form and to issue a credential (wristband, etc) to those having signed the form. This may be done by either limiting physical access to controlled locations or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.

E. It is highly recommended that a minimum of two (2) Solo® Safety Stewards be assigned to the event.

2.7 KART SOLO® EVENTS

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

2.8 JUNIOR DRIVER PROGRAM

The Formula Junior (FJ) program is provided that allows regions to permit minors up to 18 years of age to compete in Solo® events in non-shifter-based racing karts. The purpose of this program is to serve as a tool for membership recruitment and retention by providing competition opportunities for the entire family. The rules for organizing and conducting a Junior Driver program are in Section 19, Appendix G, and Appendix H. As this program continues to develop, rule updates or clarifications may appear periodically in Fastrack News on the official SCCA® website (www.scca.com).

3. VEHICLES

3.1 ELIGIBLE VEHICLES

A Solo® event is open to any vehicle that can pass safety (tech) inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116" may be excluded

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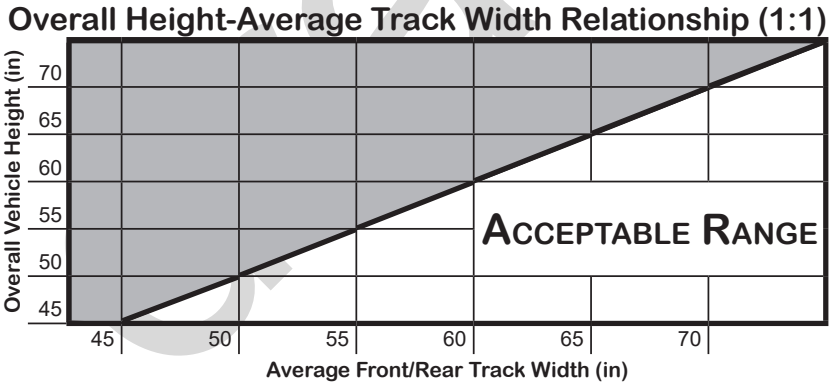
by the Event Chairman if he determines, at his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with the SCCA® Solo® Rules.

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

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

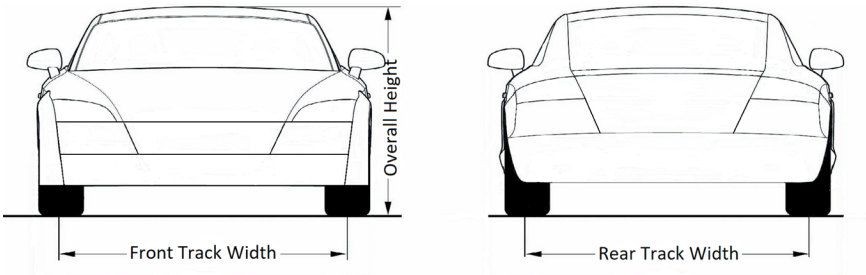
A. Rollover Potential Guidelines

The SSC has reviewed the allowance of competing cars with higher roll centers and has prepared the following chart on the next page to be used as a guideline for assisting Regional members in determining whether a vehicle has a higher than average potential to roll over in Solo® competition. Vehicles falling into the acceptance range still have the possibility to roll over but they are less likely to roll over than those that are not in the acceptable range are. The chart below is for all vehicles not specifically listed in Appendix A.



The measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the normal track measurement as stated in Section 12 for the Average Track Width. (See figure on next page.)

The SEB may use a Static Stability Factor (SSF) for classing new vehicles. SSF is defined as ½ track width (T) divided by the height of the center of gravity above the road (H) and can be calculated by the formula SSF=T/2H. Vehicles with an SSF of less than 1.30 should not be



permitted to compete in Solo® events due to the higher risk of rollover.

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

3.2 VEHICLE CLASSIFICATION

New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car at any time up to and including December of the calendar year following that of the initial classification, without the approval of the Board of Directors. *If a manufacturer issues an official specifications change (software or otherwise) to any previously-classed vehicle and that change is deemed significant enough to warrant reclassification, the SEB can request the BOD to approve an immediate classing change.* "Initial classification" includes the addition of a new listing on an exclusion list.

3.3 VEHICLE SAFETY

3.3.1 Driver Restraints

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

A. The roll structure must meet either the requirements of Appendix C or the SCCA® Club Racing General Competition Rules (GCR) Section 9.4.

B. The top of the roll structure may not be below the top of the driver's helmet when the driver is in the normal driving position.

3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of the Club Racing General Competition Rules (GCR Section

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9.4, Roll Cages For GT And Production Based Cars, and/or GCR Section 9.4.5, Roll Cages For Formula Cars and Sports Racing Cars) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Street, Street Touring®, Street Prepared, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.

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

3.3.3 Safety Inspections

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

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

Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.
- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized.

A. Annual Inspection (optional)

An Annual Safety Inspection for a calendar year may be available for vehicles presented for inspection by an SCCA® member. Annual Safety Inspection is not permitted for Junior Driver karts; they must be inspected at each event. When a vehicle has completed the requirements for an Annual Safety Inspection, an official Annual Tech card will be issued to allow Registration or other designated event officials to verify Annual Tech prior to the start of competition. An official Region

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SCCA® Annual Tech sticker shall be placed on the vehicle in a location that will be visible to the starter when the vehicle approaches the start line for a competitive run. If the Annual Tech sticker has been removed, the card may be used to obtain a replacement. Alternatively, individual event tech stickers can be issued when the Annual Tech card is presented rather than the issuance of an Annual Tech sticker. The Annual Tech should be honored for all SCCA® sanctioned Solo® events in that Region. The following conditions apply to all Regional implementations of Annual Tech:

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

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

B. Inspection Requirements

1. All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items.
2. Pedal operation must not be impeded. Driver's side floor mat must be removed unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.
3. Passenger's seat back and all cushions, bolsters, headrests, etc. must be secured. All allowed aftermarket replacement seats (i.e., driver and passenger) must be securely and safely mounted. Special care should be taken when using other than OE mounting points and/or fabricated bracketry.
4. Any cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, its mounting meth-

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od and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers.

5. Snap-on hubcaps, detachable fender skirts, and trim rings must be removed.
6. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
7. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180° apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at the start of competition.
8. Seat belts (and harnesses if used) must be properly installed with attaching hardware, in good condition, secure, tight, and in compliance with Section 3.3.1.
9. Throttle return action shall be safe and positive.
10. No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase vents and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited. Vent tanks are not required with systems which are completely closed (i.e., have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).
11. Steering "spinner" knobs shall not be permitted.
12. No broken or missing spokes or more than one loose spoke per wheel shall be permitted in wire wheels. No cracks shall be permitted in disc or cast wheels. Other than standard parts as defined by these rules, non-metallic wheel construction is prohibited (FSAE cars are exempt from this requirement since the FSAE rules allow non-metallic wheels).
13. Brakes must have an adequate pedal, sufficient fluid in the master cylinder, and no apparent hydraulic leaks under pressure. Vehicles must have a brake mechanism acting upon each wheel. The braking system shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.

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In the case of OE single systems, this requirement may be satisfied by a functional, redundant emergency brake. Karts are exempt from this requirement.

14. All swing axle cars, except Porsche, must have a camber compensator, have negative camber on the rear wheels, or have axle-limiting straps. Standard pre-1967 Volkswagen straps are not sufficient.
15. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
16. Exhaust must exit behind the driver or exit to the side of the car.
17. On-board starters shall be provided.
18. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure, independent of any container or cover that may be present. Any wet-cell battery moved from the manufacturer's original location shall be in a non-conductive, marine-type container or equivalent and the "hot" terminal shall be insulated. NOTE: This will allow the use of gel cell or dry cell (AGM) batteries without a non-conductive, marine-type container where applicable.
19. Roll bars, if installed, must meet the applicable portions of Section 3.3.2 and Appendix C with specific attention to roll bar height.
20. Helmets for all occupants of the vehicle are to be inspected for condition, fit, and compliance with Section 4.3.1, Driver's Safety Equipment, Helmets.
21. Flex fans are not allowed.
22. Alcohol may not be used in manifold injection or spray bottles.
23. For cars competing on non-DOT-approved tires, the vehicle safety requirements as referenced in each category rule set, in addition to those in Mandatory Sections of the Solo® Rules, shall be adhered to by all entrants.
24. A vehicle must meet the requirements of Section 3.3.2 as they apply to all categories in which it is entered.
25. For all karts, chain guards are required on engines.
26. For all karts, a "brake safety cable" or redundant brake pedal connection is required.
27. For those categories which permit fuel cells and/or fuel tank modification or replacement, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank.
    a. No part of the fuel tank or fuel cell shall be closer than 6.0" (15.24 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank/cell and/or filler neck. This includes fuel tanks/cells that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fas-

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

b. Internal body panels may be modified to accommodate the installation of the fuel tank/cell as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank/cell.

c. Fuel tank/cell breathers shall not vent into the driver/passenger compartment.

3.3.4 Vehicle Operating Condition

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

3.4 LIMITED AVAILABILITY OPTIONS

The SEB may limit or offer separate classing for option packages within the Street Category even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).

3.5 MUFFLERS

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

3.6 FUEL

A. Street and Street Touring® category vehicles will use fuel which is "Federally approved for use on public highways," and *is widely distributed and typically sold in filling stations, commonly called "pump fuel" with typical octane ratings or AKI (Anti-Knock Index) (R+M/2) displayed on the pump between 87 and 93. The maximum octane rating allowed is what is typically delivered from a pump marked 93 octane**. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner's manual for flex-fuel vehicles).

**Octane verification: Octane levels will vary from the number listed on the pump. Octane testing has a "margin of error" and different testing procedures will produce similar but different results. For the purposes of testing gasoline, a result that exceeds 95.9 octane is not allowed and will result in a disqualification with no exceptions (hard limit). This limit gives competitors a 99.99+% confidence level that fuel purchased*

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from a pump marked 93 octane is compliant. ***Warning****: Competitors attempting to approach the 95.9 octane limit through mixing or by any other means may inadvertently create fuel that appears compliant but may test above the 95.9 hard limit.*

B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, or any gasoline/ethanol blend. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. Methanol is prohibited; other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

C. Propane or CNG (compressed natural gas) fuel may be used in any category provided that the following conditions are met:
   1. The tank must be located in a safe location on the car, and be firmly and securely mounted. This does not permit the cutting of vehicle sheet metal (e.g., the trunk floor) for tank installation in Street, Street Touring®, Street Prepared, or Street Modified categories.
   2. The tank must conform to Federal and local container standards and have an emergency relief/cut-off control.
   3. For use of propane or CNG as a fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor or fuel injection. There may also be no other engine parts changed.
   4. The entire system must meet local ordinances covering the use and transmission of compressed gas.
   5. Propane or CNG may not be used in combination with another fuel.

3.7 VEHICLE IDENTIFICATION

A. All vehicles must display numbers and class letters on both sides, which must be readable by Timing & Scoring, Course, and Grid workers at all times.

B. Only one set of numbers and class letters may be visible while the vehicle is running.

C. Class shall be represented by the upper-case abbreviated form rather than be spelled out. Ladies' classes shall be indicated by the letter "L" following the class letters. (Example: "BSPL" instead of "B Street Prepared Ladies").

D. Numbers and class letters should be positioned next to each other. All letters and numbers must be on body panels, not on windows. All numbers and class letters must use the same typeface and the same color, and this color must provide adequate contrast to the background color (see Appendix F for examples).

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E. Numbers must be a minimum of 8" (20.5 cm) high with a 1¼" (3.25 cm) stroke. Class letters must be a minimum of 4" (10.25 cm) high with a ¾" (2 cm) stroke. In all cases, the height of the class letters must be between 25% and 75% of the height of the numbers. Stroke width must be at least 10% of the height (see Appendix F.)

F. The "1" on two-driver cars and the "L" on Ladies class cars are subject to all of the above requirements with regard to placement, color, size, and stroke.

G. Karts may use numbers and class letters of reduced size provided that the following conditions are met:

1. Numbers must be displayed on the front and rear in addition to both sides.
2. Class letters must be on both sides.
3. In no case may the numbers be smaller than 6" (15.25 cm) in height with ¾" (2 cm) stroke, using a high-contrast color and background.

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

For National Championship and National Tour events, one (1) official SCCA®-approved National sponsor identification logo must be displayed in an upright position, in a prominent location on each side of the vehicle. Additional sponsor and/or event specific decals may also be required; refer to event supplemental regulations. Further information is contained in Appendix F.

3.8 REQUIRED DOCUMENTATION

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

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

B. Cars prepared to the SCCA® Club Racing General Competition Rules (Improved Touring, American Sedan, Touring, Spec Miata, Production, GT, Formula cars, Sports Racers, etc.): Current year GCR and appropriate Category Specifications plus any additional documentation required

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by those rules. Logbooks are not required.

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

D. Kart Modified (KM) and Formula Junior (JA, JB, and JC):

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

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

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

4. DRIVERS AND CLASSES

4.1 DRIVER CREDENTIALS

A. Drivers must be SCCA® members. (A Weekend Membership meets this requirement.)

Drivers in all categories except Kart must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either the driver's parent/legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian witnessed by an adult SCCA® member or notarized (Sections 1.3.2 and 4.13) to ride as a passenger and the restrictions imposed by the underage driver's state of residence must allow the instructor to ride as a passenger.

Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:

1. Minimum age is 15 years old.
2. Drivers must have approval of the event Chairman and the event Solo® Safety Steward.
3. Drivers must have participated in at least four (4) National Solo® Events in Formula Junior class A (JA).

Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per Section 19.2.

The provisions of Section 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.

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

C. Any competitor or worker with a known medical condition (including pregnancy) which could affect his/her ability to compete may do so only

with the concurrence of his/her personal physician.

D. The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat. For this purpose the event organizer is defined as:
   1. Regional Event: Event Chairman or Region Solo® Chairman.
   2. National Tour and Championship Events: Committee of Senior Director of Rally/Solo®, Event Chairman, and SEB Chairman.
   3. ProSolo®: Senior Director of Rally/Solo® or designee.

4.2 EVENT ENTRY

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

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

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

C. National Solo® Entry Fees
   1. All entries are to be submitted online on the SCCA® website (www.scca.com) by the indicated deadlines. The entry fee shall be paid only with credit card or debit card: Discover, MasterCard, or Visa. Cancellations must be made in writing to the SCCA® Solo® Department (email to bharmer@scca.com is preferred). Updated deadlines, and refund requirements for all events will also be on the SCCA® web site. If the maximum number of entries (entry cap) has not been reached, entries may be submitted until 7:00 PM the day before competition begins.
   2. Please contact the Solo® Department by phone at 1-800-770-2055 or go to the SCCA® website (www.scca.com) for current entry fees and entry forms.

4.3 DRIVER SAFETY EQUIPMENT

4.3.1 Helmets

Helmets meeting the following standards must be worn while on course:

Snell *Memorial* Foundation standards *EA 2016, SA2020,* SA2015, SA2010, SAH2010, SA2005*, *M2020D, M2020R,* M2015, M2010, M2005*, *K2020,* K2015, K2010, K2005*; SFI standards *31.1/2015, 31.1/2010, 31.1/2005*, 41.1/2015, 41.1/2010, 41.1/2005**; ECE *22.05 or* R22.05; FIA standards *8860-2018, 8860-2018-ABP,* 8859-2015, 8860-2010, 8860-2004; or British spec BS6658-85 type A* are acceptable.

Full face or modular helmets shall be worn while competing in an open-

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wheel car, formula car, or kart. Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other vehicle with less than the standard-size windshield.

Formula Junior drivers must use helmets meeting the above; SFI *24.1/2020, 24.1/2015, 24.1/2010, 24.1/2005** (Youth Helmets); or Snell *CMR2016,* CMR2007 (Children's Motorsports Restricted), *CMS2016,* CMS2007 (Children's Motorsports Standard) specifications. Also, Formula Junior helmets must be of closed face design incorporating full face shields and chin bars.

For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The chin strap must be securely fastened. Loaner helmets should be available to vehicle occupants not having their own.

* *Not valid after 12-31-2020: Snell SA2005, M2005, K2005; SFI 24.1/2005, 31.1/2005, 41.1/2005; British Standards BS6658-85 type A/FR, BS6658-85 Type A.*

4.3.2 Seat Belts

Driver restraints complying with Section 3.3.1 shall be worn while on course. The "CG-Lock®" is considered compliant for use in all applicable categories.

4.3.3 Footwear

Shoes covering the entire foot shall be worn.

4.4 CAR/DRIVER LIMITS

A. A driver may enter an event only once.

B. A given car may be entered by no more than two (2) drivers in the same class.

4.5 CAR/DRIVER CHANGES

If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, provided the original vehicle is permanently withdrawn from all further class competition for all drivers in that heat on that day. Drivers needing to finish their runs in another vehicle must obtain the approval of the Chief Steward or the Operating Steward.

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

4.6 RESPONSIBILITY FOR CAR CLASSIFICATION

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

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sponsibility to assure the proper number is on the car prior to competing.

4.7 LADIES CLASSES

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

4.8 DEFINITION OF CLASS TYPES

A. National Class – Any class defined in the Solo® Rules that is recognized as eligible for a National Championship. This explicitly does not include Supplemental classes. These classes are automatically offered at National Tour and National Championship events. In determining whether or not a class will achieve National Class status, that class will be evaluated on whether it:
   1. has at least 25 participants (Open and Ladies Classes) for 3 of 4 consecutive National Championships or
   2. has at least 40 participants (Open and Ladies) for 2 of 3 consecutive National Championships or
   3. fits with the long-term vision for the continued growth of Solo® according to Introductory Section I.2.3 of the Solo® Rules.
B. Supplemental Class – Any non-National class running under a proposed rule set for purposes of evaluation. It may be run alone or within a parent class. Its drivers may or may not be eligible for awards.
C. Regional Class – Any class not listed in these Solo® Rules but created by a Region or other entity for local purposes.

4.9 CONFLICT OF INTEREST

No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid traveling at normal walking speed to accomplish the requirements of Section 6.3. All event officials, whether competing in the event or not, must use caution to avoid individual conflict of interest situations during the event.

4.10 MEDICAL

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

4.11 LICENSES

All licenses will expire on the membership anniversary date and will be renewed by Member Services upon receipt of a completed application and license fee, if any. Currently, there are no applicable licenses for Solo® events and/or participation at the time of publication.

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4.12 ASSUMPTION OF RISK

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

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

4.13 INSURANCE RELEASE AND WAIVER

A. ADMINISTRATIVE PROCEDURES (Refer to Introductory Section I.10)

In accordance with the SCCA® insurance guidelines, all competing and non-competing participants at or over the age of majority in the state in which the event is being conducted must sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. Those under the age of majority must have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement on file with SCCA®. All competitors, except participants in Kart classes, must also have a valid driver's license.

The Minor Waiver form must be signed by both parents/legal guardians if the minors are to be drivers/passengers and/or non-competing participants. If signed by both parents/legal guardians and properly filled out to apply to "All SCCA® and SCCA® Pro Sanctioned Events" and dated, the form is valid at all SCCA® events.

All parent/legal guardian signatures must be witnessed by an adult SCCA® member. If the wavier cannot be witnessed by an adult SCCA® member, the appropriate waiver form may be notarized.

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

As set forth above, all participants or, where applicable, the parents/legal guardians shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as

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

IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA® OR SCCA® PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).
2. HEREBY RELEASES,WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and leassees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY,

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DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

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

5. OFFICIALS

5.1 CHIEF STEWARD

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

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A. Be appointed by the SCCA® Solo® Department for National Tour events and the SEB for the National Championship event. Examples of an individual qualified to be appointed to this position are a past or present SEB member, Solo® Development Coordinator (SDC), or National and Divisional Chief Steward from the Club Racing program with a working knowledge of the Solo® Rules.
B. Prohibit entry of any vehicle not meeting safety (tech) requirements as reported by the Chief Technical Inspector.
C. Report to the Protest Committee any vehicles found non-compliant during Impound as reported by the Chief of Impound.
D. Not serve in any other official capacity during the event.
E. Appoint an Operating Steward for the event.
F. This position shall be filled by an SCCA® member.

5.2 OPERATING STEWARD

The Operating Steward is responsible for executing the plans and procedures established by the Event Chairman and Divisional Solo® Safety Steward (DSSS) to successfully complete the program of competition. The Operating Steward will be appointed by the Chief Steward and may be a member of the host Region. If the Operating Steward believes a change in event procedures is necessary to achieve compliance to the Solo® Rules and supplementary regulations, the Operating Steward shall recommend appropriate modifications to the Chief Steward for approval. If approved, the Operating Steward will implement the modifications. This position shall be filled by an SCCA® member.

5.3 EVENT CHAIRMAN

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

A. Establishing event administration procedures that achieve compliance with all applicable Solo® Rules and supplementary regulations, including a waiver signing system.
B. Formulating procedures to implement the plans of the Divisional Solo® Safety Steward (DSSS) for ensuring spectator, driver, and worker safety.
C. Design, layout, and pre-running of a suitable course. (EXCEPTION: The approval of the design and layout is the responsibility of the SEB for the National Championship event and the Solo® Department for Tour events.)

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

   For uncontrolled-access event sites, appoint adult SCCA® members to

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

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

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

5.4 SOLO® SAFETY STEWARD

The Solo® Safety Steward (SSS) will also verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the SSS must confirm corrections or issuance of the certificate with SCCA® Sanction (1-800-770-2055 Option 6) prior to the start of the event.

The duties of the SSS shall concern the safety of the spectators, workers, and driver safety relative to course design. Control over course design extends only to such issues as course or near-course hazards and not to design philosophy. In Solo® events, safety issues are those such as listed in Sections 1.3 and 2.1. This includes course security, which is defined as maintaining control over spectator access to the course.

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

5.5 CHIEF OF WAIVERS

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

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

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the Solo® Department guidelines and local laws.

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

5.6 CHIEF TECHNICAL INSPECTOR

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

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

The Chief Technical Inspector is not responsible for car classification; that responsibility falls to the entrant as described in Section 4.6. This position shall be filled by an SCCA® member.

5.7 CHIEF OF TIMING AND SCORING

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

5.8 CHIEF OF COURSE

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

5.9 CHIEF OF IMPOUND

The Chief of Impound is responsible for procedures described in Section 6.10 to verify vehicle compliance with the Solo® Rules and Supplementary Regulations. The Chief of Impound will conduct inspections of vehicles independently or at the request of the Chief Steward and will report to the Chief Steward any vehicles found not to be in compliance with the Solo® Rules or Supplementary Regulations. This position will be filled by an SCCA® member.

5.10 CHIEF OF PROTEST

The duties of the Chief of Protest are to serve as Chairman of the Protest

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

5.11 PLURALITY OF DUTIES

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

6. EVENT OPERATION

6.1 ENTRANTS AS WORKERS

At National Solo® events, the entrants may be required to work. The method by which the entrants may be required to work will be described in the event Supplementary Regulations. Failure to work will result in disqualification from the event.

6.2 COURSE MAP

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

6.3 COURSE FAMILIARIZATION

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

6.4 LEMANS STARTS FORBIDDEN

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

6.5 TIMING POINTS

A. A car will commence its run at least 15 feet before the point at which timing begins.

B. Time at the end of the run will be taken in a manner which complies with Section 2.2.J.

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

6.6 REPLACEMENT OF MARKERS

Displaced markers will be replaced before the next competitor enters that portion of the course. Where an official run covers all or part of the

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course twice, course marshals should have extra markers so that markers displaced during the first part of the run can be replaced before the competing car returns to that section. If a driver encounters his/her own displaced marker(s), he/she may not stop and receive a rerun.

6.7 VISUAL OR ORAL INSTRUCTION

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

6.8 ORDER OF RUNNING

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

A. All cars will take their first runs and then all cars will take their second runs in either the same or reverse order.

B. Cars will run in heats of a specified number (approximately 25 is recommended), with all cars in the heat taking all runs before the next heat begins its runs.

C. Cars will run by classes with each class taking all of its runs before the next class takes its runs. The advance publicity shall specify the earliest time each class will run. Drivers will be responsible for being present for their runs and no out-of-class runs will be granted.

D. Cars will run by groups of classes, for example: A Street (AS), B Street (BS) and C Street (CS), with all cars in AS taking their first runs, then BS taking its first runs, followed by CS, before AS takes its second runs, etc. The group will take their runs before the next group begins its runs. NOTE: In National Championship and Tour events, all cars shall run in class whatever method is used. The supplementary regulations shall clearly indicate the method of running, the order in which the classes will run, and the procedure for two-driver cars.

   Drivers of cars with mechanical difficulty shall have ten (10) minutes after the car is scheduled to start to present a car at the start line. Drivers may take one (1) mechanical delay per run. For this purpose, a rerun counts as a new run. Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under Section 9.1.F.

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

6.9 SCALES

For National Solo® events, the Solo® Department will make provisions to have official scales available for weighing of cars. The location of the scales

will be included in the event supplementary regulations and the scales will be available during the event, though not necessarily free of charge.

6.10 IMPOUND

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

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

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

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

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

6.11 TIRE TEMPERATURE MANAGEMENT

Supplemental heating of tires less than 30 minutes prior to the first car of the heat starting a run is prohibited.

Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off.

Water may be used to cool tires.

7. TIMING AND SCORING

7.1 STANDARDS

7.1.1 Timing Standards

Events shall be timed to the nearest one-thousandth (0.001) of a second.

7.1.2 Scoring Standards

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

7.2 TIMING SYSTEMS FOR NATIONAL SOLO® EVENTS

There shall be at least two (2) operable electronic timing systems per course at the Solo® National Championship. Alternate timing systems and operating procedures may be approved by the SEB.

7.3 MINIMUM OF THREE RUNS

Each driver shall be allowed at least three (3) official timed runs per course, subject to severe circumstances beyond the control of the event organiz-

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ers. Reduction in the number of runs offered at the National Championships may be done only with the concurrence of the Chief Steward, Event Chair, SEB Chair, and the Solo® Department. Only the fastest official run per course will be scored.

7.4 RERUNS

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

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

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

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

7.5 TIES

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

7.6 LUCK OR CHANCE

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

7.7 SCOREBOARD

A scoreboard must list the driver's name, car number, class, corrected times, and penalties. In National events, the times and penalties for each

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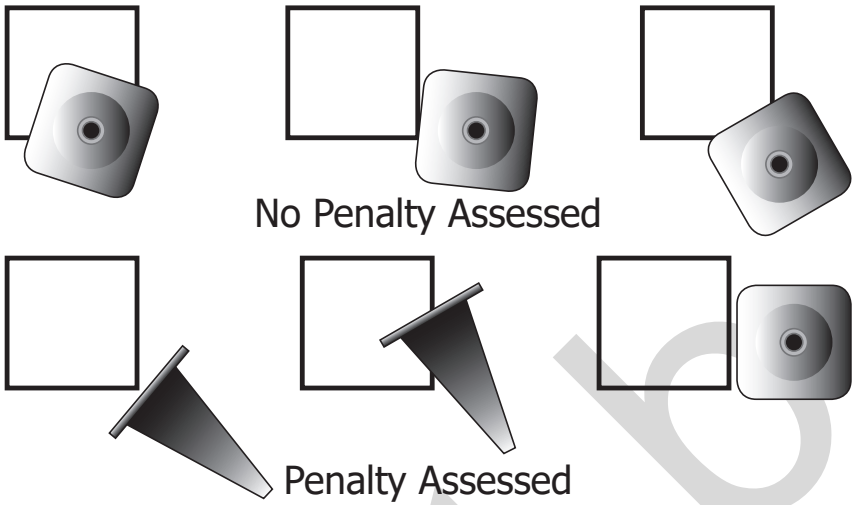

competitor must be posted prior to the next run of that competitor.

7.8 PENALTIES

7.8.1 Course Markers (Pylons)

A clearly visible line around the base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible. If the pylon is upset or totally displaced outside the line, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The figure above should help clarify situations in which penalties should and should not be assessed.

7.8.2 Displaced or Downed Pylons on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must proceed per Section 7.4. If the competitor continues the run, the time will stand but may be subject to penalty for the downed or displaced pylon.

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

7.8.3 Course Deviation

A "DNF" or a time penalty, if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

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If the finish trip beam is broken while the front two (2) wheels of the car are off-course, the run will be scored as a DNF. Additionally, if after breaking the finish trip beam a driver causes the finish trip beam to be broken again, stopping the timer for the following driver, the time for the first driver will be scored as a DNF and the second driver may be granted a rerun.

7.8.4 Range of Penalties

Any car or driver found to have competed illegally in an event will be penalized. Penalties assessed by the Protest Committee may range from written reprimand and/or time penalties to disqualification (Section 9.4).

7.8.5 Mechanical Did Not Finish

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

7.9 OFFICIAL RESULTS

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

The general outcome of protests and appeals at National Tour and the National Championship events shall be included in the official results or published in the official SCCA® publication. For example:

- Car #3 HS-Protested for illegal suspension modification. Protest disallowed.
- Car #18 AM-DSQ, did not report to impound. Car #6 BSP-DSQ, driver failed to report for required worker assignment.

Official results shall be posted on the SCCA® website (www.scca.com) within two (2) weeks after the event. If an appeal has been filed, preliminary results must also be posted within two (2) weeks after the event. Final official results must be posted within two (2) weeks of the decision of the Appeals Committee.

8. PROTESTS

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

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8.1 WHO MAY PROTEST

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

8.2 LODGING A PROTEST

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

8.2.1 Protest Fee

The protest shall be accompanied by a protest fee of $25 at National Tour events and $80 at National Championship events. The fee will be doubled for protests against cars (Section 8.3) that are filed after the car is released from Impound on its first (1st) day of competition. The protest fee is waived for protests filed in an official capacity by the Chief Steward.

8.2.2 Time Limits

A. A protest against a competition vehicle shall be lodged before it is released from Impound on its final day of competition.

B. A protest against the actions of a driver, entrant, or official during class competition, including a protest against Timing and Scoring, shall be lodged not later than 30 minutes after the class is released from Impound on the day of the suspected violation of the rules.

C. A protest against the actions of a driver, entrant, or official outside of class competition shall be lodged not later than 30 minutes after the last class is released from Impound on the final day of competition.

D. A protest filed in an official capacity by the Chief Steward shall be lodged not later than 30 minutes after the last class is released from Impound on the final day of competition, except for a protest resulting from an Impound or Protest Committee inspection. Such protests shall be lodged within a reasonable time after discovery of the suspected violation of the rules.

8.3 PROTESTS AGAINST CARS

Entrants or drivers taking part in a competition may protest a car in the same competition and class as not conforming to the rules. The Chief Steward may protest any car in the competition. The protestor may request that the car be disassembled, inspected, or any other test made, provided he or

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she posts a cash bond with the PC sufficient to cover the expense of access to documentation, disassembly, inspection and reassembly. A protest may be reduced in scope but not added to at the time the bond is set. Once a bond is posted, the stipulated inspections shall be completed unless the protest is wholly or partially withdrawn by the protestor. The PC shall apportion the costs incurred, including reassembly, up to the point of withdrawal, provided no illegality has been discovered.

8.3.1 Burden of Proof

The entrant of a protested vehicle has the burden of proving that the vehicle conforms to these rules by the required documentation according to the class of the vehicle, and must present the required documentation to the PC at the time that the protest is heard, or else be disqualified.

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

8.3.2 Impounding of Protested Cars

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

8.3.3 Establishment of Bond

A. The bond shall be established by the PC after consulting separately with the protestor and the protestee, and with the Chief Technical Inspector and any other experts whose advice the PC believes shall be useful.

B. Items covered by the bond may be priced individually, with consideration given to possible logical linking of some items. This cost schedule shall be set up prior to initiation of the inspection. The bond may be awarded after teardown on a predetermined apportionment basis. Apportionment of the bond after the fact is not permitted, except where the protestor has withdrawn all or part of the protest.

C. The bond shall be paid by cash, traveler's check, or approved credit card.

D. Where the circumstances warrant, the PC may require the protested party to post bond or sign a repair order with a service establishment to cover the costs of access to documentation, disassembly and inspection, in the event judgment goes against him or her. The bond shall be established in the same manner as a protestor's bond.

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervi-

sion of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have authority to impose penalties upon finding any additional illegal item(s) during an inspection.

8.3.5 Refusal to Allow Inspection

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

8.3.6 Disposition of Bond and Protest Fee

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

8.3.7 Time of Disbursement of Bond; Appeal Escrow

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

8.3.8 Preservation of Evidence

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

8.3.9 Notifications

If a penalty is imposed as a result of personal misconduct or unsportsmanlike conduct, the PC Chairman (Chief of Protest) will notify the SEB as soon as possible. The SEB will notify the Senior Director of Rally/Solo® as soon as possible of the penalty, background information, and any appeals to the NAC.

8.4 PROTEST COMMITTEE

The protest should be decided on the day of the event by a PC of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within 10 calendar days unless agreed to by the parties. The delayed protest decision will be forwarded to both parties of the protest in

a mutually agreed method of either e-mail or certified mail. The names of the committee members shall be specified in the supplementary regulations or prominently posted on the day of the event. The Chief Steward or Event Chairman shall not be members of the Committee. For the National Championship event, a PC shall be appointed by the SEB in advance of the event.

8.4.1 Duties

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

8.5 HEARING OF THE PROTEST

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

8.6 DISTRIBUTION OF AWARDS

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

8.7 JUDGEMENT

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

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8.8 REASONABLENESS

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

8.8.1 Forfeiture of Protest Fee

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

8.8.2 Vexatious Or Bad Faith Protests

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

8.8.3 Return of Fee

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

9. PENALTIES

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

9.1 BREACH OF THE RULES

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

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

9.2 WHO MAY BE PENALIZED

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

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9.3 HEARING

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

9.4 IMPOSITION OF PENALTIES

9.4.1 Penalties

The penalties in increasing order of severity are as follows:

9.4.1.1 Reprimand

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

9.4.1.2 Time or Position

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

9.4.1.3 Disqualification from Competition

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

9.4.1.4 Probation

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

9.4.1.5 Suspension

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

9.4.1.6 Expulsion from SCCA®

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

9.4.2 Multiple Penalties

Multiple penalties may be imposed.

9.5 LOSS OF AWARD

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

9.6 AMENDMENT OF RESULTS

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

9.7 PUBLICATION

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

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10. APPEALS

10.1 RIGHT TO APPEAL

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

10.2 INTENT TO APPEAL

For a protest decided on the day of the event, a written intent to appeal or a formal appeal accompanied by the appropriate appeal fee shall be submitted to the Chief Steward or Appeals Committee (AC) within one hour after the announcement of a decision on a protest, or the right to appeal is forfeited. For delayed protest decisions, an appeal and appropriate appeal fee must be received by the Solo® National Office within seven (7) calendar days of notification of the protest decision. The time period starts on the date of the return receipt of the certified mail notification of protest decision.

10.3 TAKING AN APPEAL

An appeal permitted hereunder shall be taken by filing a written appeal with the Solo® National Office. The notice of appeal shall specify the party or parties making the appeal; shall designate the decision or portion thereof appealed from; shall explain the reason or reasons why the appeal should be heard; and if applicable, which part(s) of the Solo® Rules are considered to have been enforced in a manner that was not fair or equitable to the appellant; and shall be received at the Solo® National Office within ten (10) days after submission of the Intent to Appeal, and shall include the appropriate appeal fee of $50 payable to SCCA®, Inc. A minimum of $25 of the appeal fee may be retained to defray expense of hearing the appeal by the SCCA® on all appeals that are filed. The appeal fee is waived for appeals filed in an official capacity by the Chief Steward.

An appeal properly taken hereunder may be withdrawn, without penalty, by written notice to the SCCA®, Inc. prior to the acceptance of the appeal by the NAC. Under Section 10.6, the AC, in their judgment, may decide that the penalty or other decision of the PC or other committee appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but it shall not order a competition to be rerun.

10.4 COMPOSITION OF THE NATIONAL APPEALS COMMITTEE

The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB and shall consist of three (3) standing members plus two (2) alternates. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members

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are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters.

10.5 DECISION TO HEAR

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

10.6 CONVENING THE APPEALS COMMITTEE

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

10.6.1 Hearing The Appeal / National Appeals Committee

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

10.6.2 Appointed Appeals Committee

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

10.6.3 Hearing The Appeal

The appointed AC shall use its best efforts to convene and hear the appeal no earlier than one (1) week from notice to the parties and no later than four weeks from said notice. At a hearing all parties concerned shall be entitled to call witnesses and present, within reason, other evidence of their choice. They may present their case personally, be represented by an advocate, or may submit the case to the committee on documents without personal appearance. The AC may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances.

10.7 JUDGMENT OF THE APPEALS COMMITTEE

After considering all material they deem relevant, the AC shall meet privately, reach its decision and prepare a written opinion. It may decide that

the penalty or other decision of the PC be nullified, mitigated, affirmed, increased or a different penalty imposed, but shall not order a competition to be re-run. The committee shall order the return or forfeiture of appeal fees. The committee shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the PC decision is nullified.

10.8 PUBLICATION AND EFFECT OF DECISION

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

10.9 BAD FAITH APPEALS

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

11. AWARDS

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

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

12. AUTOMOBILE DEFINITIONS

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

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

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anti-lock braking system (ABS) An electronically controlled system that can reduce braking force to one or more wheels during deceleration with the goal of preventing wheel lockup when the brakes are applied.

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

blow-off valve (BOV) / pop-off valve (POV) A device intended to limit maximum boost pressure in the engine inlet system by opening to vent the inlet system to the outside atmosphere when a preset boost value is reached.

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

car (see automobile)

chassis A chassis is the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.

closed car A closed car is one with a full roof, a targa top-type car with a full windshield, a T-top-type car with a full windshield.

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

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

drivetrain The combination of components that provide the force that allows the car to move including the engine, clutch, transmission, driveshaft(s), differential(s), axles, etc. This does not include wheels or spindles.

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

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and longitudinally from (but not including) front bulkhead to rear bulkhead.

frame rails An integral part of the chassis; frame rails are boxed, channeled, or tubular structural members of the car which may provide attachment points for one or more of the following: subframe/cross member, body, suspension, and drivetrain of the vehicle. Frame rails are present in unibody, tub-based, and tube-frame cars.

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

model A group of cars of a given make which have virtually identical bodies and chassis but are readily distinguished from other models of the same make by virtue of a major difference in body appearance and/or chassis design. The names by which the manufacturer designates these groups have no bearing on this definition even though two (2) groups may be designated identically.

open car An open car is a convertible (with or without a full windshield), a car with a retractable hardtop, a targa-top-type car with less than a full windshield, or a T-top-type car with less than a full windshield.

roll bar / roll cage A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar/cage structures may be used to provide additional chassis rigidity and attachment for suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.

sedan A sedan is a car capable of transporting four (4) or more average-size adults in normal seating positions.

shock/strut towers Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.

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

standard part An item of standard or optional equipment that could have been ordered with the car and delivered through a dealer in the United States. Manufacturer options that are dealer-installed, port-installed, or parts provided by the manufacturer are considered to be the

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same as those installed on the factory production line. Manufacturer options which are dealer-installed must be specifically listed in Appendix A in order to be eligible. Dealer options, accessories, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts.

subframe / cross-member A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension or drive train components.

suspension The combination of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, halfshafts, etc.

suspension mount Components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/ bearings, they do not move as the suspension travels in its range of motion. Subframe/cross members are not suspension mounts.

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

track The distance between the centerlines of the wheels as competed without driver, measured as follows: From centerline to centerline of wheels. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two dimensions obtained are to be added together and divided by two (2) to obtain the average. Measurements are to be taken at both front and rear of the wheels and averaged to compensate for toe in/out. Wheel rim width shall be measured at the base of the bead seat.

traction/stability control (TSC) A system that which adjusts engine power, braking force, and/or torque distribution in response to detection or prediction of understeer, oversteer, or throttle-induced wheelspin. Conventional limited slip differentials (e.g., viscous, passive

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clutch, helical/worm gear, locker) are explicitly excluded, but "active" differentials and their controllers are included.

trunk area An area intended for the storage luggage or other items during normal street going usage.

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle. For 2-seat vehicles, this is defined by the vertical plane of the front seats of the vehicle. If a transverse bulkhead/panel is located in this area, the bulkhead/panel defines the start of the trunk area. Vehicles equipped with a fold-down rear sea, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead/panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead/panel.

tub The assembly of panels which form the basic structure of the vehicle's passenger compartment.

tub-based car (non-tube-frame) A non-tube-frame car has a standard tub or unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub/unibody by bolts or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.

tube-frame car A car whose chassis is fabricated from a non-standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steering, etc.) loads.

unibody (unit-body) A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.

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

wing area computation The area of a wing element shall be computed by multiplying the maximum chord (straight line distance from leading edge to trailing edge) by the maximum span (width). Curvature of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement. The area for multiple-element wings will be the sum of the individual areas of each of the elements.

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13. STREET CATEGORY

Category Objective

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

Category Values

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

Core Modifications

Primary allowances permit changes to shocks, anti-roll bars, and tires.

Classes

Sports cars and other high-performance vehicles classed by performance potential.

- Super Street R-tire (SSR)
- Super Street (SS)
- A Street (AS)
- B Street (BS)
- C Street (CS)
- E Street (ES) – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

Sedans and Coupes classed by performance potential

- D Street (DS)
- G Street (GS)
- H Street (HS)
- F Street (FS) – Heavy, high-horsepower RWD vehicles in the spirit of "V8 Pony Cars."

Cars running in Street Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for Street category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in Street Category, provided that vehicle was produced in quantities of at least 1,000 in that model year.

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

Except for modifications authorized below, Street Category cars must be run as specified by the manufacturer with only standard equipment as de-

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fined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared, or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

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

Updated parts, replacement parts, or any other changes by the manufacturer documented in the parts catalog or other manufacturer documentation as superseding the original part number used when manufactured are considered to be standard parts.

Alternate parts (parts that may fit due to common platforms) listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model and/or option package.

See Sections 3.8 and 8.3.1 for documentation requirements.

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

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in Street Category, except as specifically provided elsewhere in these rules.

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

13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous Sections of these Rules, it is not allowed.

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

All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.

Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops." Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror.

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

D. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.

E. Alternate shift knobs or paddles are allowed.

F. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with

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Section 3.3.3.B.1, Safety Inspection Requirements.

G. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard rollover hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.
2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

H. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may disabled but may not be removed. Removeable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.

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

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

K. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

13.3 TIRES

Tires may be replaced with any size that fit the allowable wheels and fender wells without modification. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations, and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for Solo® competition until it meets all requirements of this Section. Tire models not meeting the

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requirements by April 30 are not eligible for Solo® competition until after the Solo® National Championships of the year.

A. Specifications

1. Minimum UTQG Treadwear Grade of 200.
2. Minimum molded tread depth of $^{7}/_{32}$" as specified by the manufacturer.
3. Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).
4. US Department of Transportation (DOT) approval.
5. Tires must be designed for highway use on passenger cars.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National Solo® events.

1. Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.
2. Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.
3. Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.
4. Material Change – Tires which previously met the eligiblity requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in Section 13.3.B.
5. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.
6. Re-introduction – Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of Section 13.3.

C. Other

1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Solo® events. OE tires must meet all requirements of Section 13.3 to be eligible for National Solo® events.
2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.
3. No recap and/or retread tires may be used.
4. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership.
   - No tire models are currently listed.

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13.4 WHEELS

Any type wheel may be used provided it complies with the following:

A. It is the same width as standard and as installed it does not have an offset more than ±7.00 mm (±0.275") from a standard wheel for the car. The resultant change in track dimensions is allowed.

B. Wheel (rim) diameter may be increased or decreased 1" from the standard part. This change may be applied to the front, rear, or both axles.

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. Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed. Tire pressure monitoring sensors may be removed.

Centerlock/Spline Drive/Knock-off type hubs may be converted to lug type hubs provided the resultant combination complies with the offset requirements of this Section.

13.5 SHOCK ABSORBERS/STRUTS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 (two) separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.
2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.
3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the hub as on the standard part. Shims may be used to achieve compliance.
4. The fully extended length must be within ±1" (±25.4 mm) of the dimension of the standard part.
5. Electronically controlled shocks may not be used on vehicles that

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did not have an option for them from the manufacturer. A full option package upgrade, including OE electronics and other comonents, could be completed to add electronic shocks if they were not installed from the manufacturer.

6. Vehicles equipped with electronic shocks can replace them with non-electronically-controlled shocks subject to Sections 13.5 and 13.9. Devices may be added to satisfy the ECU that the OEM shocks are still installed; such devices may perform no other function.
7. On cars with available electronically-controlled shocks, aftermarket electronic shocks may be substituted but may only be controlled by an OE shock control unit and may not contain independent or additional control logic within the shock itself. No additional electronic modifications can be made to facilitate the installation of aftermarket electronic shocks, and the OE controller may not be modified or reprogrammed.
8. Vehicles in Super Street class (SS) originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) may alter the calibration using an OEM-provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM shock/strut bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness are allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

   For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

   1. The enlarged hole must remain concentric with the original configu-

ration.

2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted provided they meet the length requirements and are in the same location as stock.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to interior body panels, the engine compartment, the trunk, and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body panels.

13.6 BRAKES

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

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

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

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13.8 SUSPENSION

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the standard components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard manufacturer parts as per Sections 12 and 13.0.

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

13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, points, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

C. Ignition settings may not be adjusted outside factory specifications.

D. No changes are permitted to electronic engine management systems or their programming.

E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B.18, Safety Inspections Requirements. It may serve no other purpose.

F. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TPMS is permitted.

G. On cars without the ability to turn off electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ESC/TC are permitted. These modification are limited to altering the inputs to the ESC/TC processor (e.g., removing fuses, unplugging yaw or steering angle sensors, altering signals) and may serve no other purpose. Any codes or error lights resulting from ESC/TC modifications are permitted.

13.10 ENGINE AND DRIVETRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be rebored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508 mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

C. Any part of the exhaust system beyond (downstream from) the last catalytic converter, if so equipped, may be substituted or removed provided the system exits the car in the original location and meets the requirements of Section 3.3.3.B.16, Section 3.5 and Appendix I where applicable. Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

   Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

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

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of *fluid catch* tanks*, catch cans, or oil separators* is allowed *provided the function and performance of the system (e.g., PCV system) is not altered*.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

J. On cars equipped with computer-aided gear selection or "skip-shift" features from the manufacturer, modifications to defeat the "skip-shift" feature are permitted any may serve no other purpose.

K. On cars with electronically-controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the PCM/ECU the the OE component is still enstalled. Such devices shall perform no other function.

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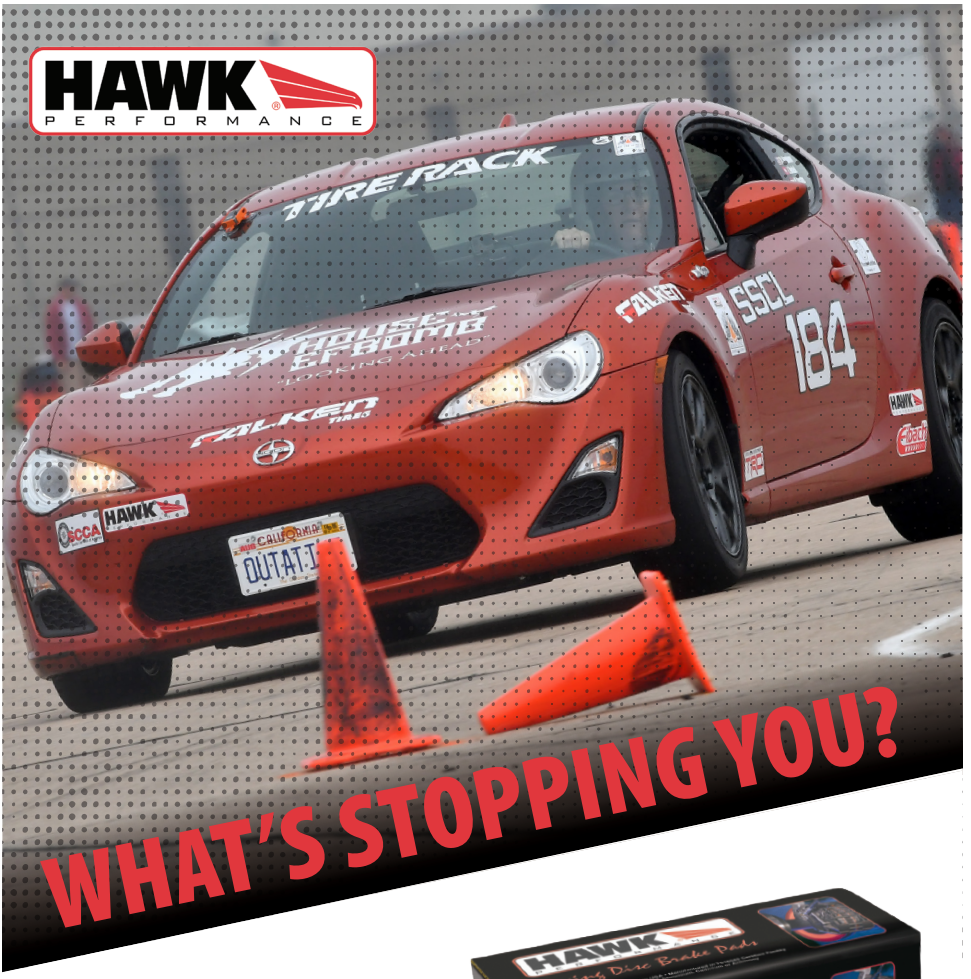

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14. STREET TOURING® CATEGORY

Category Objective

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

Category Values

- Vehicle modifications should not prevent daily use on public roads. "Daily use" is subjective criterion; competitors will interpret this differently. "Street legal" is a category goal. Some states may require more stringent requirements. It is not the intention of "street legality" to be an absolute. *It is intended for the majority of the membership.* Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.
- Performance Improvements Through "Bolt-On" Modifications
  - Modifications should not require cutting, drilling, or permanent alterations to body panels.
  - Modifications that enhance the performance for Solo® and street driving.
    - Suspension
    - Differentials
    - Bolt-On Engine Parts
    - Aftermarket/Larger Brake Kits
    - Wheel/Tire Upgrades
- Vehicle Safety Systems.
  - ABS may be electronically disabled, but otherwise must remain unaltered.
- Required Diagnostic Systems.
  - OBD2 systems should remain functional.
  - Retention of specific emissions systems.
- Engine Tuning.

Classes

- Street Touring Sport (STS) – Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.
- Street Touring Roadster (STR) – Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally, sports car based chassis.
- Street Touring Xtreme (STX) – Medium HP coupes and sedans. Primarily RWD with some performance matching AWD *mixed in*.
- Street Touring Ultra (STU) – Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.
- Street Touring Hatchback (STH) – Turbo hatchbacks and sedans.

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The Street Touring® category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.

Under the provisions of Section 1.1 of these rules, SCCA® Regions are free to allow any other version of the Street Touring® concept which meets local needs. In particular, some leeway in the area of bodywork allowances (e.g., wings/spoilers beyond those allowed in Section 14.2.F) is encouraged at SCCA® Regional Solo® events.

See Sections 3.8 and 8.3.1 for documentation requirements.

14.1 AUTHORIZED MODIFICATIONS

All Street Category section 13 allowances, plus all allowances contained in Section 14 are permitted.

14.2 BODYWORK

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

B. The driver and front passenger seats may be replaced with the following restrictions. The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added.

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

D. Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware which replaces an airbag-equipped wheel, is not required to have an airbag but must weigh at least as much as the standard assembly. An alternate steering wheel is not required to have a horn button.

E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, etc). No other changes to the standard fenders or wheel wells are permitted.

F. Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

   1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)

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

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

G. Strut bars per Section 12 are permitted with all types of suspension, subject to the following constraints:
   1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.
   2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.
   3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2" (50.8mm) in any direction of the actual suspension attachment to the chassis.
   4. Except for standard parts, no connections to other components are permitted.

   Additional holes may be drilled for mounting bolts. Only "bolt-on" attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

H. Longitudinal (fore-aft) subframe connectors ("SFCs") are permitted with the following restrictions:
   1. They must only connect previously unconnected boxed frame rails on unibody vehicles.
   2. Each SFC must attach at no more than 3 points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace).
   3. SFCs must be bolted in place and not welded.
   4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
   5. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
   6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.

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14.3 TIRES

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

Tires shall have a section width up to and including the following (mm):

STR (AWD), STS 225
STX (AWD), STH (AWD).....245
STR (2WD).....255
STU (AWD & 2WD mid- or rear-engine), STX (2WD), STH (2WD)....265
STU (2WD front-engine) 285

14.4 WHEELS

Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STR (AWD), STS 7.5
STX (AWD)..... 8.0
STR (2WD), STX, STH..... 9.0
STU..... 11.0

14.5 SHOCK ABSORBERS/STRUTS

A. Shock absorber bump stops may be altered or removed.

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

14.6 BRAKES

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and overall thickness) and made of ferrous material (e.g., iron). The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area.

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B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

C. Air ducts may be fitted to the brakes provided *the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose.*

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

E. Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.

F. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g. pedal vs handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/brake lines/emergency brake cables to accommodate these changes are permitted but may serve no other purpose.

G. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose.

14.7 ANTI-ROLL (SWAY) BARS

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

14.8 SUSPENSION

A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same

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type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed.

B. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

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

D. Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

E. Steering rack bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.

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F. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Section 14.5.B. Caster changes resulting from the use of camber bolts are permitted.

G. Solid axle rear wheel drive (RWD) suspension allowances:
   1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or DeDion to the chassis, which controls lateral suspension location) is permitted.
   2. Traction bars or torque arms may be added or replaced.
   3. A Panhard rod may be added or replaced.
   4. The upper arm(s) may be removed, replaced, or modified and the upper pickup points on the rear axle housing may be relocated.
   5. The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.
   6. Differential covers and attaching hardware may be replaced.
   7. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded on part of a subframe to accommodate the installation.

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

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spindle assembly cannot be modified or replaced.

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

Note: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 1988-on Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most "multi-link" and are covered by Section 14.8.H.1.

I. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.

J. Changes in alignment parameters that result directly from the use of the allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing that meets the restrictions of Section 14.8.B are allowed, including those resulting from a change in the pivoting action to:

- About the mounting bolt, or
- About the bushing itself.

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

14.9 ELECTRICAL SYSTEM

A. The make, model number, and size of the battery may be changed but not its voltage. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer cables may be substituted to permit relocation. The number of battery or batteries may not be changed from standard. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is considered to be within the passenger compartment. Battery allowances do not apply to electric and hybrid-electric vehicles.

B. The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. Holes may be drilled for mounting only. This does not permit the use of electrical enhancement components such as condensers, voltage controllers, etc.

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14.10 ENGINE AND DRIVETRAIN

A. Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, differential fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.

B. Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.

C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

   STH ONLY: As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as "intercoolers" or"charge air coolers" [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced.

D. Exhaust manifolds, headers, downpipes, and associated EGR tubes may be replaced with alternate units. Exhaust exit may be relocated provided it meets Section 3.3.3.B.16. Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets/hardware which serve no other purpose are considered part of the exhaust components.

E. Any catalytic converters are allowed *with the following constraints*. Multiple catalytic converters may be replaced by a single unit. The inlet*(s)* of the replacement converter*(s) must* be located *between the cylinder head and a point* 6" (152.4 mm) *further* along the exhaust flow path from the original exit of the final OE converter.

   The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum cata-

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lyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

F. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. Any OE OBD2 or newer communications port functionally must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Only sensors equipped from the manufacturer may be used for engine management.
   1. For all model years, the following allowances apply:
      a. The standard PCM/ECU may be re-programmed without restriction.
      b. Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.
      c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.
   2. For 2005 and older model year vehicles:
      a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatable with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.
      b. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may alter the signal from the sensor in order to affect the PCM/ECU operation. Example: Fuel controllers that modify the signal from an airflow sensor.
      c. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable-valve systems.
   3. 1995 and older vehicles may implement a replacement "stand-alone" PCM/ECU.

G. Any mechanical shift linkage may be used.

H. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.

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I. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.

J. Any engine or transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the engine/transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. All components between the engine/transmission and the mounting structure are considered to be part of the mount assembly.

K. Limited Slip Differentials

1. STS class: No limited slip differentials are permitted except for factory standard viscous coupler-type units.
2. STU, STR, STX, and STH classes: Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit.

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

1. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.
2. Radiator must mount to OE radiator mounts.
3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).

M. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication with additional oil supplied through the standard fuel delivery system.

N. A single clutch master cylinder brace may be added provided it is bolt-on and serves no other purpose.

14.11 OUT-OF-PRODUCTION CARS

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

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15. STREET PREPARED CATEGORY

Category Objective

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

Category Values

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

Core Modifications

- DOT R-compound tires.
- Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance.
- Drilling trunks/hatches for spoiler mounting.
- Front splitters and rear spoilers.
- Update/Backdate allowances to interchange of parts among selected models.
- Engine tuning with stock internals.
  - Aftermarket ECU.
  - Unrestricted Induction.
  - Emissions system removal.
  - Unrestricted exhaust systems.
- Weight reduction (A/C removal, steering wheel airbag removal, etc.).
- Suspension Updates.

Classes

- Super Street Prepared (SSP) – High Performance sports cars.
- A Street Prepared (ASP) – AWD turbo sedans and medium performance coupes and sports cars.
- B Street Prepared (BSP) – Medium performance 2 seater and 2+2 sports cars.
- C Street Prepared (CSP) – Lower powered 2 seat sports cars and FWD cars.
- D Street Prepared (DSP) – Heavier RWD sports sedans/coupes and FWD cars.
- E Street Prepared (ESP) – Muscle cars and foreign grand touring cars.
- F Street Prepared (FSP) – FWD cars with some lower power RWD and AWD cars.

Cars running in Street Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal

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road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars not specifically listed in Street, Street Touring, or Street Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Street Prepared Category.

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

*Vehicles denoted with "*Limited Prep*" in Appendix A will run under the normal Street Prepared rule set with exceptions as follows: Subsections denoted "Full Prep" do not apply.*

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

Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.

Cars listed as eligible in and prepared to the current Club Racing Touring T2-T4 Category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.

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

Cars eligible for the current Club Racing Spec Miata class are permitted to compete in Street Prepared class D (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for

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being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.

Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.

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

See Sections 3.8 and 8.3.1 for documentation requirements.

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

15.1 AUTHORIZED MODIFICATIONS

A. All Allowable modifications permitted in Section 13, Street Category are allowed.

B. Street Prepared vehicles may only be modified in excess of Street Category rules in the following ways. Any modification not specifically authorized by the Street Category or Street Prepared rules is prohibited. No unauthorized modifications are permitted in order to accommodate authorized modifications (e.g., non-standard hood scoops or holes necessary for carburetor clearance). Structural modifications, such as the addition of members known as "jacking rails," are not permitted unless specifically authorized herein.

C. *Full Prep:* Equipment and/or specifications may be exchanged between different years and models of a vehicle if:

1. The item is standard on the year/model from which it was taken, and
2. The years/models are listed on the same line of Appendix A, Street Prepared Classes.

The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, welded, or otherwise changed to facilitate the updating/backdating allowance. Standard factory installation methods, locations, and configurations are allowed. The updating and/or backdating of engines, transmissions, transaxles, and/or unibodies must be done as a unit; component parts and specifications of these units may not be interchanged. Cars not listed in the Street Prepared Sections of Appendix A may not be updated/backdated until approved by the SEB and published in the official SCCA® publication.

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D. Alternate computer control modules may be used whenever an equivalent change to the conventional system is allowed. For example, alternate computer module control of ignition settings or fuel injection is allowed.

E. Air conditioning systems may be removed in whole or in part. This rule should not be interpreted to allow modification of the heater system.

F. On all forms of suspension, camber/caster adjustment within factory specifications may be achieved by the use of shims or eccentric bushings. The intent of this allowance is to permit cars to be restored to within factory-allowed specification ranges, not to provide an additional method beyond those permitted in Section 15.8, Suspension, to obtain alignment settings beyond the factory specifications.

Refer to Appendix F for past clarifications of these rules.

15.2 BODYWORK

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

A. *Full Prep:* Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified or removed for tire clearance and for installation of fender flares as allowed herein.

Hardware may be added to the steering system outside the passenger compartment to limit steering travel, provided it does not alter steering or suspension geometry within the limited range of motion and serves no other purpose.

Limited Prep: Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, brake ducts, etc.). No other changes to the standard fenders or wheel wells are permitted.

B. Factory rub strips, emblems, mud flaps, rear wings, and/or spoilers may be removed.

C. Strut bars (per Section 12.18) are permitted with all types of suspensions, subject to the following constraints:

1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.
2. A triangulated (3-point) strut bar may be removed, modified, or sub-

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stituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (i.e., firewall, bulkhead) must be in the standard location.

3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within two inches (2", 50.8 mm) in any direction of the actual suspension attachment to the chassis.
4. Except for standard parts, no connections to other components are permitted.

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

D. *Full Prep:* Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed.

E. Longitudinal (fore-aft) subframe connectors (SFCs) are permitted with the following restrictions:

1. They must only connect previously unconnected boxed frame rails on unibody vehicles.
2. Each SFC must attach at no more than three points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace).
3. *Full Prep:* SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.

   Limited Prep: SFCs must be bolted.
4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
5. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.

F. The driver and front passenger seats may be replaced with the following restrictions: Seats must be securely mounted per Section 3.3.3.B.3. The seating surface must be fully upholstered. Any replacement seat must be a full back, bucket-type automobile seat incorporating a functional headrest. Kart seats, low-back dune buggy seats, and other similar types of seat are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the

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seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. An alternate seat which replaces an airbag-equipped seat is not required to have an airbag.

G. Any steering wheel may be used. An alternate wheel which replaces an airbag-equipped wheel is not required to have an airbag. An alternate wheel is not required to have a horn button.

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

I. *Full Prep:* Spoilers/splitters and cosmetic trim pieces are permitted. Side skirts may not be used. Spoilers/splitters must comply with the following:

1. A spoiler/splitter may be added to the front of the car below the bumper. It may not extend rearward beyond the front most part of the front wheel well openings, and may not block normal grille or other openings, or obstruct lights. Splitters may not protrude beyond the bumper. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.
2. A spoiler may be added to the rear of the car provided it complies with either of the following:
   a. It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.
   b. It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

Limited Prep: Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

1. It is a production part which is standard or optional equipment of a

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US model of the vehicle. ("Model" is defined in Section 12.)

2. *It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, MazdaSpeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc.). Parts must be installed as directed by the manufacturer. Exact replicas, including weight, from alternate sources are also permitted.*

J. Rollover structures

1. Roll bars must comply with Section 13.2.G.1 in Street category.
2. Roll cages must comply with the following:
   a. The roll cage need not be removable. It shall be bolted or welded to the car.
   b. The cage shall attach to the car at no more than 8 points, consisting of the basic cage with 6 attachment points and 2 additional optional braces.
   c. The forward part of the cage shall be mounted to the floor of the vehicle. If used, the 2 optional braces referred to in (2) shall be mounted, one on either side, from the forward section of the cage to the firewall or front fender wells. No braces shall pass through the front firewall.
   d. Roll cages that utilize NASCAR-style door bars that protrude into the door cavity must comply with the GCR roll cage requirements for production-based cars.
   e. Roll cages which utilize door bars that protrude into the door panel must comply with all Club Racing GCR requirements for roll cages.

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

K. *Full Prep:* The use of a fuel cell which complies with GCR requirements is permitted, provided all of the following additional restrictions are met:

1. The capacity of the cell may differ by no more than 20% from that of the original tank.
2. The location of the cell may differ from that of the original tank by no more than 6" in any direction.
3. The car meets all applicable Club Racing Time Trials Level 3 Track Trials and/or Level 4 Hillclimbs safety standards, including those for rollover protection and the installation of a fire extinguisher.

L. *Full Prep:* Fuel tank changes are permitted only as allowed under Sections 15.1.C and 15.2.K. No additional tanks or reservoirs may be used.

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M. Accelerator, brake, and clutch pedals may utilize substitute covers of unrestricted origin, shape, and size provided they meet the following requirements: covers must be securely attached, provide a non-slip surface, not interfere with each other's operation, and must be deemed safe at Tech Inspection. A clutch pedal stop may be added.

N. *Full Prep:* The OE radio may be removed. The OE sound system components, except wiring, may be removed. Any visible holes which result from the removal of such equipment must be covered.

O. *Full Prep:* Sunroof-equipped cars may be converted to a solid-roof configuration provided a model without a sunroof is listed on the same line in Appendix A.

P. *Full Prep:* A non-OE sunroof replacement panel may not be used in place of the OE sunroof.

Q. Fog lights may be removed.

R. *Full Prep:* Interior rear view mirror and sun visors (and mounting hardware provided it serves no other purpose) may be removed or replaced.

S. Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

1. Material may only be added, not removed.
2. Mounting locations may not be moved in any direction.
3. The method of attachment to other components may not be changed.
4. Any added material may not inhibit any motion that would otherwise be uninhibited.
5. Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.
6. Modifications may serve no purpose other than to increase durability and reliability. This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes.

15.3 TIRES

Tires must meet the requirements for Street Category with the exception of Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (must be designed for highway use). The restriction that tires must be designed for highway use also does not apply; purpose-built DOT-approved competition tires are allowed.

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

- Kumho Ecsta W710

15.4 WHEELS

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

A. Wheels of any diameter, width, or offset may be used. Aftermarket wheels may be modified to install OE tire pressure sensors.

B. Wheel spacers are permitted. Wheel studs and knock-off wheel drive pegs may be changed in length and diameter. Wheel bolts may be replaced with studs and nuts.

15.5 SHOCK ABSORBERS/STRUTS

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

A. Shock absorber bump stops may be altered or removed.

B. On cars with lever-type shock absorbers, a tube-type shock absorber may be added. If the lever-type shock serves no other purpose, it must be removed. If the lever-type shock serves any other purpose, it must be retained.

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

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

15.6 BRAKES

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

A. *Full Prep:* Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of Section

3.3.3.B.13 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose. One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.

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

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

Limited Prep: Any brake line may be used.

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

1. Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor dimensions (diameter and thickness) must be equal to or greater than standard parts. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.
2. Cross-drilled and/or slotted brake rotors may be used. Slots/holes are permitted only in the braking area of the rotor. Rotors featuring a drum-type parking brake in the hat area of the rotor may not be drilled or slotted in the parking brake area.

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

F. Air ducts may be fitted to the brakes provided that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

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

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

15.7 ANTI-ROLL (SWAY) BARS

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

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

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brackets for the bar, including allowed strut bars per Section 15.2.C, are permitted.

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

15.8 SUSPENSION

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

A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers which alter suspension geometry such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (coil, leaf, torsion bar, etc.) and except as noted herein, must use the original spring attachment points. This permits multiple springs as long as they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring.

B. Suspension bump stops may be altered or removed.

C. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position. Differential mount bushings are not considered to be suspension bushings and are not covered by this allowance.

D. Differential mount bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed.

E. Steering rack bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. Solid metal bushings are specifically pro-

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hibited. This does NOT allow shimming or otherwise relocating the steering rack.

F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted but the center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.

G. Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.

H. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms, arm mounts, *or ball joints* that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 15.8.C, F, or G may be used, but NOT both.
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced but lateral locating links/arms may be modified or replaced.
4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.
5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

Note: Many modern suspension designs known by other names actually function as double A-arm designs. These include the rear suspen-

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sions on 88+ Honda Civic/Integra, Dodge/Plymouth Neon, BMW E36, and most "multi-link" and are covered by Section 15.8.H.1.

I. Solid axle suspension allowances:

1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or De Dion to the chassis, which controls lateral suspension location) is permitted.
2. Traction bars or torque arms may be added or replaced.
3. A panhard rod may be added or replaced.
4. The upper arm(s) may be removed, replaced, or modified and the upper pickup points on the rear axle housing may be relocated.
5. The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.
6. Differential covers and attaching hardware may be replaced.

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

J. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.

K. Changes in alignment parameters which result directly from the use of allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing which meets the restrictions of Section 15.8.C are allowed, including those resulting from a change in the pivoting action to

1. About the mounting bolt, or
2. About the bushing itself.

Eccentric bolts are permitted for suspension adjustment only if they are as specified by the factory, per the last paragraph of Section 13.8.

L. Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. Replacement components may not be lighter than the original component.
2. Replacement components must install without modification to the mating part.
3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.

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4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.
5. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.
6. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.
7. Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.
8. Replaced components may serve no purpose other than to increase durability and reliability. This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component.

M.For cars originally equipped with transverse leaf springs, spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a "coilover" configuration.

15.9 ELECTRICAL SYSTEM

Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of Section 13.9 as specified herein.

A. Any ignition setting, adjustment, or system may be used subject to the requirements of Section 15.10.D. This does not prohibit the use of "two-step" rev limiters used when the car is stationary.

B. The make, model number, and size of the battery may be changed but not its voltage.

C. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer or shorter cables may be substituted to permit relocation. The number of battery or batteries may not be changed from standard. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is considered to be within the passenger compartment.

D. *Full Prep:* Any starter, generator, or alternator may be used in the original position. An alternator or generator must have an electri-

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

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed. Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtails may be used.

F. A hole may be drilled in the firewall to permit passage of electrical wiring. It should be no larger than necessary and shall serve no other purpose.

15.10 ENGINE AND DRIVETRAIN

Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of Section 13.10 as specified herein.

A. Engines must retain standard type lubricating system, but may have any oil pan (Accusump®-type systems allowed), oil pump and pickup, oil cooler(s), or oil or fuel filters. Fuel filters must be of automotive type and may serve no other purpose; a substituted fuel filter may not be used as a reservoir. Substituted fuel filters may not exceed one quart total capacity. A permitted oil cooler may be positioned in an opening in an allowed spoiler, provided no unauthorized modifications are made in order to perform the installation. Any power steering fluid cooler may be added.

B. Heat shields may be added.

C. Induction allowances are as follows:

1. Carburetors, fuel injection, and intake manifolds are unrestricted subject to Section 15.10.E. Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well.
2. Except for standard parts as defined in these rules, the external use while on course of liquids, ice, dry ice, refrigeration systems, vaporized compressed gases, etc. to reduce the temperature of the intake air charge is prohibited. Wrapping of intakes with liquid-soaked fabric is not permitted.
3. As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and configuration. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation.

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4. Turbochargers and/or superchargers (forced induction) may not be added, changed, or modified (this does not allow ceramic coating of turbochargers). On vehicles originally equipped with forced induction:
   a. No hardware changes or alterations to turbocharger(s) or supercharger(s), in size or number, are permitted. Turbochargers or superchargers may be updated/backdated only in conjunction with the accompanying complete engine unit.
   b. No changes are allowed to waste gate(s) size, number, or location. No changes are allowed to variable-geometry turbine (VGT) hardware.
   c. Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes. Belt tensioners may be added/changed to reduce belt slip.
   d. Compressor bypass valves (CBVs), blow-off valves, and pop-off valves are considered part of the air intake system and may be added, replaced, or updated/backdated independently of the other components of a forced induction system.
   e. Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be altered or modified except as prohibited herein. Boost pressure changes resulting from authorized changes are permitted.

D. Traction and/or stability control systems, as defined in Section 12.12, must be standard parts at standard settings or electronically disabled.

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

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

G. Intake water injection systems are allowed.

H. Fuel lines and pumps are unrestricted except as specified herein, as long as they do not pose a safety hazard. Fuel lines may be no larger than ½" (12.7 mm) i.d. (inside diameter) and may only connect to the original fuel tank or allowed fuel cell. They may be no longer than necessary for reasonable and safe installation, and may serve no other purpose. A single fuel feed line may be used. A single fuel return line may be used and a fitting for connecting it may be added at or near the top of the fuel tank. This does not authorize "cool-cans."

I. Exhaust manifolds and muffler systems are free, except that they must be quiet and terminate behind the driver (Section 3.3.3.B.16). Exhaust heat shields may be removed. Rear- and mid-engine cars without exhaust headers/manifold systems may use any exhaust system that

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

J. Engine and transmission mounts may be replaced but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced by manufacturer's performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.) If one or more non-OE engine or transmission mounts are used, Section 15.10.K does not apply and a torque suppression device may not be used.

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

Examples of permitted devices:

- A chain
- A rod with spherical bearings at each end

Examples of devices not permitted:

- Any link which confines movement along more than one axis.
- An engine mounting plate, or one or more plates rigidly bolted between the engine and the frame. Holes may be drilled to mount a torque suppression device. The installation may not include the welding of any plate(s) to the bodywork or to the motor mount(s) nor may it include multiple non-parallel links.

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

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

1. Radiator dimensions (width, height, thickness, etc.) must be no smaller than the standard part.
2. Radiator must mount to OE radiator mounts.
3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).

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

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

O. *Full Prep:* Any metal clutch assembly, metal flywheel, or metal torque

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converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch discs) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the *clutch master cylinder and* clutch slave cylinder is permitted.

Limited Prep: Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted. Clutch/Flywheel friction surface diameter must be the same as original equipment.

P. Any mechanical shift linkage may be used.

Q. Limited slip differentials are permitted. This permits locked differentials either by design, welding, or mechanical means. Differential cases, internal differential parts, and axle stubs may be machined as required for clearance and installation to the extent that material may only be removed, not added, and the exterior of the case may not be altered in any way. This machining may serve no other purpose. Any other modifications or substitutions to accommodate the installation of the limited slip differential must meet the requirements of Section 15.1.B and 15.1.C.

R. *Full Prep:* Cylinders may be rebored to no more than 0.0472" (1.20 mm) over standard bore and the appropriate standard oversize piston may be substituted. This overbore dimension is an absolute limit; no additional tolerance is permitted to accommodate wear. Cast or forged, non-standard pistons of the same dimensions and configuration as original equipment pistons may be used. Additionally the replacement pistons must be of the same weight or greater as the original equipment pistons. Replacement pistons must match OE piston configuration exactly including quench area. The allowance for the use of aftermarket forgings vs. OE castings does not permit alternate piston dome designs. This allowance does not permit alternative ring configurations.

S. *Full Prep:* Rotating and reciprocating parts may be balanced but not lightened.

T. *Full Prep:* Intake and exhaust ports and manifold openings may be matched provided no change is made more than one inch from the port/manifold interface. Material may be removed to facilitate port matching, but no material may be added.

U. Any transmission *and/or differential* oil coolers may be used. *Differential covers may be modified or substituted for cooling.*

V. The engine cylinder head(s) may be milled only to that amount specified in the manufacturer's workshop manual. If no amount is specified then a maximum of 0.010" (0.254 mm) may be milled.

W. Axle/halfshaft and driveshaft retention/location devices may be installed for safety reasons to control the motion of attached shafts upon the failure of a coupling or universal joint. They may serve no other purpose. This allowance does not include "C-clip eliminators."

X. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended.

Y. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose.

Z. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. Timing covers or valve covers may be altered for pulley clearance or access to adjustment. Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g., roller chain in place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered except as mentioned above. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).

AA. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.

BB. Cruise control systems may be removed in whole or part.

CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:

1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.
2. Oil tank must mount in the OE location.

DD. Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. Replacement components may not be lighter than the original component.
2. Replacement components must install without modification to the mating part.
3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replace-

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ment with larger components.

4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.
5. Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.
6. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.
7. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.
8. Replaced components may serve no purpose other than to increase durability and reliability. This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle.

EE. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.

15.11 OUT-OF-PRODUCTION CARS

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

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16. STREET MODIFIED CATEGORY

Category Objective

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

Category Values

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

Core Modifications

- Powertrain swaps.
- Open Engine Tuning.
- Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc.).
- Minimum weights based on displacement.
- Limited interior removal.
- SRS system removal.
- Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trunks/hatches for spoiler/wing mounting.
- DOT R-compound tires.
- Front splitters and rear wings.
- Custom suspension components.
- Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc.).

Classes

- Super Street Modified (SSM) – 2-seat vehicles, FWD, RWD, and AWD.
- Street Modified (SM) – 4-seat vehicles, FWD, RWD and AWD.
- Street Modified FWD (SMF) – FWD vehicles only.

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

Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

See Sections 3.8 and 8.3.1 for documentation requirements.

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16.1 ALLOWED MODIFICATIONS

A. All Street, Street Touring®, and Street Prepared category modifications are authorized. Except as noted by these rules and the referenced rules, vehicles must be as originally delivered including all road-going components such as lights, wipers, interior, heater, etc.

B. Competitors may pick and choose between all Street, Street Touring®, Street Prepared, and Street Modified category allowances when preparing a Street Modified category car. Apparent conflicts between inherited rule sets from Section 16.1.A shall not prohibit any specific inherited allowance. Allowances inherited from Section 16.1.A may not incorporate Street Modified-specific allowances. Foreign spec parts may not be used to substitute for parts which are required to remain standard.

C. Brakes, including calipers, caliper mounts, discs, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS, proportioning valves, etc., are unrestricted. Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, as defined per Section 12, are exempt from this restriction. A functional, redundant emergency (parking) brake must be present.

D. Drivetrain and related components (e.g., induction, ignition, fuel systems) are unrestricted except for the following limitations:

1. Engine block (or housings of rotary engines) must be a production unit that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150 lb. weight adjustment in addition to all weight calculations in Appendix A. Brands that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving brands related only at a corporate level are not recognized as equivalents and will be subject to the weight adjustment referenced above. This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.
2. Fuel System
   a. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of metal, metal braided hose, or equivalent (e.g., Nomex, Kevlar, or nylon braided hose) with AN Series threaded couplings, or entirely covered and protected with a metal cover.
   b. Any fuel pump(s), filter(s), and pressure regulator(s) may be used. Such components may not be located in the passenger compartment but their location within the bodywork of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.
   c. A cool-can, not exceeding one gallon in volume, may be used. The

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cool-can may not be installed in the passenger compartment.

d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:
   1. The fuel tank/cell may be located within the same area as the OE tank.
   2. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of Section 3.3.3.B.27 must be met.

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

E. Suspension components are unrestricted as long as they use the original attachment points. Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.

F. Steering modifications are permitted as follows:
   1. Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components may be replaced, added, moved, or removed. The steering column within the passenger compartment is specifically excluded from this allowance. This does not permit removal or modification of column-mounted accessories. Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.
   2. Rear-steer devices may be replaced with solid links.
   3. Supplemental steering gear boxes or steering quickeners are allowed as long as they are mounted in accordance with Section 16.1.F.1.
   4. Steering wheels and associated mounting hardware may be replaced. This does not permit removal or modification of the steering column or column-mounted accessories. OE wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.

G. Subframe connectors are allowed as per Street Prepared Section 15.2.E.

H. Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear bodywork, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer system, and hood liners may be modified, removed, or replaced. Non-metallic fender liners may be modified, replaced, or removed.

I. Tires compliant in Street, Street Touring®, or Street Prepared catego-

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ries are permitted.

J. Rear passenger seat(s), including restraints and associated hardware may be removed. When rear seats are removed, the back of the front seats defines the end of the passenger compartment.

K. 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 the Wing Area Computation in Section 12. The number of wing elements is limited to two (2).

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6.0" forward of the rear axle, more than 0.0" beyond the rear most portion of the bodywork, or more than 6.0" above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof; however, a convertible or roadster utilizing a hardtop will use the highest portion of the hardtop as the roofline.

Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g., trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 sq. in. (1290.3 cm^2) each and limited to a maximum of two (2).

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

Canards are allowed and may extend a maximum of 6.0" (152.4 mm) from the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm2) for each side.

Diffusers that come as a standard OE part are allowed but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.

L. Front splitters are allowed and shall be installed parallel to the ground (within ±3° fore to aft) and may extend a maximum of 6.0" (152.4 mm) from the front bodywork as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the

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splitter may extend beyond the widest part of the front bodywork as viewed from above. Aerodynamically functional vertical members, such as splitter fences or endplates, are not allowed.

M. Removable OE hardtops, T-tops, targa tops, sunroofs, moonroofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or utilizes the OE panel mount points, and that the contour of any replacement panel surface does not vary from the contour of the part being replaced by more than 1.0" (25.4 mm) in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed. Vehicles utilizing alternate (non-OE) hardtops will be considered as open cars in regard to Section 3.3.1.

N. Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed, or replaced serves no other purpose. Any visible holes that result from the removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.

O. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, does not provide a weight reduction of more than 1.0 lb., and is not explicitly prohibited elsewhere within these rules.

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

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

P. Ballast may be added. Ballast must be a maximum of 50 lbs. per segment. It must be securely mounted within the bodywork.

Q. OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in. (96.8 cm^2) per mirror.

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

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

T. Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.

16.2 MINIMUM WEIGHTS

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

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17. PREPARED CATEGORY

Category Objective

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

Category Values

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

Core Modifications

- Non-DOT racing tires.
- Displacement-based minimum weight formulas.
- Purpose built competition vehicles based production chassis or other racing chassis.
- Performance through extensive modification and custom fabrication.
- Extensive chassis modification including:
  - Interior removal and replacement of body panels, doors, and windows.
  - Body panel modification for large tire fitment and suspension travel.
  - Custom suspension fabrication.
  - Relocation of components for optimizing weight distribution.
- Engine and drivetrain allowances including:
  - Extensive internal engine modifications.
  - Open transmission and differential allowances.
- Restricted aerodynamic aids

Classes

- X Prepared (XP) – Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.
- C Prepared (CP) – American muscle cars.
- D Prepared (DP) – Lightweight, 4-cylinder RWD sports cars and coupes.
- E Prepared (EP) – FWD cars naturally aspirated.
- F Prepared (FP) – High performance sports cars and sedans.

17.0.A INTENT

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle which is of unibody or tub-based construction. Tube-frame

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cars are allowed, subject to the requirements of 17.11. SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.
3. SCCA® may also class suitable non-production, full-bodied, full-fendered, strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. Within the scope of these rules, the definitions provided in Section 12 apply.
5. Specific allowances in Appendix A for a listed model supersede the limitations of Section 17. Minimum weights shall be established making it possible for all cars to reach minimum weight with reasonable modifications. The SEB recognizes that low minimum weights ultimately result in higher costs to the competitor. The rules shall discourage the use of high technology/high cost equipment. In some cases, this is accomplished by an outright ban on the equipment. In other cases, this is accomplished through the adjustments to minimum weight. See Section 17.11 for weight adjustments.

17.0.B SPECIFICATIONS

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

1. Equipment and/or specifications may be exchanged between different years and models of a vehicle if:
   a. The item is standard on the year/model from which it was taken, and
   b. The years/models are listed on the same line of Appendix A, Prepared Classes. The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, or otherwise changed to facilitate the updating/backdating allowance unless the modification is specifically allowed by these rules. Cars not listed in

the Prepared Category Sections of Appendix A may not be updated/backdated until approved by the SEB and published in the official SCCA® publication and/or on www.scca.com.

2. The SCCA® may recognize certain optional components. Some non-original components may be made mandatory to obtain an adjustment of competition potential. In all cases, these components shall be listed in Appendix A. No permitted or alternate component or modification shall additionally perform a prohibited function.
3. Requests for alteration, modification, and/or substitution of any specification or component shall be submitted for approval. The approval process will include, but not be limited to, an analysis of cost, availability, performance impact, rule enforceability, and competitor input.

See Sections 3.8 and 8.3.1 for documentation requirements.

17.1 AUTHORIZED MODIFICATIONS

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

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.
B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule which will invoke Section 17.11 weight adjustments (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation.)

Refer to Appendix F for past clarifications of these rules.

17.2 BODYWORK AND STRUCTURE

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

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of underbody or belly pans forward of the firewall or aft of the front edge of the rear wheel opening. It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, steering, or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, steering, and drivetrain components through their entire range of travel. Clearance between the modified chassis, frame, or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6 mm). Additional structure may be added in order to attach allowed components to the chassis. Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments.

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, battery boxes, ballast weights, and drivetrain clearance. For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced. The driver/passenger compartment must remain separate from any exhaust and drivetrain components by a metal panel.

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

F. The firewall may be notched or recessed for clearance of exhaust head-

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ers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than ⅛ inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (20.3 cm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

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

H. All interior trim, dash boards, gauges, floor covering, carpet, upholstery panels, and similar non-performance comfort or convenience items may be removed or replaced.

I. The driver's seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin. The driver's seat must remain on the standard side of the car and may not cross the centerline of the car. The seat may be relocated fore/aft by up to 12.0" (30.5 cm) based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate the seat and the driver's seat may not extend rearward past the bulkhead.

J. Doors may be lightened and may be replaced by ones of alternate materials. Doors may be pinned, but not bolted, to prevent their opening in case of an accident. Quick release fasteners (e.g., Dzus fasteners) are allowed. Standard door hinges and latch mechanisms may be removed, but the doors shall be capable of being opened or removed. Interior door panels may be removed or replaced and the door window slots may be covered. Alternate attachment devices may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.

K. Windows

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1. All windows may be replaced with polycarbonate material. The front windshield shall have a minimum thickness of ⅛ inch (0.125", 3.16 mm). Tinting of the upper portion of the front windshield and the entire portion of all other windows is allowed. All window replacements shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding is optional.
2. All window channels and window winding mechanisms may be removed.
3. Closed cars: All side window glass may be removed. All rear hatchbacks and deck lids shall be completely closed; poor alignment of bodywork or any other means to prevent complete closure is not permitted.
4. Open cars: All windows and windshields (including windshield frames) may be removed. The resulting window slots may be covered.
5. The installation of windshield safety clips, rear window safety straps, and windshield safety straps is permitted.

L. The contour of the fender may be altered (flared) for tire clearance provided the modifications do not confuse the identity of the car. Only standard production ventilation openings on the specific recognized model are permitted. Tires may extend beyond the bodywork. Fender wheel openings may be trimmed to provide tire clearance throughout the full range of suspension travel, but no more than is necessary for this purpose.

M. Inner fender panels separating the wheel wells from the engine compartment may be altered, replaced, or removed. Rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver/passenger compartment and wheels. A shock/strut tower integral to the inner fender panel is considered part of the inner fender panel and is included in this allowance. This does not allow modification of frame/frame stubs beyond Section 17.2.C.

N. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules.

O. The standard OE front spoiler or a non-standard front spoiler/splitter may be used. If a non-standard front spoiler/splitter is used it must comply with the following requirements: It shall not protrude beyond the overall outline of the car as viewed from above or aft of the forwardmost part of the front fender opening (cutout), no portion of the spoil-

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er/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above, and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler/splitter. The spoiler/splitter may not function as a wing. This allows a vertical airdam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.

P. A spoiler may be added to the rear of the car provided it complies with either of the following:
   1. It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.
   2. It is a non-production rear spoiler which is mounted to the rear portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10.0" (25.4 cm) from the original bodywork in any direction. Alternatively in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch in such a configuration the spoiler may extend not more than 7½ inches (7.50", 19.1 cm) from the original bodywork in any direction. The spoiler may be no wider that the bodywork. The use of endplates is prohibited. Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (downforce) along all or any portion of the spoiler. The angle of attack is free. The spoiler may not function as a wing.
   3. All OE rear wings and rear spoilers may be removed.
   4. Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.

Q. The fuel tank may be modified, replaced, or relocated. If the fuel tank is modified or replaced, the following restrictions apply:
   1. The fuel tank/cell may be located within the same area as the OE tank.
   2. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of Section 3.3.3.B.27 must be met.

R. All mirrors and their associated mounting hardware may be removed or replaced.

S. The hood, hatchback, deck lid, and fenders may be lightened or re-

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placed by ones of alternate material provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove standard material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than 1.0" (25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of underbody or belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq. in. (3225.8 cm^2), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above.

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

T. All headlights, front parking lights, and front signal lights may be removed. Headlight doors may be removed, replaced, or modified. Any remaining openings shall be covered with a wire mesh screen or panel of fiberglass, Plexiglas®, metal, or other nonflammable material. Ducts from headlights, headlight doors, front parking lights, and front signal lights may be used for ducting air to the engine, front brakes, and/or oil cooler(s). Any opening used for ducting may not be relocated. These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.

U. All side marker lights and tail/stop lights may be removed. If such an item is removed, the resultant opening must be covered.

V. Spare wheel and tire may be removed.

17.3 TIRES

Any tire (including recaps) meeting the Solo® safety requirements and

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the applicable portions of 3.3 is allowed.

17.4 WHEELS

A. Any wheel may be replaced in accordance with the Prepared class listings in Appendix A.

B. Wheel spacers may be used.

C. Any wheel mounting stud or bolt may be used.

D. The use of center lock wheels and hubs is permitted.

E. A manufacturer's standard wheel size exceeding the listing in Appendix A may be used, and must remain axle-specific relative to standard-size wheels with no additional weight. Track dimensions must comply with the listings in Appendix A.

F. For classes CP, any diameter and width wheel may be used without additional weight adjustments.

G. For classes DP, EP, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide up to 11" wide will receive a 50 lb. increase. Wheels greater than 11" wide up to 12" wide will receive a 100 lb. increase.

17.5 SHOCK ABSORBERS/STRUTS AND SPRINGS

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

B. Electrically controlled active shocks are prohibited.

C. Level 1 Preparation (Full Prep) Vehicles

1. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.
2. Alternately, all cars may fit "coil-over" type springs with tubular, load bearing shock absorbers or struts. The shock absorber or MacPherson/Chapman strut shall be installed inside the spring. Such items shall not exceed one shock/strut per wheel. When load bearing shocks are used, the original springs may be removed.
3. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.
4. Attachment points for the shock absorbers may be changed. There shall be a metal panel, covering, or bulkhead separating non-standard rear attachment points from the driver.
5. Lever shock absorbers may be modified or entirely eliminated. When lever shocks are replaced with tubular shocks, the entire shock assembly may be removed and replaced with a control link and bracket that approximates the control function of the original lever shock.

D. Level 2 Preparation (Limited Prep) Vehicles

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1. Any springs or torsion bars can be used provided the type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment.
2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

17.6 BRAKES

Brake systems, including calipers, caliper mounts, discs, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, *ABS (Anti-lock Braking Systems),* etc. are unrestricted except for Section 3.3.3 requirements and as follows:

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

17.7 ANTI-ROLL (SWAY) BARS

Any anti-roll bar, camber compensating device, panhard rod, watts linkage, and/or other suspension stabilizer is permitted. Attachment points of such components are unrestricted. Components may pass through body panels, chassis panels, and frame members.

A. Level 1 Preparation (Full Prep) Vehicles

Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

B. Level 2 Preparation (Limited Prep) Vehicles

Components and mounting cannot be located in the trunk or driver/passenger compartment unless fitted as standard.

17.8 SUSPENSION/SUSPENSION CONTROL

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

B. Suspension Control

1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.
2. The manufacturer's original basic type of rear suspension (e.g., independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained unless otherwise stated in Appendix A.
3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.

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4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than ±1.0" (±25.4 mm).
5. The minimum track for all prepared cars is the OE track dimension. Note: This minimum also applies to cars utilizing Section 17.11.A to compete in Prepared.
6. Level 1 Preparation (Full Prep) Vehicles
   a. Suspension pick-up points on the chassis or structure may be relocated. If such points are relocated, there shall be a metal panel, covering, or bulkhead separating the driver/passenger area from the suspension components.
   b. Front – Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. Other vehicles must retain the manufacturer's system of front suspension. A-arm front suspension shall have the shocks attached outboard of the inner pickup point on the upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited unless otherwise stated in Appendix A.
   c. Rear – Rocker arms and push-pull rods may be used to augment the rear suspension members.
7. Level 2 Preparation (Limited Prep) Vehicles
   a. Suspension pick-up points on the chassis or subframe structure may not be relocated. Allowed alternate bushings/bearings must contain the pivot point within the space occupied by the OE bushing.
   b. Vehicles equipped with MacPherson/Chapman struts may slot the mounting holes or add additional adjustment plates provided that the center hole is not enlarged or relocated. The strut shaft must pass through the center hole. Mounting of adjustment plates is unrestricted.
   c. Camber and caster may be adjusted by modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1.0" (25.4 mm) of the original location.

C. Steering

1. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power-assist steering components may be added, removed, or modified. The steering system may be relocated or changed.
2. The steering column is unrestricted. A collapsible-type steering column having a layout and design and/or a column structure with impact and energy absorbing characteristics is strongly recommended.
3. Any steering wheel and wheel quick-release mechanism may be

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used. Steering wheel rake and steering column length may be altered. Steering quickeners may be added to the steering column.

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

17.9 ELECTRICAL SYSTEM

A. The use of any driver operated electric starter is permitted.

B. The use of any ignition system (except magneto ignition) is permitted provided the number of spark plugs remains the same as that of the standard production engine. If a distributor is removed, a blanking plate or breather may be fitted in its place.

C. The original generator or alternator may be completely removed or replaced. Mounting location and drive system for the generator or alternator is unrestricted.

D. The remaining components of the electrical system are unrestricted.

E. It is recommended that all vehicles be equipped with an electrical system master cutoff switch.

F. Any traction or stability control systems are permitted.

17.10 ENGINE AND DRIVETRAIN

A. Component Modification

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

B. Induction System

1. Any air filter(s), velocity stack(s) and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is contained within the engine compartment and that the air to be ducted is supplied through normal or specifically authorized openings in the bodywork. Headlight, front parking light, front signal light, and similar standard openings in the front of the car may be used for ducting air to the engine and ducts may pass through interior panels for this purpose. “Standard openings in the front of the car” includes ventilation system intake grilles.

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2. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. Any throttle pedal may be used.
3. All inducted air, with the exception of idle air, shall pass through the throttle venturi(s).
4. Level 1 Preparation (Full Prep) Vehicles
   a. Unless specifically listed in Appendix A, carburetors and fuel injection systems are unrestricted.
   b. Intake manifolds are unrestricted except that no portion of any intake manifold may extend into the intake ports of the cylinder head or rotary engine end plate.
5. Level 2 Preparation (Limited Prep) Vehicles
   a. All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. All single-carbureted cars may fit a permitted optional carburetor per Appendix A. The standard or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from OE.
   b. Standard or permitted alternate carburetor(s) can use an adaptor plate and/or a spacer in addition to any standard spacer between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor orientation. The maximum thickness for the adapter, spacer, standard spacer, or combination of all is 1¼ inches (1.250", 31.75 mm). For the purpose of these rules an isolator is a spacer.
   c. Fuel Injection – The standard throttle body must be retained and may not be modified. The number of injectors must remain standard. The mounting position and injection point must be standard. In all other respects the fuel injection system is unrestricted.
   d. The intake manifold may be port matched on the port mating surface to a depth of no more than 1.0" (25.4 mm). Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.

C. Induction System – Turbocharged/Supercharged Engines
1. Turbocharging and supercharging is prohibited except for specific vehicles as listed in Appendix A.
2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than 4.0" (10.2 cm) from the com-

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pressor inlet and must maintain the specified diameter for at least ½ inch (0.50", 12.7 mm). Induction system restrictors may be located within or be integral to the compressor housing, provided that all dimensional requirements of 17.10.C.2 are maintained. All inducted air must pass through this restrictor. The diameter for the restrictor shall be as follows (unless specified otherwise in Appendix A):

a. XP – No restrictor required
b. CP – 52 mm (2.047") restrictor
c. FP – 46 mm (1.811") restrictor

3. Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. Standard openings in the front of the car includes ventilation system intake grilles.
4. All turbocharged/supercharged cars are restricted to a single turbocharger/supercharger. The type size and model of turbocharger/supercharger is unrestricted.

D. Fuel System

1. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover.
2. Any fuel pump(s), filter(s), and pressure regulator(s) may be used. Such components may not be located in the passenger compartment but their location within the bodywork of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.
3. A cool-can, not exceeding one gallon in volume, may be used. The cool-can may not be installed in the passenger compartment.
4. No fuel shall be added after the exhaust valve on a piston engine or after the beginning of the exhaust port of a rotary engine.

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

F. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.
2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).
3. Level 1 Preparation (Full Prep) Vehicles

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a. Any valve guides and valve seats may be used.
b. Heads may be modified per Section 17.10.A.1.

4. Level 2 Preparation (Limited Prep) Vehicles
   a. Heads may be ported within 1.0" (25.4mm) of the manifold mounting surface.
   b. Fuel injector ports must be plugged if carburetors are used.
   c. Machining is allowed to accommodate the installation of O-rings to replace or supplement a cylinder head gasket.
   d. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than ½ inch (0.50", 12.7 mm).
   e. Valve guide material is unrestricted, but must have standard external dimensions.

G. Camshaft and Valve Gear
1. Cam timing chains, gears, belts, sprockets, and associated covers are unrestricted.
2. A timing chain/belt tensioner may be added to those engines not originally so equipped, provided that it acts upon that portion of the chain/belt that travels from the crank drive to the first cam sprocket/gear. The timing chain cover may be modified to facilitate its use. Adjustable cam timing sprockets are permitted.
3. Any metal valves may be used. Valve springs, valve retainers, keepers, seals, and adjusting shims are unrestricted.
4. Pushrods are unrestricted except they must be made of metal.
5. Any cam followers may be used.
6. Any valve covers may be used.
7. Level 1 Preparation (Full Prep) Vehicles
   a. Any camshaft(s) may be used.
   b. Valve sizes are unrestricted.
   c. Valve train rocker arms, shafts, and attendant assemblies (such as rocker stud girdles) are unrestricted.
8. Level 2 Preparation (Limited Prep) Vehicles
   a. Camshafts are unrestricted except for limits as described in Appendix A. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.
   b. Valve sizes are to remain standard unless specifically allowed in Appendix A.
   c. Rocker shafts, when utilized in the same standard system, can be replaced by an alternate shafts and are unrestricted. Valve train rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be standard.

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H. Block

1. The block may be rebored no more than 0.0472" (1.20 mm) over standard unless otherwise specified in Appendix A. US-produced six-cylinder and eight-cylinder engines may be rebored no more than 0.060" (1.52 mm) over standard. Alternate blocks which are of the same material and nominal dimensions as standard are allowed. Critical dimensions for piston engines are deck height, cylinder bore, cylinder spacing, vee angle, and distance from crank centerline to cam centerline. Critical dimensions for rotary engines are epitrochoidal curve, working chamber volume, and eccentric shaft location.
2. Cylinder sleeves may be fitted to the block for repair purposes if they serve no other prohibited function. Sleeving may not be used to create a new engine configuration (one which exhibits the same displacement as an allowed engine, but which has differing bore and stroke), unless authorized in Appendix A. Oil passages may be enlarged, restricted, or plugged.
3. Any crankshaft main bearing caps and any additional main bearing cap bolts may be used provided that no material is added to the block for their use. Any crankshaft main bearing stud girdle may be used.
4. The compression ratio may be increased by means of milling the block and the block may be machined to utilize O-rings to replace or supplement a cylinder head gasket.
5. The block may be machined for the purpose of adding or substituting crankshaft oil seal(s) and related attachment devices.
6. Balance shafts may be removed.

I. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers, and piston rings are unrestricted. Pistons shall be constructed of metal.
2. Level 1 Preparation (Full Prep) Vehicles

   Alternate connecting rods made of ferrous material are permitted.
3. Level 2 Preparation (Limited Prep) Vehicles
   a. Standard connecting rods are required but can be lightened and balanced.
   b. Connecting rod fasteners (bolts and nuts) are unrestricted.

J. Crank and Flywheel

1. The original direction of crankshaft rotation and firing order shall be maintained.
2. The use of any external crankshaft vibration dampener is permitted.
3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system.

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Any clutch pedal may be used.

4. Level 1 Preparation (Full Prep) Vehicles
   a. The crankshaft may be replaced with another of the same basic material provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.
   b. Any clutch is permitted.
   c. Any steel or aluminum flywheel is permitted.
5. Level 2 Preparation (Limited Prep) Vehicles
   a. Standard crankshafts are required. The crankshaft may be lightened and balanced. Journal diameters can be a maximum undersize of 0.045" (1.14 mm) from standard diameter.
   b. Any flywheel of standard diameter or larger may be used provided it attaches to the standard or permitted alternate crankshaft at the standard location. Additional fasteners may be used. The diameter of the flywheel includes the diameter of the starter ring gear. Cars that are permitted a specific alternate transmission on the specification line may use a flywheel of standard diameter or larger for that alternate transmission.
   c. Clutch assemblies, clutch linkages, and release bearings are unrestricted. Carbon clutch components are prohibited.

K. Oiling System
   1. The use of any oil pan/sump, scrapers, baffles, windage trays, oil pickup(s), pressure accumulator (Accusump®), and oil filter(s) is permitted. Filter and accumulator location is unrestricted but they shall be securely mounted within the bodywork.
   2. So long as it meets the requirements in Section 3.3.3, the installation of any type of vent or breather on the engine is permitted.
   3. Level 1 Preparation (Full Prep) Vehicles

      Any engine driven oil pump may be used including a dry sump system. The dry sump tank shall be mounted within the bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or leakage.
   4. Level 2 Preparation (Limited Prep) Vehicles

      Any mechanically driven oil pump can be used. Chassis components may be modified to allow installation of the oil pump. Dry sump systems are prohibited.

L. The components of the exhaust system are unrestricted. Exhaust must be compliant with Section 3.3.3.B.16 and may exit through the bodywork. Rocker panels may be modified for exhaust routing.

M. Other Engine Components
   1. The use of alternate engine components which are normally expend-

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able and considered replacement parts, such as seals, bearings, water pumps, etc., is permitted. Fasteners may be substituted.

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

N. Engine, Rotary Piston (only) Modifications

1. No changes in the epitrochoidal curve of the motor are permitted.
2. The capacity of the working chambers shall not be changed.
3. The eccentric shaft may be replaced with another of the same basic material, but no changes in the eccentricity or bearing journal dimensions are permitted.
4. Rotors are unrestricted provided the material and number of lobes remains unchanged.

O. Cooling System

1. Cooling fan(s) may be modified, substituted, or removed. Electrically operated cooling fan(s) may be installed provided it (they) serve no other purpose. The use of any engine, transmission, and/or differential oil cooler(s) is/are permitted provided it/they is/are mounted completely within or under the bodywork, but not in the driver/passenger compartment. Associated oil cooler pumps and lines are permitted for the transmission and differential. Air ducts may be fitted to the oil cooler(s) as specifically authorized herein.
2. Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/ passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior bodywork is not altered) to accommodate the change. *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration*.

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3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
4. On water-cooled cars, thermostats may be removed, modified, or replaced with blanking sleeves or restrictors.
5. The direction of water flow through the engine shall not be changed from that which was original for the engine unless authorized in Appendix A.
6. Electrically driven water pumps are allowed. Alternate mechanical water pumps are not required to be of the same configuration as the original. Electric water pumps may be relocated.

P. Transmission

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

Q. Final Drive

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1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission.
2. Any gear ratio and/or differential (limited slip or locked) is permitted. Final drive units which permit gear ratio changes while the car is in motion are prohibited.
3. Any drive axle shafts, bearings, bearing carriers, hubs, and universal/CV joints may be used.
4. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of driveshaft and/or U-joint failure.
5. Level 1 Preparation (Full Prep) Vehicles

   Any axle tube or final drive housing is permitted.
6. Level 2 Preparation (Limited Prep) Vehicles

   Substitution of the differential housing is only permitted on front-engine/front-drive or rear-engine/rear-drive cars through the use of an alternate transaxle.

R. Alternate Engine Allowance:

Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.
2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:

   a. British makes may use Ford motors including Mazda.

   b. Italian makes may use Fiat Chrysler motors.
3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.
4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.
5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.
6. Alternate engines may make use of allowances found in 17.10
7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal

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axis of the centerline of the crankshaft must be within ±1 inch (25.4 mm) of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft ±1 inch than the standard part , and no closer to the fore-aft center of the vehicle than the standard part ±1 inch (25.4 mm).

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).

17.11 OTHER

A. Vehicles competing in C Prepared (CP) class, should refer to section 17.11.B. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in X Prepared (XP) class. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of production vehicles (e.g., a tube-frame Mazda RX-7) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be GCR minimum plus any Solo® weight adjustments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may only use the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, handheld fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications.

B. C Prepared (CP) vehicles prepared in excess Solo® allowances and prepared up to either the current Road Racing GT or Production Category rules are permitted to compete in C Prepared (CP). Tube-frame pro-

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duction cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of production vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight adjusments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Road Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.

C. Weight Calculations

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

- In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is:

  2.5L x 1.4 = 3.5L x 250 lbs. = 875 lbs. + 1200 lbs. = 2075 lbs.

- In Prepared class C (CP), the minimum weight for a car with a 302 ci (5.0L) engine prepared to Section 17.11 (e.g., GCR) allowances is:

  2700 lbs. x 1.10 = 2970 lbs.

D. Data acquisition/recording systems are permitted.

E. Except where there are specific requirements in these rules, any safe line for fuel, hydraulic fluids, oil, water or breather is allowed.

F. Ballast may be added to all cars as required to meet minimum weight

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provided it is securely mounted within the bodywork and serves no other purpose. Ballast plates may be installed beneath the floor pan so long as they do not protrude beyond its edges.

G. All cars may have towing eyes, hooks, or straps which do not dangerously protrude from the bodywork.

H. Removal of or modification to heating, ventilation, air conditioning, wiper/washer, audio, security, communication, and convenience systems is allowed provided the modification does not serve another purpose (e.g., an air conditioning compressor may not be modified to serve as a supercharger).

17.12 SAFETY

A. Roll Bars/Roll Cages (Aluminum is not an allowed material)

1. All open Prepared Category vehicles shall have at a minimum a roll bar complying with Appendix C.
2. It is recommended that all cars be equipped with a roll cage meeting the requirements of the Club Racing GCR. Compliance with this requirement supersedes the need to comply with Section 17.12.A.1.
3. Roll bars and cages may either be bolted or welded to the vehicle.

B. At a minimum, all vehicles will be equipped with driver restraints meeting Solo® safety requirements (Section 3.3). It is highly recommended that all cars with roll bars/cages be equipped with driver restraints meeting the requirements of the GCR.

C. A scattershield or explosion-proof bell housing complying with the GCR is recommended.

D. Fire extinguishers or fire systems are permitted.

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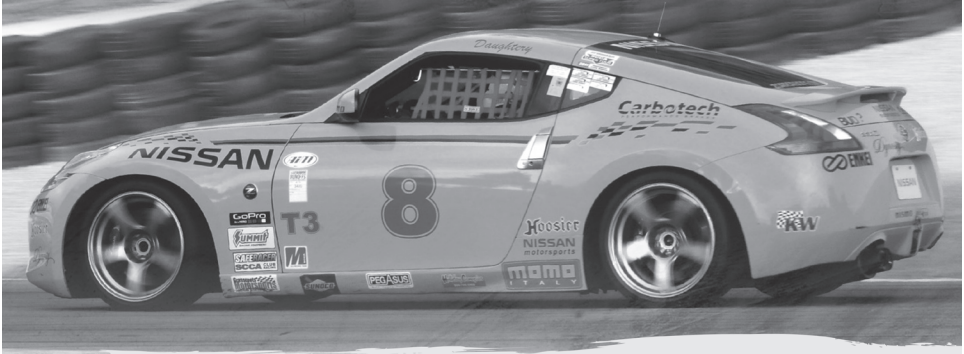
ANY TIME, ANY TRACK, ANY ENGINE!



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18. MODIFIED CATEGORY

Category Objectives

- Provide a competitive outlet for the highest level of allowed modifications.
- Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

Category Values

- Maximum speed and handling for given car parameters.
- Rules stability to protect member investment and encourage commitment.
- Highest levels of drivetrain and suspension development (varies among the individual classes).
- Custom design and fabrication.
- Maximum tire adhesion with minimum constraint (varies among the individual classes).

Core Modifications

- Chassis and suspension customization.
- Unconstrained automotive-based powertrain (varies among the individual classes).
- Minimum weights generally based on displacement.

Classes

- A Modified (AM) – Least restricted class with significant aero allowances and unlimited drivetrain.
- B Modified (BM) – GCR-based formula cars and sports racers with a high power/weight and aero allowances.
- C Modified (CM) – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.
- D Modified (DM) – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.
- E Modified (EM) – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.
- F Modified (FM) – Small, very agile, GCR-based formula cars.

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM).

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS

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is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM, a Stock Tub car (18.1.C.1) may use any ABS, TCS, and/or SCS with no weight adjustment as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) and cooling fans are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable section(s).

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

18.0.A. Sound Control Modifications

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

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

18.0.B. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to *1.6 times (1.6 ×)* the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

3. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times (1.4 ×) the computed displacement.

18.0.C. Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/or inclination of the wing or number of elements. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation. This specification supersedes Section 12, Wing Area Computation, for these classes.

18.0.D. Tires

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

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

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

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

   - ⅛ in. (0.125"; 3.18 mm) SAE 4130 alloy steel
   - ¼ in. (0.250"; 6.35 mm) mild steel plate
   - ¼ in. (0.250"; 6.35 mm) aluminum alloy
   - SFI or NHRA approved flexible shields

2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

   a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

   b. Closed Sports Racing Cars, Production Cars, and GT Cars: In

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front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

c. Open Production and GT Cars: May exercise a choice among the above locations.

3. Driveshaft Hoop: RWD DM and EM vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver's compartment or damaging any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, ¼ in. (0.250"; 6.35 mm) minimum thickness and 2.0 in. (50.8 mm) wide, or ⅞ in. (0.875") x 0.065" (22.23 mm x 1.65 mm) welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

   Note: DM and EM vehicles are exempt from the scattershield, driveshaft hoop, and Master Switch requirements if they are using DOT-approved tires.

4. The roll bar structure must meet the requirements of either Appendix C or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

   Specials are required to have the roll bar extend at least 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. It is strongly recommended that all cars adhere to this specification.

5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.
7. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.
8. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:
   a. Fuel cells.
   b. Windscreens, side mirrors and tail/stop lights.

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c. Headlight covers, lenses, and bulbs.
d. Log books.
e. Fire retardant driver's suits.
f. Homologation.
g. Fuel test ports.
h. Production-based dune buggies need not meet door requirements.
i. Running lights.
j. Deformable structures as defined by the GCR Formula Atlantic rules.
k. On-board fire systems.
l. Reverse gear in BM and FM vehicles.
m. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.
n. Driver restraint system aging requirements (GCR Section 9.3.19) do not apply.

The 180° vision rule is recommended.

Note: If any conflict exists between the Club Racing GCR and the Solo® Rules, the Solo® Rules shall take precedence.

See Sections 3.8 and 8.3.1 for documentation requirements.

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

Refer to Appendix F for past clarifications of these rules.

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

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

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

1. Kit Cars

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

a. Follows current DM and EM allowances regarding minimum floor

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pan dimensions (see Section 18.1.C.1).

b. Has no unusually advantageous aerodynamic features.

c. Has no exceptionally low center of gravity.

d. Has no exceptionally high strength-to-weight ratio.

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

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

Constructed examples of approved kits are subject to the following:

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

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

i. They will be allowed all, but no more than, the modifications that production-based cars are permitted, with the exception that minimum width for all kit cars shall be no less than 65" (165.1 cm) as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.

j. They are subject to the same engine and transmission restrictions as production-based cars.

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

l. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

m. Functional wings are not permitted even if they are part of the original kit manufacturer's specification and/or components. If present, they must meet section 18.1.F.6.

A newly-added model is not eligible for the current year's Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

The list of currently approved models is as follows:

- Exomotive Exocet
- Factory Five Racing 818 (S & R)
- Sylvia Sports Cars J15

2. Clones

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

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a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.
b. Their specifications do not violate any rule stated herein.
c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

The Panoz Roadster and Porsche 550 Spyder are eligible for competition in DM and EM as a modified production-based car using the Modified Tub minimum weights.

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.
2. Firewalls and floors shall prevent the passage of flame and debris to the driver compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
3. The driver must be provided with clear and unobstructed access to the driver's compartment.
4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.
5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.
6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.
7. Standard bumpers may be retained, removed, or replaced with alternate materials. The bumper, if retained, will contribute its contour to the top view outline of the car for measurement purposes. Bumpers made of alternate materials shall retain the shape and size of the original.

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8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

C. Body and Frame

1. Stock Tub

a. No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

b. A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.

c. In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part-height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.

d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.

e. No removal of the interior sides of the pillars or tub to leave just an outer shell.

f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.

g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.

h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12, Floor Pan. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full standard floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain/exhaust/tire/suspension clearance.

i. Tunnels and other vertical floor pan features, as defined in Section 12, Floor Pan, are included as part of the floor pan of a Stock Tub and shall be at least the original size. They can be longer, wider, and taller.

j. No car of any sort with a floor pan less than 37" (94.0 cm) wide for front-engine cars or less than 42" (106.7 cm) wide for mid- and

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rear-engine cars shall be allowed in DM or EM.

k. A Stock Tub car over 93" (236.2 cm) in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.

No weight adjustment.

2. Modified Tub
   a. All attributes of a Stock Tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.
   b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.
   c. Lightweight replacement body panels, a thinned-down standard fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.
   d. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than standard with a Modified Tub weight adjustment. A flat floor pan is legal.
   e. Floor pan material, thickness, and method of attachment are open under Modified Tub allowances.
   f. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.
   g. All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93" (236.2 cm) may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.
   h. All series of Lotus 7, 7A, Super 7 and their clone or kit forms (such as Birkin, Westfield, Locost) are automatically classified as Modified Tubs. This also applies to the Shelby Cobra and its clones.
   i. Tube frame cars are included in this modified tub category.
3. Materials (all tubs)
   a. Except as specifically authorized, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.

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b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. Lighter replacement sections may not be used between bulkheads in a Stock Tub without it becoming a Modified Tub.

c. Except as specifically authorized, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

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

D. Drivetrain

1. Engines must be derived from production automobiles available in the US or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac® Super Duty 4 and the Cosworth® 16-valve series are allowed. Motorcycle, snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile. Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke.
2. Engine and/or drivetrain changes are permitted within the following limitations:
   a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rearward of the midpoint of the wheelbase).
   b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.
3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.
4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.
5. For weight designations in EM, Mazda rotary engines are compared to the piston engines listed (i.e., 3.2L OHC vs. 4.5L OHV) *calcula-*

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tions as follows:

- *13B 2-rotor normally aspired engine (1308 cc × 1.6 = 2093 cc)*
- *13B 2-rotor forced induction engine (1308 cc × 1.6 × 1.4 = 2930 cc)*
- *20B 3-rotor normally aspirated engine (1962 cc × 1.6 = 3139 cc)*
- *20B 3-rotor forced induction engine (1962 cc × 1.6 × 1.4 = 4395 cc)*

6. Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3"). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts.

E. Minimum Weights

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

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model.
2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in Section 18.1.E.3.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.
3. Front Aero
   a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs.
   b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.
   c. The front spoiler may not be wider than *either* the *front or* rear

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bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler *must be connected to* bodywork above the spoiler *across its full width*. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its extent. The change in top view outline caused by these bodywork changes is allowed.

d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. *The splitter trailing edge must be fully sealed to the front bodywork/fender flair/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car*. The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

   Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

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

f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.

4. Rear spoilers

   a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0" (25.4 cm) from the attachment point out to the outer or free edge. This sets the maximum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof,

or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5" (19.1 cm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (25.4 cm) as viewed from above.

c. Aerodynamic aids permitted in Section 18.1.F shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.

5. Diffusers are allowed at the rear of the car only*; no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle*. The diffuser may protrude rearward beyond the top view outline of the car. *The diffuser* shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; *this 25.0" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser*. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed inside the diffuser; sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules.

6. If a factory production car or kit car was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

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7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6.0" (152.4 mm) must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:
   - 56 sq. in. (362.9 cm²) for a roof spoiler;
   - 100 sq. in. (645.16 cm²) for a trunk spoiler;
   - 35 sq. in. (232.26 cm²) for a front splitter.

G. Brakes

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

H. Tolerances

A tolerance of ±½" (±12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

1. At least ½ the width of each tire must be covered by the fenders when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
2. Suspension systems and wheels are free.
3. The use of a windscreen is not required.
4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

18.2 SPORTS RACERS

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

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

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

A. Tire covering shall be as noted in the DM/EM rules.

B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.

C. Suspension does not have to be covered when observed from above.

D. The BM minimum wheelbase of 80.0" (203.2 cm) is not required.

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Any dune buggy, production, or non-production street car meeting all GCR SRCS rule requirements may alternately run in BM with full BM Solo® Rules aero allowances.

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

1. Minimum track is 42.0" (106.68 cm) front and rear.
2. Minimum wheel diameter is 10". No maximum wheel diameter. No minimum wheel width. Maximum rim width is 15".
3. All four wheels are sprung from the chassis.
4. Wing area shall be calculated as described herein.

18.3 FORMULA CARS

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

A. Wing area shall be computed as described herein.

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

18.4 SPECIALS

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

A. Bodywork

1. Any bodywork used must be made of metal, fiberglass, or other suitable fire resistant materials. Body panels are not required except as specified in section 18.4.A.3.
2. Full and unobstructed access to the driver's seat must be provided.
3. Firewall and floor shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.
4. Fenders are optional and design of same is free. Sharp edges are not allowed.
5. Minimum of one seat, capable of supporting the driver in an upright or semi-reclining position is required. Location of the driver's seat is unrestricted.

B. Chassis

1. May be of any construction deemed safe.

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2. Minimum wheelbase is 72.0" (182.88 cm).
3. Minimum track is 42.0" (106.68 cm) front & rear.
4. Minimum wheel diameter is 10".
5. All four wheels will be sprung from the chassis.
6. Brakes must conform to those specifications listed in Section 3.3.3.B.13. The brakes shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.
7. A roll bar conforming to Appendix C is required.
8. Five-, six-, or seven-point driver restraint systems are required per Club Racing GCR Section 9.3.19.
9. Vehicles shall have a Master Cutoff switch complying with Club Racing GCR Section 9.3.34.
10. Aerodynamic devices may not have an overall width greater than 75.0" (190.50 cm).
11. No aerodynamic device may extend more than 66.0" (167.64 cm) above the ground.
12. The total area of all wings shall not exceed 20 sq. ft. (129.03 cm^2), computed as previously described in Section 18.0, Modified Category, "Aerodynamics."
13. Movable side skirts are allowed.
14. The sides, front, and back of the cockpit area must be at least as high as the driver's waist.

18.5 FORMULA SAE (FSAE)

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

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

C. Transponder and FSAE lettering shall not be required.

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

Current year FSAE restrictor plate and engine displacement rules. Intake restrictor requirements are as follows:

1. Gasoline fuel ..... 20.0 mm (0.7874")
2. E85 fuel ..... 19.0 mm (0.7480")

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3. M85 fuel.....18.0 mm (0.7087")

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

18.6 LEGENDS CARS AND DWARF CARS

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

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

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19x8.5	19x11	20x10
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17x7.5	18x7.5	18x9.5	18x12
17x8	18x8		

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19. KART CATEGORY

Category Objective

This category is an outlet for members interested in running karts at SCCA® Solo® events.

Category Values

Preparation allowances in line with national karting organizations to allow easy migration between Solo® and other karting events.

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

Data acquisition systems are allowed in all kart classes.

See Appendices G and H for event conduct requirements.

19.1 GENERAL REQUIREMENTS

A. Kart:

1. *Frame and axle: Shall be constructed of a carbon steel alloy. Movable suspensions are prohibited. Mechanisms that allow the rear wheels to rotate at different speeds are prohibited. Frame-mounted jackshafts and/or axle clutches are prohibited.*
2. *Dimensions:*
   - *Width, maximum overall: .....55.0"*
   - *Length, maximum overall: .....84.0"*
3. *Engine: A kart shall have no more than one (1) engine.*
4. *Fuel: Gasoline is the only allowed fuel. May be mixed with oil only. Performance additives are not allowed (such as, but not limited to, oxygen and/or nitrogen).*
5. *Chain guard: Required on all chain-driven karts.*
6. *Overflow: Overflow lines for carburetor/radiator/fuel tank, if present, must terminate in an overflow bottle(s) of at least 2 oz. (59.1 mL) capacity.*
7. *Pedal extensions: Must be positively secured in a manner that prevents movement out of their intended position, possibly interfering with pedal operation. Examples such as a through-bolt, machined flatten surface with a setscrew, or brackets are acceptable. Cylindrical (round) pedal extensions (i.e., grips) are exempt.*
8. *Seating: Unsecured seat pads or inserts are not allowed. Seat belts or other devices restraining the driver to the kart are not allowed.*
9. *Brakes: A disc-type brake that operates on the rear axle, providing braking to both rear wheels, is required. A redundant brake pedal-to-master cylinder linkage (safety cable) is required.*
10. *Bodywork:*

    a. A nose cone and driver fairing are required.

    b. Left & right sidepods, confined to the area between the front &

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rear tires, are required.

c. Floor trays must be confined within the frame rails and must not extend aft of the lower front seat mounting points.

d. Other aerodynamic devices, including wings or vertical sealing devices, are not allowed.

e. Metal bodywork construction is not allowed; metal floor tray construction is allowed.

11. Fasteners required to be secured: The following fasteners must be secured using a locking nut, safety wire/cotter pin through the bolt end, machined-groove & clip, or other positive locking mechanism:

- *Tie rod end bolts*
- *Kingpin bolts*
- *Spindle nuts attaching front wheel*
- *Steering wheel to hub bolts*
- *Steering hub to shaft bolt*
- *Lower steering shaft uniball*
- *Throttle pedal pivot to chassis*
- *Brake pedal pivot to chassis*
- *Master cylinder to chassis bolts*
- *Brake caliper mounting bolts (if applicable)*
- *Brake pad retaining bolts (if applicable)*
- *Brake rotor to hub (if applicable; no nylon lock nuts)*

12. Ballast weights:

a. Must be affixed to the frame, floor tray, seat, or driver only.

b. Must be affixed to prevent movement during competition runs.

c. Weights affixed to the kart must meet all of the following criteria:

1. Maximum weight per bolt used = 10 lb.

2. Minimum 5/16" (8 mm) SAE Grade 5 (Metric 8.8) mounting bolt.

3. Minimum 1-3/16" (30 mm) diameter metal washer under the bolt head.

4. A single locking nut and safety wire passing through the bolt end or double locking nuts.

d. Weights affixed to the driver must be on the torso only.

B. Driver:

1. Helmet:

a. KM: Minimum per section 4.3.1.

b. FJ: Must comply with 4.3.1. and be a helmet of closed face design, with full-face shield and chinbar.

2. Neck Brace: An unaltered, collar-type neck brace designed for motor

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sports use is required. A kart-specific neck brace is recommended.

3. *Suit: An abrasion-resistant jacket (leather, vinyl, nylon karting jacket, or equivalent) and full-length pants are minimally required. A karting-specific suit is recommended.*
4. *Hand and foot protection: Shoes, socks, and abrasion-resistant gloves are required.*
5. *SFI-certified chest protector: Required for all drivers age 12 and under.*
6. *Seating position: The driver must be able to reach and fully operate all controls.*

19.2 KART MODIFIED (KM)

A. Minimum Age and Weights:

1. *Minimum driver age: 15 years*
2. *Minimum weights are as-raced including driver*
3. *KM class base minimum weight: 385 lb.*
4. *KML class base minimum weight: KM base weight -20 lb.*
5. *Some engine configurations run with an addition or deduction to the minimum base weight, per section 19.2.D .*

B. Wheels and Tires:

1. *Wheels: Maximum diameter: 6.0" (as indicated on tire).*
2. *Tires:*
   a. *Dimensions (as indicated on tire):*
      - *Diameter, minimum: .....9.0"*
      - *Diameter, maximum: .....12.5"*
      - *Width, front maximum: ..... 5.5"*
      - *Width, rear maximum: .....7.1"*

   b. *Brand and compound: Tire brand and compound are open.*

Exception: The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

- *No tire models are currently listed.*

C. Brakes: In addition to the requirements of 19.1.A.9, karts with 125 cc & larger gearbox engines must have:

1. *Disc-type brakes that operate on both front wheels, and*
2. *Dual master cylinders arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.*

D. Engine:

1. *Modified Moto:*
   a. *Must be a mass-produced, single cylinder, motocross motorcycle engine originally sold in the U.S.*
      - *Maximum displacement: .....125 cc*

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1. *Weight adjustment (OE ignition): ..... +10 lbs.*
2. *Weight adjustment (non-OE ignition): ..... +25 lb.*

b. *Carburetion & fuel system:*
   1. *Single carburetor only. Must be float bowl-type with fixed jets. Floatless and recirculating systems are allowed.*
   2. *Fuel pumps must be pulse driven.*

c. *Induction: Intake & reed assemblies are non-tech.*

d. *Crank/rod/bearings:*
   1. *Crank & rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.*
   2. *Bearings are non-tech.*

e. *Cylinder:*
   1. *Machining of the port areas and mating surfaces are allowed. No ports may be added or deleted.*
   2. *Replating & honing are allowed; resleeving is not allowed. Bore size must remain within OE specifications.*

f. *Cylinder head: Machining is allowed. External water fittings may be modified or aftermarket.*

g. *Piston assembly: Non-tech, but diameter must be within OE specifications.*

h. *Crankcase & external modifications:*
   1. *All castings must remain recognizable as OE parts.*
   2. *Crankcase mating surfaces and ports may be machined. Machining of the reed block/intake boot mounting surface or shortening of the intake tract is not allowed. Kick starter assembly may be removed and plugged. The kick start boss may be altered for carburetor clearance. The crankcase may be repaired to original dimensions from incidental damage.*
   3. *Non-OE electric start systems are allowed.*

i. *Ignition:*
   1. *Coil/spark plug: Coil must be OEM. Plug wire, cap & plug are non-tech.*
   2. *OE ignition: Stator, CDI, rotor/flywheel and stator mounting hardware must be original to the engine series. Stator mounting holes may be elongated to allow for static timing changes only. Wiring to the coil may be extended and shutoff switch leads may be removed. All other parts of the ignition system must remain unmodified. Power jets, shift interrupts or other performance systems controlled by ignition output are not al-*

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lowed.

3. *Non-OE ignition: Stator, rotor/flywheel and stator mounting hardware must be original to the engine series and may be modified for static timing changes only. CDI & wiring harness are non-tech. Power jets, shift interrupts or other performance systems controlled by ignition output are not allowed.*
   - *Weight adjustment: ..... +25 lb.*

j. Exhaust pipe: Non-tech.

k. Exhaust silencer: Minimum length: .....12"

l. Transmission: OE 5- or 6-Speed transmission components only. Gears may be interchanged within the OE engine series only. Machining/coatings are not allowed.

m. Shift mechanism: Gearbox must be entirely manually operated. Ignition interrupt systems not allowed.

n. Clutch:

1. *The original configuration (wet or dry) must be retained.*
2. *Components may be aftermarket, but all components must be present and in original working order.*
3. *May be cable- or hydraulically-actuated. Must be manually operated.*

o. Cooling: OE water pump impeller may be modified.

2. *Stock Moto:*

a. Honda® CR-125R® engines only. Must conform to all Section 19.2.D.1 Modified Moto rules, with additional restrictions as indicated in this section.
   - *Weight adjustment: ..... -10 lb.*

b. Carburetion & fuel system:

Keihin PWM-38 or PWK-38 carburetor is required. May be modified for floatless recirculating fuel system. Jets, jet needle, and slide are non-tech. No other carburetor modifications are allowed.

c. Induction: Same as Section 19.2.D.1.c.

d. Crank/rod/main bearings: Same as Section 19.2.D.1.d.

e. Cylinder:

1. *Must be OE 1997-2002 Honda® CR-125R®. Overall height (between mounting surfaces)*
   - *Minimum: .....3.307"*
   - *Maximum: .....3.316"*
2. *May have power valve assembly removed and plugs installed.*
3. *The casting must not have other modifications or tool mark-*

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ings of any type.

4. *Honing of the bore is allowed; replating is not allowed.*

f. Cylinder head:

1. *Must be OE 1997-2002 Honda® CR-125R®.*
2. *External water fittings may be modified or aftermarket.*
3. *The casting must not have other modifications or tool markings of any type.*

g. Piston assembly:

1. *The only allowed pistons are Honda® OE as follows:*
   - *#13110-KZ4-A40*
   - *#13110-KZ4-A90*
   - *#13120-KZ4-A40*
   - *#13120-KZ4-A90*
2. *Ring(s), bearing, and circlips must be OE.*

h. Crankcase & external modifications: Same as Section 19.2.D.1.h.

i. Ignition:

1. *OE 1999 Honda® CR-125R® stator and CDI only.*
2. *Stator cover plate holes only may be enlarged to the size to the backing plate holes to allow for static timing changes. All other portions of the stator assembly and CDI must be original and unmodified.*

j. Exhaust pipe: Same as Section 19.2.D.1.j

k. Exhaust silencer: Same as Section 19.2.D.1.k

l. Transmission: Same as Section 19.2.D.1.l

m. Shift mechanism: Same as Section 19.2.D.1.m

n. Clutch: Same as Section 19.2.D.1.n

o. Cooling: Same as Section 19.2.D.1.o

3. *KZ & ICC: All current and prior CIK®/FIA®-approved ICC and KZ engines are allowed. All components must be unmodified CIK®/FIA® homologated except where otherwise specified. Components may be interchanged within the same engine series by the same manufacturer only.*

- *Weight adjustment: ..... +25 lb.*

a. Carburetion & fuel system: Must meet current or prior CIK® homologation.

- *Maximum bore: .....30.6 mm*

b. Induction:

1. *An unmodified current or prior CIK® homologated air box is required.*
   - *Number of tubes, maximum: 2;*

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- *Tube ID, maximum: .....30 mm*

2. *Intake and reed assembly are non-tech.*

c. *Crank/rod/bearings:*

1. *Crank and rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.*
2. *Bearings are non-tech.*

d. *Cylinder:*

1. *Machining of the port areas and mating surfaces are allowed. No ports may be added.*
   - *Maximum exhaust duration: ..... 199°*
2. *Replating and honing of the bore are allowed. Bore size must remain within OE specifications.*

e. *Cylinder head:*

1. *Machining of the cylinder head is allowed. Combustion chamber volume as measured with the LAD tool.*
   - *Minimum: .....13.4 cc*
2. *The outside of the head may be painted.*

f. *Piston assembly: Non-tech, but diameter must be within OE specifications.*

g. *Crankcase & external modifications: Crankcase mating surfaces and ports may be machined. The crankcase may be repaired to original dimensions from incidental damage. No other modifications to the crankcase are allowed.*

h. *Ignition:*

1. *Stator and coil/CDI must be CIK® homologated and as supplied by the manufacturer for the specific engine.*
2. *Spark plug must be commercially available. With crush washer or temperature sending unit in place and the spark plug at operating torque, the body of the plug (excluding electrodes) must not extend in to the dome of the combustion chamber.*

i. *Exhaust pipe: Must be CIK® homologated with stamp present, and as supplied by the manufacturer for the engine series.*

j. *Exhaust silencer: Non-tech.*

k. *Transmission:*

1. *If an aftermarket part is substituted it must be of similar dimensions as the original part. The weight of the replacement part shall not be less than the OE part. The outside diameter and tooth count of replacement gears must be the same as the*

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OE part.

2. *Grinding and/or polishing transmission parts is allowed.*

l. Shift mechanism:

1. *Gearbox must be entirely manually operated.*
2. *Ignition interrupt systems are not allowed.*

m. Clutch:

1. *Must be cable-actuated with manual operation.*
2. *Aftermarket friction discs are allowed; all other components must be OE.*

n. Cooling: An electric water pump may be added.

4. *ROK Shifter:*

a. Vortex ROK Shifter engine package only. Must meet all specifications of the most current Shifter ROK Identification Sheet document, as provided by Vortex. All engine parts and accessories must be as originally supplied by Vortex and must not be modified.

- *Weight adjustment: .....+5 lbs.*

b. Shift mechanism:

1. *Gearbox must be entirely manually operated.*
2. *Ignition interrupt systems are not allowed.*

c. Clutch: Must be cable actuated with manual operation.

d. Cooling: An electric water pump may be added.

4. *Rotax® DD2: Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present. Engine, gearbox, clutch and all related systems must be unmodified, as supplied from the manufacturer.*

- *Weight adjustment: .....0 lbs.*

5. *Other allowed engines: Engines must be either:*

a. Mass-produced, single speed, single cylinder two-cycle engine, not to exceed 125cc. Weight adjustment = -25 lb.

b. Mass produced, single speed, single or twin cylinder four-cycle engine, not to exceed 250cc. Weight adjustment = -25 lb.

c. Exceptions: The engine must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

- *No engines are currently listed.*

19.3 FORMULA JUNIOR

A. Safety items:

In addition to compliance with all items in Sections 19.1.A & 19.1.B, the following safety procedures are required for all Junior Class karts:

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1. *Emergency kill switch:*

   All Formula Junior karts must have a maintained (non-monentary) emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart. The ignition kill switch shall be located on the steering wheel, near the top of the Nassau panel, or on the frame between the driver and gas tank in plain view with unimpeded access. All drivers must demonstrate the ability to shut down the engine both while driving and stationary. The ignition kill switch type must be a maintained switch (retains the OFF position when released; not a momentary switch).

2. *Engine starting & running:*

   a. *Safety Procedures: On centrifugal clutch-based karts, the engine may not be started or running without a driver sitting in the seat unless the two rear wheels are suspended in a secure manner preventing the tires contacting the ground.*

   b. *When a kart is securely resting on a kart stand, the rear wheels and tires cannot be rotated by the engine unless all minors are a minimum of 3 feet from the rotating assembly.*

B. CHASSIS: Must meet all requirements of Sections 19.1.A

C. TIRES:

1. *Dry tire brand and compound is restricted to the MG® "red" HZ or HZi.*
2. *Maximum tire dimensions (as marked):*
   - *Front: 4.6 / 10 – 5.*
   - *Rear: 6.0 / 11 – 5.*
3. *Rain tire brand & compound are non-tech; sizing is per 19.3.C.2. Rain tires may be used only upon declaration of a rain event by the Youth Steward.*

D. JUNIOR CLASS A (JA):

1. *Ages: .....12 years to 18 years*
2. *Engines:*

   a. *Briggs & Stratton® World Formula®*

      1. *Minimum weight: .....310 lb.*
      2. *Operating requirements:*
         - *Engine & clutch must be as-shipped from the manufacturer. Cylinder bore must remain within the manufacturer's specifications.*
         - *#35 pitch clutch sprocket is allowed.*
         - *Electric starter assembly and ring gear may be removed, but must be replaced with Briggs cover #555702.*
         - *Old-type (Briggs analog) and new-type (PVL® digital) OE*

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ignition systems are allowed.

- *No other modifications are allowed*

b. Briggs & Stratton® Animal® LO206®

1. Minimum weight: .....275 lb.

2. Required components:

- *Air filter: Briggs & Stratton #555729.*
- *Exhaust header: RLV #5506 or #5507.*
- *Exhaust silencer: RLV B91 (#4104).*
- *Clutch: Must be of drum-type centrifugal configuration and commercially available in the U.S., with a maximum of nine (9) springs and six (6) shoes. Drum must be stamped steel. Clutch mounting bolt must be minimum SAE Grade 8. Machining or alteration of any clutch part from the manufacturer's original configuration is not allowed. Clutch key, springs, and drive sprocket are non-tech.*

3. Operating requirements:

- *All components, including carburetor jets, must remain as provided from the manufacturer.*
- *LO-206 engines must remain sealed as from the manufacturer.*

c. Yamaha® KT-100®:

1. Minimum weight: ..... 330 lb.

2, Allowed types: Only heads with OEM casting "Yamaha"®" and cylinders with "787"® and "Y3®" or "Y4"® and "787®" are allowed.

3. Required carburetor & exhaust: Walbro® WB3A® & RLV® SSX-V® (4-hole)

3. JB or JC karts may compete in JA. The driver must meet JA age restrictions and the kart must be compliant with JB or JC requirements.

E. Junior Class B (JB):

1. Ages: ..... 8 years to 12 years

2. Engines:

a. Briggs & Stratton® World Formula®

1. Minimum weight: .....270 lb.

2. Throttle restrictor: The required 0.420" (10.67mm) restrictor & cap lock, with Briggs & Stratton® check tool, are available through the SCCA® Solo® Department only.

3. Operating requirements: Same as 19.3.D.2.a.II.

b. Briggs & Stratton® Animal® LO206®

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1. *Minimum weight: ..... 250 lb.*
2. *Throttle restrictor: The required restrictor, Briggs & Stratton® #555734 ("Blue"), is available through Briggs & Stratton® retailers.*
3. *Required components: Same as 19.3.D.2.b.II.*
4. *Operation requirements: Same as 19.3.D.2.b.III.*

c. *Yamaha® KT-100®:*

1. *Minimum weight: .....265 lb.*
2. *Allowed types: Same as 19.3.D.2.d.II.*
3. *Required carburetor & exhaust:*
   - *Walbro® WA55B® carburetor & manifold with RLV® SSX-V® or HPV1® exhaust, or*
   - *Walbro® WB3A® carburetor & 0.600" restrictor plate with RLV® YBX® exhaust.*

d. *Clone:*

1. *Minimum weight: ..... 250 lb.*
2. *Required engine: Predator, Powerhorse, or similar inexpensive 6.5hp, 4-stroke engine up to 212 cc displacement.*
3. *Permitted modifications:*
   - *Engine must remain stock with the exceptions that the governor may be removed or defeated, and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, carburetor, or intake are allowed.*
   - *Exhaust: Only the "Weiner" or "Weenie" pipe and the RLV Mini 91 screw-in muffler are allowed.*

e. *Comer® K-80®:*

1. *Minimum weight: ..... 250 lb.*
2. *Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.*

3. *JC karts may compete in JB. The driver must meet JB age restrictions and the kart must be compliant with JC requirements.*

F. *Junior Class C (JC):*

This is a Regional-only, restricted availability class; available by prior approval from the SCCA® National Office only.

1. *Ages: 5 years to 8 years*
2. *Chassis size: "Baby," "Kid" or "Cadet" racing-style chassis only. Maximum wheelbase = 950mm. Larger chassis are inappropriate for this class regardless of any modification.*
3. *Tires: Brand & compound are open.*

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- *Front, maximum indicated dimensions: 4.60/10.0-5.*
- *Rear, maximum indicated dimensions: 5.00/11.0-5.*

4. Engine:

a. Honda® GXH50®:

1. Minimum weight: No restriction imposed at this time.

2. Operating requirements: Must comply with GXH50_Class_Rules.pdf (see SCCA® website or contact Solo® Department for details). The yellow oil alert wire must be disconnected or cut.

b. Comer® C50® & C51®:

1. Minimum weight: No restriction is imposed at this time.

2. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

G. Additional classes:

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

H. Action or Protest:

Any disciplinary action or protest needed to be taken against a Junior Driver and/or kart will be addressed to the parent/legal guardian listed on the Minor Waiver of that Junior Driver.

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20. SOLO® SPEC COUPE (SSC)

Objective: Provide an affordable autocross package that combines a street-able car and a capable autocross car using specified parts.

20.1 Eligible Vehicles

- Subaru® BRZ® (2013-16) (including 2015 Series.Blue and 2016 Series.HyperBlue models).
- Scion® FR-S® (2013-16) (including 2015 Release Series 1.0 and 2016 Release Series 2.0 models).

20.2 Mandatory Parts

A. Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed. Original equipment (OE) or equivalent components are not allowed. Required bumps stops are provided in the Eibach® PRO-PLUS Performance Handling Package.

B. Anti-roll (sway) bar end links *may be substituted but may serve no other purpose.*

To facilitate anti-roll bar installation and adjustment through the range of operation metal spacers (e.g., washers), may be added between the anti-roll bar bracket and the subframe. The spacers must be less than 7.00 mm (0.275") thick.

C. Tires: Falken Azenis RT615K+, size: 225/45R17.

D. Wheels

1. Diameter and width (in.): 17x8 (OE 17x7 may be used only as a full set of 4 wheels.)
2. Offset, including wheel spacer (mm): +40 (40ET or ET40) or greater
3. Weight, without spacer if used, minimum (lbs.): 17, including:
   - Wheel weights
   - TPMS sensor if installed
   - Tire valve stem (type unrestricted)

E. Suspension (available from the Tire Rack®)

1. Eibach® PRO-PLUS Performance Handling Package #TR82105.880:
   a. 82105.001 spring front (2)
   b. 82105.002 spring rear (2)
   c. 1J0412303 (770343) bump stop front (2), ~53mm height
   d. BS770143 bump stop rear (2), ~33mm height
   e. 82105.320F anti-roll bar front (1)
   f. UB0346 bushing front (2)
   g. 82105.320R anti-roll bar rear (1)
   h. UB0347 bushing rear (1)
   i. 1J0412303
   j. 82105.310HK hardware kit (1)
2. SPC Performance® Adjustable Alignment Kit, part #60620T:
   a. 67655 adjustable toe arm rear (2)

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b. 67660 adjustable lower control arm rear (2)
c. 81305 EZCam® XR bolts,14mm (2)

3. Koni® Sport (Yellow) struts/shocks with tamper proof seal:
   a. 8741-1560LSSC left front (1)
   b. 8741-1560RSSC right front (1)
   c. 8041-1416SSC rear (2)

20.3 Authorized Changes/Modifications:

A. If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.

B. Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.

C. Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.

D. Wheel lug studs (e.g., length) and lug nuts may be changed.

E. Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit. Examples are:
   1. Clutch and related components (excluding flywheel).
   2. Hardware (nuts, bolts, clips, etc.).

F. Parts superseded by Toyota®/Subaru® may be used on either vehicle.

G. These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative.

H. It is not permitted to use non-compliant parts even if they have been set to the manufacturer's specifications.

20.4 Bodywork

A. Accessories, gauges, indicators, lights, and other appearance, comfort-and-convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops." Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

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B. Alternate shift knobs are allowed.

C. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.

D. Driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment points to the chassis (2 primary and 2 sup-porting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.

E. Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

F. Tow bar brackets may be installed and may serve no other purpose.

G. Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).

20.4 Brakes

The make and material of brake linings (pads) may be changed.

20.5 Suspension

A. Alignment: Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.

B. Bushings

1. Suspension bushings as supplied in the kits are mandatory.
2. Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.

20.6 Electrical System

A. The make of spark plugs is unrestricted.

B. No changes are permitted to electronic engine management systems or their programming.

C. Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

Engine and Drivetrain

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

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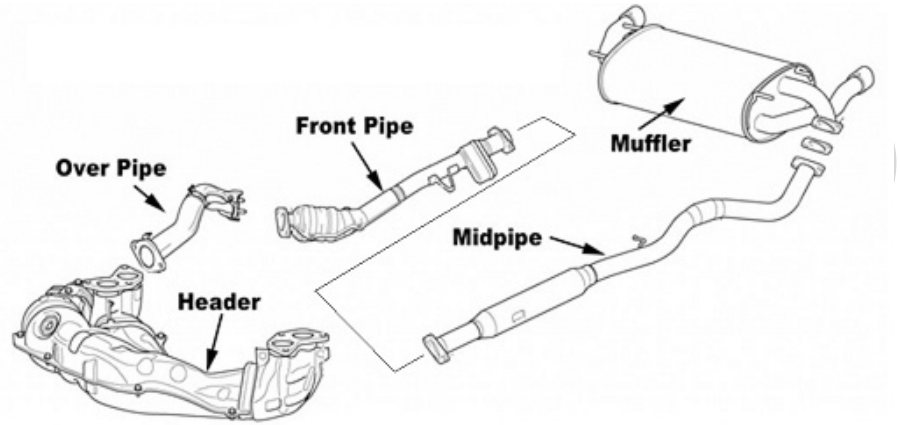
B. Oil filters are unrestricted.

C. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.

D. An oil cooler is allowed provided no unauthorized modifications are made to perform the installation.

E. The muffler and midpipe (as shown in the following figure) may be substituted provided the system exits the car in one or both original locations.

– Weight, minimum, both muffler and midpipe (lbs.): 18



F. Silicone replacement hoses are allowed as alternate components provided they meet the requirements of Solo® Rules section 13, Street Category, with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

G. Lubricants and fluids are unrestricted.

H. Fuel must be Federally-approved for use on public highways and *is widely distributed and typically sold in filling stations, commonly called "pump fuel" with typical octane ratings or AKI (Anti-Knock Index) (R+M/2) displayed on the pump between 87 and 93. The maximum octane rating allowed is what is typically delivered from a pump marked 93 octane**. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner's manual for flex-fuel vehicles).

* *Octane verification: Octane levels will vary from the number listed on the pump. Octane testing has a "margin of error" and different testing procedures will produce similar but different results. For the purposes of testing gasoline, a result that exceeds 95.9 octane is not allowed and will result in a disqualification with no exceptions (hard limit). This limit gives competitors a 99.99+% confidence level that fuel purchased from a pump marked 93 octane is compliant.* ***Warning****: Competitors attempting to approach the 95.9 octane limit through mixing or by any other means may inadvertently create fuel that appears compliant but may test above the 95.9 hard limit.*

21. PROSOLO® NATIONAL SERIES RULES

21.1 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.

21.2 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.

21.3 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.

21.4 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® National Series Rules are available online at www.scca.com.

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APPENDIX A - AUTOMOBILE CLASSES

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

Any car listed under a NOC classification is ineligible for National events. See section 13.0 for other eligibility requirements.

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

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STREET CATEGORY

Cars designated model year *1990* and older are not eligible for National Solo® competition but may continue to participate in Regional Solo® events.

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

- Dodge Caliber (non-SRT)
- Fiat 500 (non-Abarth) (2012-19)
- Ford Fiesta (non-ST) (2011-19)
- Geo Tracker
- Jeep CJ series
- MINI Countryman
- Nissan Juke
- Scion iQ
- Scion xB (2004-06)
- Subaru Forester
- Suzuki Samurai
- Suzuki Sidekick

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

- Audi R8 GT & R8 Plus
- 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 Sport Elise (2006)
- Mercedes-Benz Black Edition (all)
- MINI Cooper Hardtop JCW GP (2013)
- MINI Cooper S JCW (2002-05)
- Nissan GT-R NISMO & GT-R Track Edition (2012-18)
- Oldsmobile 442 HO W-41 (Sports package option)
- Pontiac Firebird Firehawk
- Porsche 911 GT2 (1997-98, 2002-05)
- Porsche 911 GT3 RS (997) (2007-08)
- Porsche 911 Turbo S & 3.6S (964) (1992-94)
- Saleen SC (Mustang)

Super Street class (SS)

Acura
- NSX (2017-20)

Alfa Romeo
- 4C (incl. Spider) (2015-20)

Audi
- R8 (non-GT) (2008-15)
- R8 (non-Plus) (2016-18)
- TT RS (2012-13, 2018-20)

BMW
- i8 (2014-20)
- *M4 GTS*
- Z8

Chevrolet
- Camaro ZL1 1LE (2018-19)
- Corvette Grand Sport (2017-*19*)
- *Corvette Stingray (C8) (2020)*
- Corvette Z06 (including Z07 package) (C7) (2015-19)
- Corvette ZR1 (2009-13)

Dodge & SRT
- Viper *(all)*

Ferrari
- 360 Modena & Spider (non-Challenge Stradale) (1999-2005)

Ford
- Mustang Cobra R (1993, 1995, 2000)
- Mustang Shelby GT350R (2015-19)

Jaguar
- F-Type R & SVR (2018-19)

Lotus
- Elise SC (2008-11)
- Evora 400
- Evora 410 Sport (2018)
- Exige S (non-S260, non-Club Racer) (2007-11)

McLaren
- 570GT
- 570S
- 650S
- MP4-12C (2012-14)

Mercedes-Benz
- AMG (NOC)

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SS (continued)

Nissan
- GT-R (excluding NISMO & Track Edition) (2009-18)

Porsche
- 718 Boxster S & GTS (2017-19)
- 718 Cayman S & GTS (2017-19)
- 911 (991 chassis, incl. GT3, *Turbo*; excl. GT2, GT3 RS, & Turbo S) (2012-19)
- 911 GT3 (991.2 chassis)
- 911 GT3/*GT3 RS* (996 & 997 chassis, *excl. 4.0L*)
- 911 Turbo (997 chassis; non-GT2) (2006-12)
- 911 Turbo & 911 Turbo S (996 chassis) (2001-05)
- 911 Turbo (993 chassis) (1995-99)
- 911 Turbo (964 chassis, non-S, non-3.6S) (1989-94)
- 911 Turbo (930 chassis) (1974-89)
- Boxster Spyder (2011-13)
- Cayman GT4 (non-Clubsport) (2016)
- Cayman R (2012)

Tesla Motors
- *Model 3 Performance (2918-20)*
- 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

Alfa Romeo
- Giulia Quadrifoglio (2017-19)

BMW
- M2 Performance Edition (ZL9)
- *M3 CS & M4 CS (2018-20)*

Cadillac
- XLR

Chevrolet
- Camaro Z28 (2014-15)
- Camaro ZL1 (non-1LE) (2012-15, 2017-19)
- Corvette (C6, non-ZR1) (2005-13)
- Corvette Stingray (C7) (2014-19)
- 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 GT500 (2007-15)

Honda
- S2000 CR

Jaguar
- F-Type (NOC non-Project 7) (2014-18)

Lotus
- Elise (non-SC) (2005-11)
- Esprit Turbo (1996-2004)
- Evora S (2011-15)
- Exige (non-S) (2006)

Mazda
- RX-7 (1993-95)

Mercedes-Benz
- SLK55 AMG (2012-16)

Morgan
- Plus 8
- Roadster (V6)

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AS (continued)

Pontiac
- Solstice GXP (Turbo) (2007-09)

Porsche
- 718 Boxster (*incl. T,* non-S) (2017-20)
- 718 Cayman (*incl. T,* non-S) (2017-20)
- 911 (996, non-turbo) (1998-2005)
- *911 Carrera 4, 4S, & S (997 chassis) (2005-12)*
- Boxster GTS (981 chassis) (2015-16)
- Boxster S (981 chassis) (2013-16)
- Boxster S (987 chassis) (2009-12)
- Cayman GTS (981 chassis) (2015-16)
- Cayman S (981 chassis) (2013-16)
- Cayman S (987 chassis) (2009-12)

Saturn
- Sky Redline (Turbo) (2007-10)

B Street class (BS)

Acura
- NSX (non-Zanardi Edition)

Aston Martin
- *V8 Vantage (2005-17)*

Audi
- RS 3 (2017-19)
- RS 4 (2007-08)
- RS 5 (2013-15)
- RS 6 (C5 chassis) (2003-04)
- S4 (2010-19)
- S5 (2008-19)
- S6 (2013-18)
- S7 (2012-18)
- TTS (2016-19)

BMW
- 1 Series M Coupe (2011-12)
- M Coupe & Roadster (2001-02)
- M2 (except Performance Edition ZL9) (2016-18)
- *M2 Competition (2019-20)*
- M3 & M4 (F80/F82 chassis; *non-CS*) (2015-20)
- Z4 35i &35is (2009-16)
- Z4 M Coupe/Roadster (2006-08)

Cadillac
- ATS-V (2016-19)

Chevrolet
- Camaro SS 1LE (V8) (2017-19)
- Corvette (C5, non-Z06) (1997-2004)
- Corvette (C4, all) (1984-96)

DeTomaso
- Mangusta
- Pantera

Dodge
- Challenger R/T Scat Pack Widebody (2019)

Ford
- Focus RS (2018)
- Mustang GT w/ Performance Package - Level 2 (2018-19)
- Mustang Shelby GT350 (2015-*18)*
- *Mustang Shelby GT350 (incl. Handling Package) (2019)*

Jaguar
- XKR Coupe

draft

BS (continued)

Lexus
- RC-F (2015-19)

Lotus
- Evora (non-supercharged) (2010-15)

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 (2014-19)
- CLK55 AMG (2001-06)
- E63 AMG (2010-16)
- GLA45 AMG (2015-19)
- SLK32 AMG (2002-04)
- SLK350 (2005-16)
- SLK55 AMG (2005-10)

Nissan
- 350Z NISMO (2004-2008)
- 370Z NISMO (2009-19)

Pontiac
- *Solstice (non-turbo; w/ ZOK Club Sport package) (2007-10)*

Porsche
- 911 (993, non-turbo) (1995-98)
- 968
- Boxster (non-GTS, non-S, non-Spyder) (2013-16)
- Boxster (non-S) (2009-12)
- Boxster (987, non-S) (2005-08)
- Boxster S (2005-08)
- Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)
- Cayman (non-S) (2009-12)
- Cayman (non-S) (2005-08)
- Cayman S (2006-08)
- Macan S & Turbo (2015-18)

Saleen
- Mustang (non-supercharged)

Shelby
- Cobra

Subaru
- STI (2019)
- STI Type RA (2018)

Toyota
- *Supra (2020)*
- Supra Turbo (1993½-98)

TVR
- 8-cyl
- V12
- V6

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C Street class (CS)

BMW
- M Coupe & M Roadster (1996-2000)
- M3 (E30) (1988-91)
- Z3 (6-cyl, non-M) (1997-2002)
- Z4 28i & 30i (2009-16)
- Z4 30i & 28i (2009-16)
- Z4 Coupe & Roadster (non-M) (2003-08)

Chevrolet
- Corvette (1963-82)

Chrysler & Plymouth
- Prowler

Ferrari
- 308 & 328

Fiat
- 124 Spider (incl. Abarth) (2017-19)

Honda
- S2000 (non-CR)

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 (ND1/ND2 chassis; including RF) (2016-19)
- RX-7 Turbo (1987-91)
- RX-8

Mercedes-Benz
- SLK (NOC)

Nissan
- 300ZX Turbo (1990-96)

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

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)

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

Scion
- FR-S (with TRD suspension; incl. Release Series 1.0 and 2.0) (2013-16)

Subaru
- BRZ (with Performance Package) (2017-19)
- BRZ tS (2018)

Toyota
- 86 (with TRD Lowering Springs, TRD Sway Bar Kit, and TRD 17-in. Forged Wheel) (2017-19)
- MR2 Turbo

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D Street class (DS)

Acura
- Integra Type R

Alfa Romeo
- Giulia (incl. Ti) (2017-19)

Audi
- A3 (2.0T, all) (2015-19)
- A3 quattro (3.2L V6, AWD) (2006-09)
- A5 (2008-17)
- S3 (2.0T) (2015-19)
- S4 (2000-03)
- TT (1.8T, non-quattro/FWD) (2000-06)
- TT (2.0T, non-quattro/FWD) (2008-09)
- TT quattro (AWD) (2008-19)
- TT quattro (AWD) (2000-06)
- TTS (2009-15)

BMW
- 128i (2008-13)
- 2 Series (228i, 230i) (4-cyl Turbo; F22 chassis) (2014-19)
- 3 Series (328i, 328d, 330i) (4-cyl turbo; F30/F31/F34) (2012-19)
- 4 Series (428i, 430i) (4-cyl Turbo; F32/F33/F36 chassis) (2014-19)
- M3 (E36 chassis) (1995-99)

Cadillac
- ATS (2.0L Turbo) (2013-19)
- CTS (non-V, non-Vsport) (2003-19)

Chevrolet
- Camaro LS & LT (2.0L Turbo; including 1LE) (2016-19)
- Camaro (V6) (2010-15)
- Cobalt SS (2.0L Turbo) (2008-10)

Chrysler
- 300 (V6) (2011-19)
- Crossfire (non-SRT-6)

Dodge
- Challenger (V6) (2011-19)
- Charger (V6) (2011-19)

Eagle
- Talon Turbo (AWD)

Ford
- Focus RS (2016-17)
- Mustang EcoBoost (2015-20)
- Mustang V6 (2011-17)

Honda
- Civic Type R (2017-19)

Hyundai
- Genesis Coupe (4-cyl Turbo) (2013-16)
- Genesis Coupe (V6) (2010-12)
- Veloster N (including Performance Package) (2019)

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

Lexus
- GS 350 (2005-18)
- IS (all excl. IS-F) (2006-19)
- SC 400 (1992-2000)

Lincoln
- *MKZ (AWD) (2013-19)*

Mazda
- Mazdaspeed6

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

MINI
- Clubman John Cooper Works All4 (2017-19)
- Cooper Clubman JCW (2009-14)
- Cooper Clubman S (2008-14, 2016-19)
- Cooper Coupe JCW (2013-15)
- Cooper Coupe S (2013-15)
- Cooper Hardtop JCW (2006-19)
- Cooper Hardtop S (2002-19)
- Cooper Roadster JCW (2012-15)
- Cooper Roadster S (2012-15)

Mitsubishi
- Eclipse Turbo (AWD)
- Lancer Evolution (2003-15)
- Lancer Ralliart (2009-15)

draft

DS (continued)

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

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

Subaru
- BRZ (non-Performance Package) (2013-16, 2017-19)
- Legacy 2.5GT (2005-12)
- WRX (non-STI) (2009-19)
- WRX STI (including Special Edition) (*2004*-18)

Tesla
- Model 3 (non-Performance) (2018)

Toyota
- 86 (without TRD suspension and wheels) (2017-19)

Volkswagen
- Golf R (2015-19)
- Golf R (2012-13)
- R32 (Golf chassis) (2004, 2008)

Volvo
- *S60 & V60 Polestar (2016-18)*

E Street class (ES)

Alfa Romeo
- 2000 GTV
- 2000 Spider

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 (non-Club Sport 2003) (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

draft

F Street class (FS)

AMC
- AMX
- Javelin (V8)

Audi
- A6 (V6 Supercharged) (2008-17)
- A6 (V8) (1997-2011)
- *A7 (all) (2010-19)*
- S4 (V8) (2004-09)

BMW
- 135i & 135is (2008-13)
- 335d (2009-11)
- 335i & 335is (E9X chassis; 6-cyl Turbo) (2007-13)
- 3 Series (F30/F31 chassis; 6-cyl Turbo, non-M3) (2012-19)
- 4 Series (F32/F33/F36 chassis; 6-cyl Turbo) (2014-19)
- *5 series (G30/G31/G38 chassis) (2017-19)*
- 5 series (V8)
- 6 series (E63/E64 & F12/F13 chassis) (2003-19)
- 8 series coupe
- M235i (F22) (2014-16)
- M240i (incl. xDrive) (2017-19)
- M3 (E46 & E90/E92/E93 chassis) (2000-13)
- M5 (1988-93, 2000-10)

Buick
- Grand National & Regal (V6 Turbo)

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

Chevrolet
- Camaro (V8 non-supercharged, NOC)
- Camaro (V6, 1LE) (2017-19)
- Camaro LS & LT (V6; excluding Suspension Lowering Kit and Brembo® 6-piston Front Brake Kit) (2016-19)
- Camaro SS (non-1LE) (2016-19)
- Camaro SS (incl. 1LE) (2010-15)
- Camaro SS (base car only, incl. GM-installed 1LE) (1998-2002)
- Corvette (1953-62)
- SS Sedan (2013-17)

Chrysler
- 300 (V8, all) (2004-19)
- Crossfire SRT-6 (2005-06)

Datsun
- 280ZX Turbo

Dodge
- Challenger (V8, all) (2008-19)
- Charger (V8, all) (2006-19)
- Magnum (V8) (2005-08)
- Ram SRT10 (2004-06)
- Stealth Turbo

Ford
- Crown Victoria
- Mustang (V8, NOC)
- Mustang Boss 302 (non-Laguna Seca) (2012-13)
- Mustang Bullitt (2019)
- Mustang Cobra (2003-04)
- Mustang GT (excluding Performance Package - Level 2) (2010-19)
- Mustang Mach 1 (2003-04)
- Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
- Mustang SVT Cobra
- Thunderbird (V8) (1955-88, 2002-05)

GMC
- Syclone
- Typhoon

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

Infiniti
- G37 Coupe & Sedan
- Q45
- Q50 Sport (2014-19)
- Q60 (2014-19)

Jaguar
- S-Type R
- XJ (1998-2019)
- XJ-S (1976-96)
- XK8 (1997-2006)
- Sedan (12-cyl)

draft

FS (continued)

Kia
- Stinger GT, GT1, & GT2 (V6 Turbo) (2018-19)

Lexus
- GS 400 (1998-2000)
- IS F (2008-14)
- RC (non-F) (2015-19)

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

Mercedes-Benz
- C300 (2007-20)
- *C450 & C43 AMG (2015-19)*
- C36 AMG
- C55 AMG (2005-06)
- C63 AMG (non-Black Series) (2008-19)
- CLK (non-V6)
- E55 AMG
- E Class (W212 chassis; non-AMG) (2009-16)

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

Mitsubishi
- 3000 GT Turbo

Nissan
- 300ZX (non-turbo) (1990-96)
- 300ZX Turbo (1984-89)
- *350Z (non-NISMO) (2003-09)*
- *370Z (non-NISMO) (2009-19)*

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)

Draft b

G Street class (GS)

Acura
- RLX
- TLX

Audi
- A3 (1.8T; FWD) (2015-16)
- A3 Sportback e-tron (2017-18)
- A4 (V6 & 4-cyl Turbo)
- A6 (V6 NOC & 4-cyl)
- A8 & V8 quattro (AWD)
- Quattro (Coupe Turbo)

BMW
- 3 Series (E9x chassis; non-M3, non-turbo) (2007-13)
- 3 Series (E46 chassis; non-M) (1999-2006)
- 3 Series (6-cyl, non-M3; E30, E36) (1984-98)
- 320i (F30/F31/F34) (2014-19)
- 323i Convertible, 323is, 328i Convertible, & 328is (E36) (1999)
- 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)
- *Regal (all) (2014-19)*

Cadillac
- ATS (2.5L 4-cyl non-turbo) (2013-16)
- ELR (2014-16)

Chevrolet
- Cobalt SS (2.0L SC) (2005-07)
- Malibu (all) (2008-19)

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 (2013-18)
- Fusion (6-cyl)
- Fusion Sport (2017-19)
- Mustang (V6) (2005-10)
- Mustang SVO
- Taurus SHO (1996-99, 2010-19)
- Thunderbird (V8 & V6 Supercharged) (1989-97)
- ZX2 S/R (1999-2003)

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

Honda
- Civic Si (2017-19)
- Civic Si Mugen (2008)

Hyundai
- Genesis Coupe (4-cyl Turbo) (2010-12)
- Veloster Turbo (all) (2019)
- Veloster Turbo Rally Edition (2016-17)

Isuzu
- Impulse Turbo (all)

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

Kia
- Stinger (4-cyl Turbo) (2018-19)

Lexus
- IS 300 (2001-05)
- SC 300 (1992-2000)

Lincoln
- *MKZ (FWD) (2013-19)*
- *MKZ (2006-12)*

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

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

draft

GS (continued)

GLA250 (FWD)

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

Merkur
- XR4Ti

MINI
- Cooper Clubman (non-S, non-JCW) (2016-19)
- Cooper Hardtop (non-S, non-JCW) (2014-19)

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

Plymouth
- Neon (1995-99)

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

Saturn
- ION Redline (Supercharged)

Subaru
- Impreza 2.5 (non-turbo)
- WRX (non-STI) (2002-08)

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)
- Golf GTI (2006-19)
- Jetta & GLI (2.0L Turbo) (2006-19)
- 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 (all, including Type S)
- TL
- TSX
- Vigor

Alfa Romeo
- 1300
- 1600
- 164 (non-S) (1991-93)
- 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 (including 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 (NOC)
- 7 Series (6-cyl)
- i3 (2014-19)

Draft

HS (continued)

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

Cadillac
- Catera

Chevrolet
- Aveo
- Beretta (NOC)
- Bolt
- Camaro (4-cyl & 6-cyl) (1967-2002)
- Chevette
- Cobalt (all, *non-turbo*) (2005-10)
- Corvair (all)
- Cruze
- Nova (FWD) (1986-88)
- Nova (RWD, 4-cyl & 6-cyl) (1962-79)
- Sonic (all) (2012-19)
- Spectrum
- Sprint
- Vega & Cosworth Vega
- Volt (2011-19)

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
- F-10

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

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

Fiat
- 500 Abarth (2012-19)
- NOC

Ford
- Aspire
- Contour (all)
- Cortina
- Escort (non-ZX2 S/R)
- EXP
- Festiva
- Fiesta (1976-80)
- Fiesta ST (2014-19)
- Five Hundred
- Focus (non-ST 2013-18 and non-RS)
- Fusion (4-cyl)
- Mustang (V6) (1994-2004)
- Mustang (4-cyl, 6-cyl, & 4-cyl Turbo except SVO) (1964½-93)
- Pinto
- Probe (all)
- Taurus (non-SHO)
- Taurus SHO (1989-95)
- Tempo (all)
- Thunderbird (V6, non-S/C) (1989-97)
- Thunderbird Turbo Coupe
- ZX2 (non-S/R)

draft

HS (continued)

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 (non-Si, non-type R) (2016-19)
- CRX (all)
- CR-Z
- del Sol & Civic del Sol (all)
- Fit
- Insight
- Prelude (all)

Hyundai
- Accent (1995-2019)
- Elantra (incl. GT Turbo) (1990-2019)
- Scoupe
- Tiburon
- Veloster (non-turbo) (2012-17, 2019)
- 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 & 2.4L)
- Forte5 (2014-18)
- Optima
- Rio (2012-19)
- 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
- 808
- 929
- Cosmo
- GLC
- Mazda2 (2011-14)
- Mazda3 (2004-20)
- 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

draft

HS (continued)

- 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 (1978-2003)
- Precis
- Premier
- Starion (non-turbo)
- Tredia

Nissan/Datsun
- 200SX (all)
- 240SX
- 300ZX (non-turbo) (1984-89)
- Altima (all)
- Leaf (2011-19)
- Maxima (all)
- NX1600
- NX2000 (1991-93)
- Pulsar
- Sentra (all)
- Stanza
- Versa (2007-19)

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)
- 912
- 924 (Audi engine, non-turbo)

Renault
- NOC

Saab
- 900 (V6) (1994-97)
- NOC

Saturn
- 8v engine
- Astra (2008-09)
- DOHC model (NOC)
- ION (non-supercharged)
- L series (all)

draft b

HS (continued)

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 (NOC)
- Impreza 2.0i
- 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
- e-Golf (2015-18)
- Eos (2.0T) (2007-16)
- Fox
- *Golf (2.5L) (2010-14)*
- Golf, GTI, & Jetta (16v non-turbo)
- Golf, GTI, & Jetta (8v, all)
- Golf TDI
- Jetta (1.4T) (2016-19)
- Jetta (2.5L) (2005-14)
- Jetta TDI (2005-06, 2009-15)
- 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)

draft p

SPORTS CAR CLUB
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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:

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

Alfa Romeo
- 4C (2015-19)

Audi
- TT RS (2012-13)

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

Cadillac
- XLR

Chevrolet
- Camaro SS 1LE (V8) (2017-20)
- Camaro Z28 (2014-15)
- Camaro ZL1 (2012-15, 2017-20)
- Corvette (C6, non-ZR1) (2005-13)
- Corvette Grand Sport (C7) (2017-19)
- Corvette Stingray (C7) (2014)
- Corvette Z06 (C5) (2001-04)

Dodge & SRT
- Viper & Viper GTS (non-ACR, non-TA) (2013-17)
- Viper (non-ACR) (2008-10)
- Viper SRT-10 (2003-07)
- Viper GTS (1996-2005)
- Viper R/T (1992-2003)

Ford
- Mustang Boss 302 Laguna Seca (2012-13)
- Mustang Shelby GT350 & GT350R (2015-20)
- Mustang Shelby GT500 (2007-15)

Jaguar
- F-Type (non-Project 7) (2014-20)

Lotus
- Elise (non-SC) (2005-11) (see Appendix F)
- Evora S (2011-15)
- Exige (non-S) (2006)

Mercedes-Benz
- AMG (NOC)

Porsche
- 718 (all) (2017-19)
- 911 (991 chassis; *non-R, non-Turbo, non-Turbo S, non-GT2,* non-GT3) (2012-19)
- 911 (997 chassis)
- 911 GT3 (997 chassis, non-RS)
- 911 GT3 (996 chassis)
- 911 Turbo (930 chassis) (1974-89)
- *Boxster (all, incl. Spyder) (1998-2016)*
- *Cayman (all, incl. R; excl. Clubsport) (2006-16)*

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

draft

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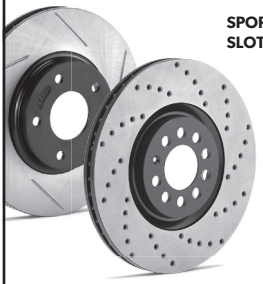

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- Two Premium Rotors
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POSI QUIET LOADED CALIPERS

- Application-specific Posi Quiet pads

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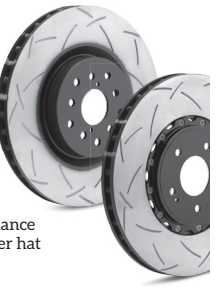

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STREET TOURING® CATEGORY

Street Touring® Ultra (STU)

Alfa Romeo
- Guilia (2.0T) (2016-20)

Audi
- *S3 (2015-19)*
- 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)
- X1 (2013-15)*

Cadillac
- ATS (2.0L) (2012-19)

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

Dodge
- Challenger (V8, N/A) (2008-19)
- Charger (V8, N/A) (2006-20)

Fiat
- 124 Spider (2016-19)

Ford
- Focus RS (2016-17)
- Mustang *(all excl. Cobra & Cobra R) (1979-2004)*
- Mustang GT *(excl. Shelby versions & Boss 302) (2005-20)*
- Mustang V6 *(all)*
- Mustang EcoBoost (2.3T) (2015-20)

Honda
- Civic Type R (2017-19)

Hyundai
- Genesis (V6)
- Genesis (2.0T 4-cyl) (2013-16)
- *Veloster N (2019-20)*

Infiniti
- G35 Coupe
- G37

Lexus
- IS F

Mazda
- Mazdaspeed Miata (2004-05)

Mercedes-Benz
- CLK430 (1999-2003)
- CLK55 (2001-06)
- *E550 (non-AMG) (2014-16)*

MINI
- Cooper S & Cooper S JCW (2007-19)
- Cooper (non-S) (2014-19)

Mitsubishi
- Lancer Evolution

Nissan
- 300ZX Turbo (1984-89)
- 350Z (non-NISMO)
- 370Z (non-NISMO)
- 370Z NISMO (2009-20)

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

Porsche
- Boxster (987.2 & 981.1) (2009-15)
- Boxster S (987) (2005-12)
- Cayman (987.2 & 981.1) (2009-15)
- Cayman S (987) (2006-12)

Subaru
- Impreza WRX STI

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

draft

STU (continued)

VOLVO
- S60R

"CATCH-ALL":
- Sedans & Coupes NOC (non-sports-car-based; 4-seat min.; over 5.1L normally aspirated or 2.5L to 3.1L forced induction)

*All vehicles must meet the requirements of Section 3.1.

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 (2006-20)
- RX-7 GSL
- RX-7 GSL-SE
- RX-7 GXL
- RX-7 GTU (1988)

MERCEDES-BENZ
- SLK 230 Kompressor (1996-2004)

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

PORSCHE
- 911 Carrera (3.2L) (1984-89)
- 911 SC (3.0L) (1978-83)
- 924
- 944 (non-turbo)
- 968
- Boxster (986 and 987.1; base model) (1997-2008)
- Boxster S (986) (2000-04)
- Cayman (987.1; base model) (2007-08)

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

SATURN
- Sky (non-turbo)

draft b

Street Touring® Xtreme (STX)

Acura
- ILX (2013-20)
- Integra (non-Type R) (1994-2001)
- Integra Type R
- RSX
- TSX

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

Dodge
- Challenger (V6) (2008-20)
- Charger (V6) (2006-20)
- Dakota (4-cyl & 6-cyl, N/A)*
- Dart (2.4L N/A) (2013-16)

Ford
- Ranger (4-cyl & 6-cyl, N/A)*

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

Honda
- Civic Si (2002-15)

INFINITI
- G35 Sedan

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

Mazda
- RX-8

MINI
- Cooper S & Cooper S JCW (including dealer-installed 2005-06) (2001-06)

Mitsubishi
- Eclipse (V6) (2006-12)

Nissan
- 240SX
- 300ZX (non-turbo) (1984-96)
- Sentra SE-R (2000-12)
- Sentra SE-R Spec V

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

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

Scion
- FR-S

Subaru
- BRZ (2013-20)

Toyota
- 86 (2020)
- Supra (non-turbo) (1993-98)
- Tacoma (1995-2020)

Volkswagen
- Corrado (all)
- Passat (VR6 & W8)
- R32

"Catch-all":
- Sedans & Coupes NOC (non-sports-car-based, 4-seat minimum; 3.1L to 5.1L normally aspirated)

* All vehicles must meet the requirements of Section 3.1.

draft

Street Touring® Sport (STS)

ACURA
- Integra (1986-93)

BMW
- Z3 (4-cyl)

CHEVROLET
- Cobalt (2.2L, N/A)
- Cruze (2008-16)
- Sonic (non-turbo) (2012-19)
- Spark
- Sprint (1985-88)
- Volt (2011-15)

CHRYSLER/PLYMOUTH/DODGE
- Neon (all) (1995-99)
- Neon (NOC) (2000-05)
- Neon R/T & ACR (2001-04)

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

FIAT
- 500 (non-turbo) (2012-15)*

FORD
- Escort GT (1991-96)
- Fiesta (1.0T EcoBoost)
- Fiesta (non-turbo) (2011-19)*
- Focus (non-turbo)
- ZX2 & Excort ZX2 (1998-2003)

HONDA
- Accord (4-cyl) (1998-2015)
- Accord (6-cyl) (1998-2013)
- Accord (1994-97)
- Civic (non-Si) (2006-15)
- Civic (non-Si) (2001-05)
- Civic (1984-2000)
- CRX
- CR-Z
- del Sol & Civic del Sol
- Fit
- Insight

HYUNDAI
- Accent (2012-17)
- Elantra (2001-15)
- Tiburon (V6) (2003-08)
- Veloster (non-turbo) (2011-18)

KIA
- Forte & Forte Koup (non-turbo)
- Rio (2012-17)

LEXUS
- CT 200h (2011-16)

MAZDA
- 323
- Mazda2
- Mazda3
- Mazda6
- Miata (non-Torsen differential) (1990-97)
- Protégé (NOC) (1999-2003)
- Protégé MP3
- RX-7 (non-turbo, NOC)

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

MITSUBISHI
- Lancer (non-turbo)

NISSAN
- 200SX SE-R (1995-98)
- Sentra (1.6L, 1.8L, 2.0L) (1991-2012)
- NX2000 (1991-94)
- Versa (2007-13)

PONTIAC
- Fiero (4-cyl)
- G5 (2.2L)
- Vibe (2003-10)

PORSCHE
- 914 (4-cyl)

SATURN
- Astra
- Ion (2.2L)
- SL
- SW
- SC

SCION
- iA (2016)
- iM (2016)
- iQ CVT
- tC

draft

STS (continued)

xA
xB
xD (2008-13)

Subaru
Impreza (1.8L, FWD) (1993-96)
Impreza 2.0i (2012-15)
Impreza 2.5 RS (1998-2001)
Legacy (1990-94)

Suzuki
Swift (N/A) (1994)

Toyota
Celica (non-turbo) (1986-2005)
Corolla (1984-97 & 2003-19)
Echo (2000-05)
Matrix (2003-13)
MR2 (non-supercharged) (1985-89)
MR2 (non-turbo) (1991-95)
Yaris

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

*All vehicles must meet the requirements of Section 3.1.

Street Touring® Hatchback (STH)

Audi
A3
A4
A4 (1.8T)
TT Coupe & Roadster (FWD)
TT quattro (AWD)

Chevrolet
Bolt
Cobalt (2.0T)
HHR (2008-11)
Sonic (Turbo) (2012-15)

Dodge
Dart
SRT-4 (2003-05)

Eagle
Talon Turbo (AWD)

Fiat
500 Abarth
500 Turbo (2013-16)*

Ford
Fiesta ST
Focus ST
Fusion Sport (2017-19)

Honda
Civic Si (2017-20)
Civic Sport (2017-20)

Hyundai
Genesis (2.0L Turbo) (2010-12)
Veloster *Turbo* (*2013*-16)
Veloster Turbo (2019-20)

Kia
Forte & Forte Koup (Turbo)

Mazda
Mazdaspeed3
Mazdaspeed6
Mazdaspeed Protégé
323 GT & 323 GTX

Mitsubishi
Eclipse Turbo (AWD)
Lancer Ralliart (2008-10)

Nissan
Juke (2011-16)*

draft

STH (continued)

PONTIAC
- G5 (2.0L Turbo)

SAAB
- *9-2X (2005-06)*

SUBARU
- Forester XT
- WRX (non-STI) (2002-20)
- Legacy GT (2005-08)

VOLKSWAGEN
- Beetle (1.8T, 2.0T, & TDI)
- Golf & GTI (1.8T & 2.0T)
- Golf R (2012-14)
- Jetta (1.8T & 2.0T)
- Golf & Jetta (TDI) (2007-15)
- Passat (1.8T, 2.0T, & TDI)

VOLVO
- 240 Turbo (1981-85)
- C30

"CATCH-ALL":
- Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; up to 2.5L forced-induction)

* All vehicles must meet the requirements of Section 3.1.

draft b

STREET PREPARED CATEGORY
Super Street Prepared (SSP)

Acura
NSX (2016-19)

Audi
R8 (except GT) (2008-19)
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) (2014-19)

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)
Evora 400

McLaren
*600LT *Limited Prep**
720S
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 engine not otherwise classified. (See Section 15.1.C for update/backdate limitations.)

draft b

A Street Prepared (ASP)

Acura
- NSX (1990-2005)

Audi
- A4 (2008-16)
- S4 (2000-03)
- S4 (2010-16) & S5 (2013-16)
- *TT RS (2018-19) *Limited Prep**
- *TTS (2014-19)*

BMW
- 135 & 1 Series M (2008-13)
- 328 & 335 (2006-13)
- M2 (non-ZL9)
- M235i (2014-16)
- M4 (F82/F83 chassis)
- Z4 sDrive35i & sDrive35is (2012-13)
- Z8

Bricklin

Chevrolet
- Camaro ZL1 (2017-19)
- Camaro ZL1 (2012-13)

DeLorean

DeTomaso
- Mangusta (all)
- Pantera (all)

Dodge
- Stealth Turbo

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

Ford
- Focus RS (2016-17)
- 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

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)

Tesla
- *Model 3 *Limited Prep**

Toyota
- MR2 (all incl. Turbo) (1991-95)
- *Supra (2020)*
- Supra Turbo (1993½-98)

Volkswagen
- Golf R (2015-18)

Volvo
- S60R & V70R (2004-07)

draft

B Street Prepared (BSP)

Audi
- TT (1.8T; FWD & quattro)
- TT (3.2L; quattro)
- *TT (2014-19)*
- TTS (2009-13)
- Quattro Turbo Coupe

BMW
- 128 (2008-13)
- 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

Fiat
- *124 Spider (2016-20)*

Honda
- S2000

Mazda
- MazdaSpeed Miata
- MX-5 Miata (ND chassis, all) (2016-19)
- RX-7 Turbo (1986-92)

Nissan & Datsun
- 240Z, 260Z, & 280Z
- 280ZX & 280ZX Turbo
- 300ZX Turbo (1984-89)
- 300ZX Turbo (1990-96)
- 350Z (all)
- 370Z (all) (2009-18)

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 (incl. Turbo)
- 944 (16v & Turbo engines)
- 928
- 968
- Boxster & Cayman (986 chassis, all)

Saleen
- Mustang S281E & Mustang (NOC)

Triumph
- TR-8

Volkswagen
- Golf R (2012-13)

draft

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

Honda
- Civic & CRX (1988-91)

Lancia
- Scorpion

Lotus
- Cortina
- Elite (1216 cc)

Mazda
- MX-5 Miata (1990-2005)
- MX-5 (2006-15)
- 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, non-turbo)
- 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.)

draft b

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
- *128i *Limited Prep**
- 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)
- Fiesta ST (2014-18)
- Focus ST (2013-*18*)
- Fusion & Milan (6-cyl) (2006-13)
- Probe (Turbo & V6)

Honda
- Civic Si (1999-2000)
- Civic Si (2002-05)
- Civic Si (2006-12)
- *Civic Type R (2017-20)*
- Del Sol (DOHC)
- Prelude 4WS
- Prelude (1992-2001) (NOC)

Hyundai
- Tiburon
- *Veloster Turbo (2019)*

Isuzu
- I-Mark LS (16v & Turbo, FWD) (1985-89)
- I-Mark RS (16v & Turbo, FWD)

draft

DSP (continued)

- 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
- 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 & Eagle
- Cordia Turbo
- Eclipse (2000-12)
- Eclipse Turbo & Talon Turbo (1989-99)
- Galant (all)
- Tredia Turbo

Plymouth
- Laser (AWD)

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

Scion
- *FR-S (2013-16) *Limited Prep**

Subaru
- *BRZ (2013-16) *Limited Prep**
- *BRZ (2017-18) *Limited Prep**
- Impreza (all) (1993-2001)
- Impreza (2.5L) (NOC)
- Legacy & Outback (6-cyl, all) (1998-2004)
- Legacy & Outback (6-cyl, all) (2005-13)

Toyota
- *86 (2017-18) *Limited Prep**
- Camry V6
- Celica (2000-05)

draft

DSP (continued)

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)

Cadillac
CTS & CTS-V (2004-07)

Chevrolet, Pontiac, Buick, & Oldsmobile
Camaro (2.0L Turbo) (2016-19)
Camaro (3.6L V6) (2016-19)
Camaro (6.2L V8, NA) (2016-19)
Camaro (non-ZL1) (2010-15)
Camaro, Firebird, SS, Firehawk, & WS6 (4th gen) (1993-2002)
Camaro, Firebird, & Firehawk (1982-92) (3rd gen)
Camaro & Firebird (1970½-81)
Camaro & Firebird (1967-70)
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 sedan (2013-17)
Starfire & Sunbird (V6, all)
Trans Am Turbo (1982-92)

draft

ESP (continued)

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 (FWD)
- Stealth (non-turbo)
- Dakota (1997-04)

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

Ford & Mercury
- Cougar (1971-74)
- Cougar (1965-70)
- Mustang (non-GT350, *non-GT500*) (2015-*19*)
- Mustang (S197 incl. Boss 302, Boss 302 Leguna Seca, & Shelby GT500 2007-10) (2005-13)
- Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
- Mustang SVO, Cobra, Cobra R (1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
- Mustang II (1974-78)
- Mustang & Cougar (1971-73)
- Mustang & Cougar (1969-70)
- Mustang & Cougar (1967-68)
- Mustang (1964½-66)
- Taurus SHO
- Thunderbird & Cougar (1989-97)
- Thunderbird & Cougar (1983-88)

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-Benz
- 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)

Peugeot
- 405

Saab
- SPG (16v & Turbo)

Saleen
- Mustang 302 & 351 (non-supercharged) (1984-93)

Shelby
- GT350 (1965-66)
- GT350 & GT500 (1967-70)

Subaru
- Legacy 2.5GT (2005-12)

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

draft

ESP (continued)

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)

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FSP (continued)

- 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)
- Sonic (2012-18)
- Spectrum (1.5L non-turbo) (1985-89)
- 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)

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FSP (continued)

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
- Forte (2008-11)
- Forte (2012-18)
- 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)
- 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

draft

FSP (continued)

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
- 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)

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FSP (continued)

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.)

draft b

SPORTS CAR CLUB
OF AMERICA
®

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 *(all)*
- *Lotus Elise, Exige, Evora, & Esprit*

Excluded Vehicles:

- Lotus (all except Elise, Exige, *Evora,* & Esprit)
- All 2-seat cars not eligible for Street Prepared Category.
- 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: .... +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.

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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: ..... +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 lbs.

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: ..... +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.

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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, FP, or listed at the end, is 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 chassis or body 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, Definitions. 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 highest point of the body that is behind the centerline of the rear axle. 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

SCCA

XP (continued)

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 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, Definitions. 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. Suspension Control

Any front and rear suspension system type (MacPherson/Chapman

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XP (continued)

strut, double A-arm, live axle, etc.) may be used.

5. Electrical System

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

6. 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.

7. 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 1.6 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 with a 1796 cc Turbo engine and 51% of the weight on the rear axle is *1350* + [(1.796 x 1.6) x (200 + 20)] = *1982* lbs.

Forced Induction Engine Displacement (lbs.)

FWD.....*1350* + 150 per liter
RWD .....*1350* + 200 per liter
AWD ..... *1350* + 250 per liter

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XP (continued)

Normally Aspirated Engine Displacement less than 4.0L (lbs.)

FWD.....*1250* + 150 per liter
RWD .....*1250* + 200 per liter
AWD ..... *1250* + 250 per liter

Engine displacement of 4.0L or greater (lbs.)

FWD..... *1650* + 50 per liter
RWD .....*1650* + 100 per liter
AWD .....*1650* + 150 per liter

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

Weight Adjustments (lbs.)

Active/reactive suspension ..... + 100
Greater than 51% of weight on rear axle..... + 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.....normally-aspirated: 1425 ..... forced-induction: 1625
RWD ..... normally aspirated: 1550 .....forced-induction: 1900
AWD ..... normally-aspirated: 1675 ..... forced-induction: 1925

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RT3 (all)

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

Factory Five Racing

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.

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XP (continued)

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 4.5L normally aspirated or the equivalent forced induction engine size and weight.

TVR
- Griffith Series 200 & Series 400

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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: .....Chrysler, 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

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CP (continued)

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

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

Minimum weight without driver (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
4-cyl engines (all) 2450

Maximum weight on the rear axle 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
A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.
Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850
A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.
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)

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CP (continued)

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)
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 (Cadillac, Chevrolet, GMC, Oldsmobile, & Pontiac)

Chevelle, El Camino, Tempest, etc. (A-body) (1964-67)
Chevelle, Cutlass, El Camino, GTO, etc. (A-body) (1968-72)
CTS & CTS-V (2003-07)
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)

draft b

CP (continued)

Shelby

GT350 & GT500 (1965-70)

Yenko

Stinger (1965-69); weight (lbs.):..... 1850

"Catch-all":

US Sedan (6-cyl or 8-cyl, NOC)

draft b

D Prepared (DP)

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

Minimum weights (without driver) 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 2v/cyl are permitted a displacement change of +10% via bore and/or stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

51% or more of weight on the rear axle: ..... +0.015 x displacement (cc)
Solid Axle: ..... -50
Wheel width greater than 10" up to 11": ..... +50
Wheel width greater than 11" up to 12": ..... +100
Alternate Engine Allowance: ..... + 0.10 x displacement (cc)

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 Junior & GTA Junior (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 (*N/A,* RWD, NOC)

Alpine

A108

Draft

DP (continued)

A110 1100

Austin-Healey & MG

100-4 (2660 cc)

Alternate part: louvered hood

MGA

Replace wood floorboards with metal.

MGA Twin Cam

Replace wood floorboards with metal.

MGB & MGB-GT

Midget & Sprite

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 (*N/A,* 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

draft b

DP (continued)

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.

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

draft b

DP (continued)

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
- 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)

draft b

DP (continued)

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
- Spitfire 1296 MkIII
- Spitfire 1296 MkIV
- Spitfire 1493
- TR-2 & TR-3
- TR-4 & TR-4A (beam axle)
- TR-4A (IRS)

draft b

DP (continued)

TR-7 (1998 cc)
Alternate rear spoiler: V-775

Turner
950S
1500
Alternate crankshaft: 125 E

TVR
1800
Vixen S2 (1599 cc)
Alternate cylinder head: Pierce aluminum casting

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 (*N/A,* RWD, NOC)

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

draft b

E Prepared (EP)

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) 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 × displacement (cc)
Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: .....1.06 × displacement (cc)
Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: .....0.91 × displacement (cc) + 250 lbs.
Engines with 2-valves per cylinder: .....1.00 × displacement (cc)
Level 2 (Limited Prep) vehicles: .....1.00 × displacement (cc)

Weight Adjustments (lbs):

Wheels greater than 10" wide up to 11" wide: ..... +50
Wheels greater than 11" wide up to 12" wide: ..... +100
Alternate Engine Allowance..... +0.10 × displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Acura
- Integra (1986-89)
- Integra (1990-93)
  - Alternate 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 engine)
  - 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)
- Citation (1980-85)
- Nova (FWD) (1985-88)
- Sonic (non-turbo) (2012-17)

draft

EP (continued)

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)
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 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 & CRX (1988-91)
Civic (1992-95)
Civic (non-Si) (1996-2000)
Civic Si (1.6L DOHC VTEC) (1999-2000)

draft b

EP (continued)

- 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
- DelSol (1993-96)
- Fit (2007-18)
- Prelude (1978-2001)
  - Alternate cylinder head: 12100-PC7-000, 12100-PC7-010, or 12100-PC7-020

Hyundai

- Sonata (1989-2005)

Infiniti

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

Isuzu

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

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

draft b

EP (continued)

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)

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 (*N/A*, 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)

draft b

EP (continued)

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 (*N/A*, 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)

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

draft b

EP (continued)

Make
Model..... Intake/Exhaust Valve Size (max.)
Engine displacement .....Induction
Additional specifications

Ford
Fiesta (1978-80) ..... 1.41”/1.24”
1598 cc..... (1) 40DCN, 40DCNF, or 40IDF carburetor
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”
Festiva (1988-93) .....1.26”/1.10”
1324 cc.....carburetor or fuel injection
Compression ratio (max.): 10.5:1; valve lift (max.): 0.450”

Geo
Metro 13BA (1989-94) .....1.42”/1.18”
1298 cc ..... fuel injection
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”

Honda
Civic, Civic Si, CRX, & CRX Si (1984-87) .....1.07”/1.30”
1488 cc .....carburetor or fuel injection
Compression ratio (max.): 11.0:1; valve lift (max.): 0.390”
Civic, (all) & CRX (all) (1988-91)..... 1.14”/0.98”
1493cc ..... fuel injection
Compression ratio (max.): 11.0:1; valve lift (max.): 0.390”
1590cc ..... fuel injection
Compression ratio (max.): 11.0:1; valve lift (max.): 0.390”

Renault
Alliance/Encore (1984-87) .....1.50”/1.28”
1721 cc ..... fuel injection
Compression ratio (max.): 10.5:1; valve lift (max.): 0.450”

Suzuki
Swift GA (1989-94) .....1.42”/1.18”
1298 cc ..... fuel injection
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”

Volkswagen
Golf (GTI, GT, GL) (non-turbo).....1.57”/1.30”
1780 cc ..... fuel injection
Compression ratio (max.): 11.5:1; valve lift (max.): 0.420”
Jetta (1985-91) .....1.57”/1.30”
1780 cc ..... fuel injection
Compression ratio (max.): 11.5:1; valve lift (max.): 0.420”
Rabbit (1981-84) .....1.34”/1.22”
1715 cc ..... fuel injection
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”

draft

EP (continued)

Rabbit GTI (8v engine) (1983-84).....1.57”/1.30”
1780 cc ..... fuel injection
Compression ratio limited (max.): 12.0:1; valve lift (max.): 0.420”
Rabbit .....1.34”/1.22”
1588 cc ..... (1) 40DCN or 40DCNF carb w/32mm chokes or fuel inj
Compression ratio (max.): 11.0; valve lift (max.): 0.450”
Scirocco (1981-84) .....1.34”/1.22”
1715 cc ..... fuel injection
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”
Scirocco (8v engine) (1983-88) .....1.57”/1.30”
1780 cc ..... fuel injection
Compression ratio (max.): 12.0:1; valve lift (max.): 0.420”
Scirocco .....1.34”/1.22”
1457 cc.....(1) 40DCN, 40DCNF, or 40IDF carb w/32mm chokes or fuel inj
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”
1471 cc ..... (1) 40DCN, 40DCNF, or 40IDF carb w/32mm chokes
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”
1588 cc ..... (1) 40DCN or 40DCNF carb w/32mm chokes or fuel inj
Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”

draft

F Prepared (FP)

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) 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):

51% or more of weight on rear axle: ..... +0.040 x displacement (cc)
Wheel width greater than 10" up to 11": ..... +50
Wheels greater than 11" wide up to 12" wide: ..... +100
AWD:.....+ 0.100 x displacement (cc)
FWD: .....- 0.100 x displacement (cc)
Solid Drive Axle:..... - 0.050 x displacement (cc)
Alternate Engine Allowance: .....+0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs. (except that cars using section 17.10.R, Engine Swap Allowance, must not weigh less than 2100 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) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: 1.3 x 2457 = 3195 lbs. (exceeds maximum limit).

2700 lbs. (maximum allowed weight)
+ 50 lbs. (wheel width over 10" up to 11")
= 2750 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

Draft

FP (continued)

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)
- *Z3 (6-cyl) (1999-2002)*
- *Z4 (6-cyl) (2003-08)*

Chevrolet
- Sprint Turbo

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)

Fiat
- *124 Spider (2017-19)*
- *500 (Turbo) (2013-19)*

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 allowed) (1988-97)

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FP (continued)

MX-6 GT Turbo
RX-2 (1971-74)
12A engine..... specified displacement (cc): 2292
No peripheral port allowed.
RX-3 (1971-78)
12A engine..... specified displacement (cc): 2292
No peripheral port allowed.
RX-4 (12A or 13B) (1974-78)
12A engine..... specified displacement (cc): 2292
No peripheral port allowed.
13B engine.....specified displacement (cc): 2616
No peripheral port allowed.
RX-7 (1986-91)
13B engine.....specified displacement (cc): 2616
Alternate engine: Renesis.....specified displacement (cc): 2616
Bridge or peripheral porting allowed in all engines.
RX-7 (1979-85)
12A engine.....specified displacement (cc): 2292
13B engine.....specified displacement (cc): 2616
Alternate engine: Renesis.....specified displacement (cc): 2616
Bridge or peripheral porting allowed in all engines.
RX-8 (bridge or peripheral porting allowed)
Renesis engine .....specified displacement (cc): 2616
Alternate engine: 12A ..... specified displacement (cc): 2292
Alternate engine: 13B .....specified displacement (cc): 2616
Bridge or peripheral porting allowed in all engines.

MINI
Cooper S (2002-13)

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

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 (Z32 chassis; non-turbo) (1990-96)
Alternate part: rear facing hood scoop (3.5” max height)
350Z & 370Z (2003-17)

draft

FP (continued)

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)
  - Alternate cylinder heads: twin spark plug
- 914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl air-cooled)
  - Alternate cylinder heads: twin spark plug
- 924 Turbo
- 924S (1986-88) & 944 (non-turbo, all) (1982-91)
  - Alt. cyl. head (2.5L only): #933.104.302.50 w/36 mm ex. valves
- 944 Turbo (1985-91)
- 968 (1992-95)
- Boxster & Cayman (986 & 987) (1996-2012)

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

Saturn
- Sky Red Line

Subaru
- Impreza (AWD) & WRX (all)
- SVX (1992-97)
- Sedan/Coupe (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 chassis: 1985-89
- MR2 Turbo (1991-95)

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

draft b

FP (continued)

TVR

6-cyl

Volkswagen

Corrado (1.8L Supercharged w/54 mm inlet restrictor) (1990-95)
Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)
Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)
Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (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 engine, NOC)

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SPORTS CAR CLUB
OF AMERICA
®

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.

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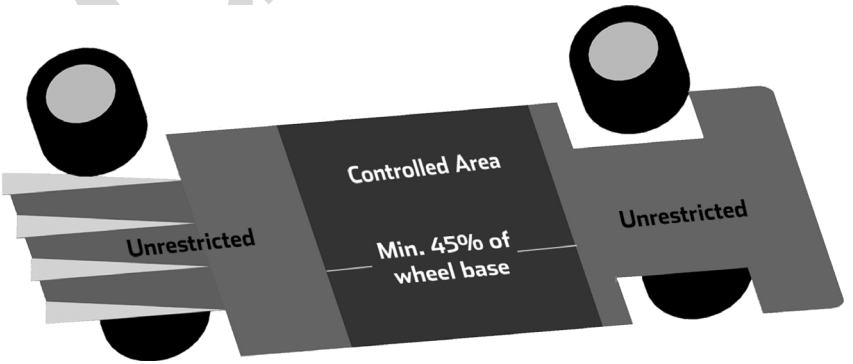
10. All prohibited cost control items in P2 per GCR Section 9.1.8.D.A apply to formula cars as well as sports racers with the following Solo® changes to the list:
    a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96" wheelbase or 66" rear sidewall-to-sidewall 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 *a rectangle fully enclosing* the airfoil element plan view and does not include *flat vertical* side plates *but does include footplates and similar aerodynamic devices*. 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.

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:

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

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(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 (min.):

   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

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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 *is permitted. Dual one-barrel carburetors are permitted.* 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-disc 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) be-

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hind 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., Heli-Coil®) 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 compo-

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nents 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.

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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 disc 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, anti-roll bars, and camber compensating devices are unrestricted, as are cables, straps, or other positive stops used to limit positive camber.

8. Braking System - Front and Rear

a. Standard VW Type 1-3 brake components, disc 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.

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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

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- 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 engine up to & including 3200 cc OHC 1700
- Piston engine up to & including 4500 cc pushrod/OHV 1700
- 2-rotor rotary engine *all configurations* 1700
- *3-rotor rotary engine, normally-aspirated* *1700*
- Piston engine, unlimited displacement..... 1800
- 3-rotor rotary engine, *forced induction* 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 ..... Deduct 25

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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 #MA0242S-P1020A), 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. *External carburetor jetting devices may be used (such as Mikuni Power Jet, Thunder Dial-a-jet, Thunder IntelaJet, Thunder Power-Jet). They must be plumbed to the float bowl for the carburetor for which they are installed. Remote float bowls are not allowed.*
9. All F440 & F500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used. Electric water pumps may be used.
10. 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 to the sidepods as specified in the GCR, Bodywork D.9.C, shall have an allowance from the

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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.

11. 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.

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b. Car number and class designation.
c. Exhaust system, muffler, and tailpipe.

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APPENDIX B - SUPPLEMENTARY CATEGORIES

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 GM, Ford, Chrysler, and AMC. 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

- Must be either a domestic automobile or truck (pick-up or SUV) of front-engine/rear-wheel-drive (FE/RWD) configuration *(no electric-powered vehicles)*.
- Must be licensed and insured, as well as fully "street legal" (*working* lights, etc.).
- Must have "full-size" windshield similar to what came from the manufacturer. Side *and rear* glass must be present if original for the vehicle. Lexan® or equivalent may be used.
- Must pass the mandatory Safety (Tech) Inspection of Section 3, Vehicles, and must be in compliance with the Sound Measurement Procedures, Appendix I, of the 2019 SCCA® National Solo® Rules.
- Excluded: *Chevrolet Corvette ZR1 (2019);* Dodge/SRT Viper (2013-17); Jeep military/CJ/Wrangler.

Body Allowances

- Body panels may be modified or replaced in the original standard locations. Frame may be modified or replaced. Vehicle perimeter and wheelbase must be full-scale to the 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). *Lower rear body panels may incorporate the "look" of a rear diffuser but may not extend forward more than 6.0" past the exterior OE body panel(s).*
- Front splitter, air dam, and/or spoiler may be added below the bumper *and may extend a maximun of 6.0" forward from the integral bumper as viewed from above or* the original body excluding non-integral bumpers.
- Rear spoiler may be added, but may extend no more than 10" from the original body nor past the perimeter of the body. No rear wings may be added except OE or equivalent.
- Interior and exterior must have a "finished" look.
- Front seating may be replaced or modified. Rear seating may be removed or modified. If removed, the rear seat bottom area must be finished (e.g., carpeted, metal). The driver's seating area must not cross the vehicle longitudinal centerline and not intrude into the OE rear seat bottom cushion area.
- Upholstered interior panels (door panels, kick panels, etc.) may be re-

placed 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 modified but must cover the original area and be "finished."
- Headliner may be replaced or removed.
- Exposed metal interior surfaces must be covered, painted, and/or coated. (No "race car" interiors, 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.
- 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 – offered at SCCA® National Solo® events

CAM C (Contemporary) (car and truck body styles from *2001*-2019, plus CAM T cars meeting CAM C minimum weight)
- Included: Chevrolet SS (2014-16); Pontiac G8 (2008-09) and GTO (2004-06).
- Sedans/coupes with seating originally for 4 or more adults and trucks.
- Interior floor covering(s) may be replaced, but not removed.
- Weight without driver, minimum (lbs.) 3300
- Additional weight for Lexan® windshield (lbs.).....+150

CAM T (Traditional) (car and truck body styles originating from *1948-2000*)
- Examples: Chevrolet Camaro (-*2002*), Ford Mustang (-*2004*)
- Sedans/coupes with seating originally for 4 or more adults and trucks.
- Interior floor covering(s) may be replaced, but not removed.
- Weight without driver, minimum (lbs.) 3000
- Additional weight for Lexan® windshield (lbs.).....+150

CAM S (Sports) (all eligible vehicles)
- Sports cars, sedans/coupes, trucks, and 1965-67 Cobra roadster replica "kit cars" with seating for 2 or more adults.
- Interior floor covering may be removed.
- Weight without driver, minimum (lbs.):
  - Corvette (1984-19); Viper (-2012) 2900
  - All other cars..... 2500
- Additional weight for Lexan® windshield (lbs.) .....+150

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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 pro-

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vided 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. Docal R8 is also considered an acceptable material (tube sizing and wall thickness requirments are as per SAE 4130).
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

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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).

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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.

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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.

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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).

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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

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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.

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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.

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APPENDIX E - SOLO® SAFETY STEWARD GUIDEBOOK

I. Introduction

A. Purpose

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. The SSS program is being expnaded to include a closer working relationship with the Junior Driver Program (Appendix H). It is the intention of the SCCA® that all material contained herein be reviewed with all students during a Solo® Safety Steward Seminar.

B. Basics and Definitions

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 who may be interested in viewing a Solo® event. A non-participant may remain in a safe viewing area, as designated by the SSS, without signing a waiver. However, a driver, worker, crewmember, or anyone else who needs or wants to be in a "hot" area is considered a participant and must sign the waiver to be in that "hot" area.

The SSS has the responsibility and authority to require that all individuals be prohibited from congregating in areas surrounding the actual course that would place them in jeopardy from competing vehicles or entering any "hot" area if they have not signed the waiver.

Although it is imperative that event waivers be signed by anyone entering a "hot" area, it is not the responsibility of the SSS to execute this function. This responsibility lies with the event Chairman, who must reasonably assure that all participants entering a "hot" area 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

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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.

C. Junior Driver Program

The key components of the upgraded Junior Driver Program (JDP) are focused in four areas; course standards, driver instruction, kart rules/inspection, and event operations. While there will be some changes in the Solo® Rules to support these upgrades, the primary tool in accomplishing the upgrades will be training programs and materials that will aim to educate Region officials on Junior Driver best practices and procedures. The completion of this training will result in the issuance of licenses to Solo® event officials that will certify Regions to be sanctioned to operate a JDP at their Solo® events. All SCCA® Solo® events after February 1, 2018 that include a Junior Driver Program must have licensed JDP officials for the event to be sanctioned.

The following licenses will be issued after training and are required for sanctioning Solo® events with a Junior Driver Program after February 1, 2018:

- Solo Safety Steward/JDP: Current Solo Safety Stewards (SSS) can have their license upgraded to include JDP after receiving the training. The JDP training will be incorporated into ongoing SSS training for new and renewing stewards, so after a few years we will revert to just one SSS license instead of two licenses (SSS and SSS/JDP).
- JDP/Course Design License: If a member is only interested in designing courses and not becoming a SSS, they can take this specif-

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ic part of the training for this license. If the Region does not have at least one SSS/JDP license holder, they must have a JDP Course Design license holder. If they do have a SSS/JDP license holder, a JDP Course Design license holder is not required, although recommended.

- Youth Steward License: The current Youth Steward licenses will lapse as of February 1, 2018 and will be replaced with a license that will be issued after receiving the upgraded training on driver instructions and event operations.
- JDP/Tech License: This license will be issued after receiving training on the proper procedures to do a technical inspection of the unique components found on a kart.

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.

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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 three grades of Solo® Safety Steward licenses.

1. Solo® Safety Steward (SSS)
2. Solo® Safety Instructor (SSI)
3. Senior Solo® Safety Steward (Senior SSS)

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

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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.

G. Senior Solo® Safety Steward (Senior SSS) License

Intent: A Senior Solo® Safety Steward license should be a tool for keeping long-standing, experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A Senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.

The Solo® Safety Committee considers this license to be an emeritus status. As such, the Senior Solo® Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Solo® Safety Committee (SSC). Renewal requests shall be made to the SSC Chairperson.

The Senior SSS license shall be subject to the following restrictions:

1. A Senior grade license applicant shall be a currently licensed SSS holding a "regular" or Instructor license.
2. The Applicant must have had a "regular" SSS license for at least 20 continuous years in order to apply for this license grade (SCCA® can verify first license issuance date and continuous service).
3. After appointment, the license is valid for a 3-year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.
4. The Senior SSS licensee shall serve in SSS roles for emergency purposes only (i.e., in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available). A Senior SSS license holder cannot be named in the capacity as "Solo® Safety Steward of Record" on a sanction application. A Senior license holder cannot be used on a regular basis to address the inability of an SCCA® Region to assign a "regular" SSS license holder.
5. Relative to an event Solo® Safety Steward of Record, a Senior SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.
6. Upon a request for renewal, the applicant must review "What is a

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Safety Steward?" and "Solo® Safety Steward Summary" as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson.

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 of 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

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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,

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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

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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

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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. Refer to Section 2.2.D and Appendix G.11.A.1 for rules on kart course design and the authority and responsibility of the Solo Safety Steward.
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 rea-

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sons. 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, call SCCA® Sanction:

1-800-770-2055 Option 6

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® Critical Incident Hotline immediately!

785-862-7112

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).

Then:

1. Complete and email the SCCA® Incident Report Form (fillable) to:
   - kk.claims@kandkinsurance.com
   - Incident@scca.com
   - Your Divisional Solo® Safety Steward (DSSS).
2. Within one business day of the event, call your Divisional Solo®

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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 min-

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imum) 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

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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.

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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.

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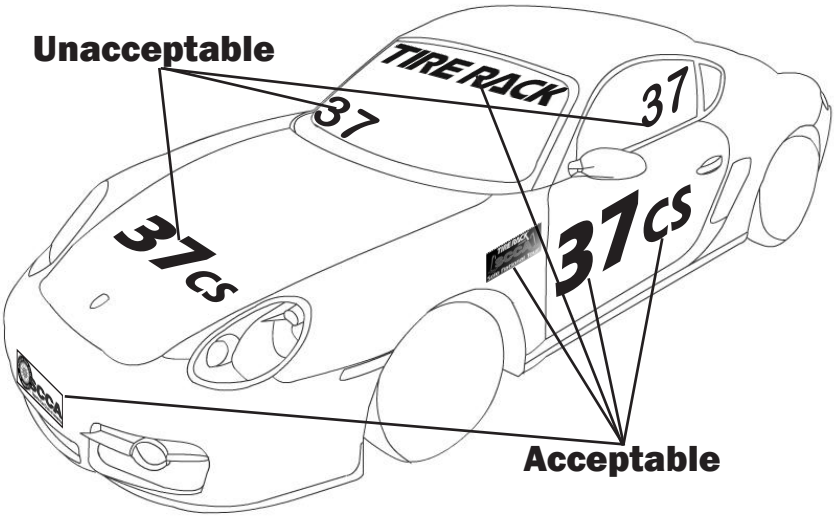

VEHICLE IDENTIFICATION

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.

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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 under-hood components only).

Air Filter Element

The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no 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.

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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 ZOK 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

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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.

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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.,

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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.

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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.

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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.

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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

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& 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.

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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.

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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 similar vehicle uses a full-width front spoiler, the car's spoiler/ air dam is required to be vertical (between 80-100°) for the lower 8" of its extent.

The splitter is to be horizontal within ± 3⁄16" (0.1875"; 4.76 mm) over its length. Outside of these constraints, the builder may close off the front of the car in any manner necessary. The change in top view outline caused by these bodywork changes is allowed. The spoiler/air dam cannot be any wider than the rear bodywork at axle height. Splitters can extend 6" forward of the top view outline, but cannot extend wider than the top view outline.

DM / EM Progression

The CP-FP Prepared Category rules are the foundation for the preparation of a Modified Category DM or EM vehicle. The Modified rules are a specified progression from Prepared Category and are intended to be far less restrictive than the Prepared rules. Examples of areas where CP-FP rules are not intended to be restrictive in Modified are as follows: engine and drivetrain, wheelbase, track, and brake location.

The CP-FP rules are to be followed when they do not conflict with spe-

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cific allowances or the intent of the Modified Category rules. This clarification is to eliminate questions about the actual relationship between the two categories, and to indicate the intent of that relationship.

Inclusive of that intent, if it doesn't say you can, then you can't.

Formula F Bodywork Restrictions

Members who have questions concerning the legality of a particular car's configuration should submit detailed photographs and/or drawings of the car to the SEB (Solo® Events Board) in order to determine if the specific bodywork of concern is considered compliant for CM.

Formula 440

FM class is for current year Club Racing GCR-compliant cars except as amended by the Solo® Rules. The current GCR (Formula Car Specifications) requires that F440 be constructed with the driver's feet behind the front edge of the front wheels. Short wheelbase cars constructed prior to this change are "grandfathered" and remain compliant even though the driver's feet extend beyond the front wheels.

Formula 500 Exhaust

Solo® Rules Section 3.5, Mufflers, overrides the F500 sound level limit, but not the exhaust length limit in the Club Racing GCR Section 9.1.1.D.14.B (Formula 500 Specifications).

Motorcycle-Engined Production-Based Cars

Relative to an otherwise compliant DM/EM but motorcycle-engined vehicle running in BM, it is the intent of the rules allowing such class entry to permit the competitor to have two preparation options: the car may be prepared to the appropriate Club Racing GCR/SRCS, or it may continue to adhere to the DM/EM Solo® specifications.

However, in either case, the applicable displacement/minimum weight shall be as listed in the Solo® BM rules. There shall be no mixing of the two rule set allowances. EXAMPLE: Motorcycle-engined DM/EM cars in BM may not utilize any Sports Racer aerodynamic allowances without being mandated to fully prepare to all Solo® Rules requirements.

Solo® Vee / Formula Vee

The Solo® Vee and Formula Vee at Solo® events are not required to comply with the Club Racing GCR Section 9.1.1.C.8.H (Formula Vee Specifications) requiring additional panels to prevent the intrusion of objects into the driver area. All other requirements are in effect.

KART CATEGORY CLARIFICATIONS

Briggs and Stratton® Engine

The Briggs & Stratton® World Formula® engine as homologated by CIK® is eligible for competition in JA and JB.

EasyKart

The EasyKart is considered compliant for KM provided its construction

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meets the requirements of Section 19, particularly 19.2.D.3.

World Formula Chain / Sprocket / Gear

It is permissible to use an alternate chain/sprocket/gear (type 35) on the World Formula® engine as used in the FJ classes.

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APPENDIX G - KARTS AT SOLO® EVENTS

I. Approval Procedure

A. Regions conducting Solo® events which will have karts competing must so indicate on the sanction application.

B. A post event report describing the kart portion of the event should be submitted, but not required, with the usual Audit Report Form. These event reports will be helpful to the SCCA® in more effectively evaluating the kart program.

II. Event Operations Procedures

A. 125 cc. shifter karts (KM) are the fastest karts allowed.

B. Karts will not be allowed to be driven under power through the paddock; they must be pushed, either on the ground or on a portable stand.

C. A grid area must be established that is either separated from the regular car grid or karts should grid with similar sized vehicles such as formula cars. Traffic flow to and from the grid area must be controlled.

D. If karts are allowed which require a push-start, such as shifter karts, the grid area must accommodate this need adequately.

E. All karts will be run as a group or grouped with formula cars, and not intermixed on course with full-bodied cars. However, at the discretion of the Solo® Safety Steward, the Event Chairman, and the Chief Stewards, karts may be allowed on course with full-bodied cars if the course design allows for safe separation, such as the start and finish areas being remote from each other.

F. Event procedures regarding karts will be announced at the drivers' meeting and will also be in written form for posting.

G. Annual Safety Inspection (Section 3.3.3.A) is not permitted for Junior Driver karts; they must be inspected at each event.

H. All hazards to karts around the perimeter of the course (Section 2.2.D, Course Safety and Layout Rules) should be clearly marked and visible to kart drivers. Examples include; light poles, fences, low hanging obstacles or cables, and trees with low hanging limbs.

III. Kart Tech Inspectors

Any adult SCCA® member who has completed kart safety (tech) inspector training.

IV. Kart Course Designers

Any adult SCCA® member that has completed the Kart Course Designer training. A course that has been approved by a Solo® Safety Steward who has completed the Solo® Safety Training with the updated kart-specific training does not require a specific Kart Course Designer.

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APPENDIX H - JUNIOR DRIVER PROGRAM (JDP)

I. Rules And Procedural Updates

As this program remains in the developmental phase, rule updates or clarifications may appear periodically in the Fastrack® section of the official SCCA® publication or www.scca.com.

II. Event Operation

A. All procedures described in Appendix G, Section II and in Section 19.2 would apply. The Junior Driver Program may either be run incorporated into an event, run concurrently on a separate course, run after an event, or as a stand-alone event.

B. In addition to the above, the following procedures would apply:

1. Appointment of at least one Youth Steward. Two additional assistant Youth Stewards are recommended. Duties are described below.
2. Conduct an additional driver's meeting for the Junior Drivers. Review safety procedures for drivers and have a written copy of procedures available for each driver and adult.
3. Provide a small area for Junior Driver vehicle orientation.
4. Develop work assignments for Junior Drivers that are appropriate to their individual ages and background. An alternate to a traditional work assignment could be a safety training session. Either work assignments or training sessions will be under the supervision of the Youth Stewards.

   Note: Waiver duty is limited to persons above the age of majority of the state in which the event is held, however, Junior Drivers may assist an adult.

C. Youth Steward Duties

The Youth Steward is a licensed position and must be an SCCA® member in good standing. License applications are available via the SCCA® website (www.scca.com). Qualifications: a) 18 years of age or older; and b) complete initial Youth Steward training. Every three (3) years, a request for license renewal can be made to SCCA® Member Services after completion of a Youth Steward continuing education course. All requests must have the continuing education date recorded in the application. Duties are as follows:

1. In conjunction with the event chairperson and event Solo® Safety Steward, establish specific event procedures relative to schedule, grid and site layout, special instructions, Junior Driver vehicle orientation, etc.
2. Oversee the conduct of all Junior Drivers with the authority for disciplinary action including reprimand, time penalty, disqualification, expulsion from the site, and driver suspension.
3. Conduct a Junior Drivers' meeting that emphasizes safety, responsi-

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bility and event procedures.

4. Conduct a Junior Driver vehicle orientation session prior to competition runs for inexperienced drivers.
5. Lead at least two (2) mandatory course walks for inexperienced Junior Drivers.
6. Oversee any adjustments to Junior Driver karts in grid that is covered under Kart Tech (Appendix G.V). Examples: driver accommodation changes, pedal extension adjustments, weight mountings, etc.

D. Pilot Program for Younger Drivers

Selected Regions will be allowed to have drivers 5 years old and older participating on Solo® courses using Cadet carts with 3HP engines, as per WKF® rules. The Solo® course used could either be the regular event course during or after the event, or a totally separate course. Regions may only be approved for this pilot program if they have been running a Solo® Formula Junior program for a minimum of one year, with at least four events conducted with Junior Drivers. The SCCA® National Office will issue the approvals to the Regions for participation in this program.

III. Junior Driver Eligibility

A. SCCA® member.

B. For classing purposes, the minimum age is 8 years old (see below). It is important that Solo® Rules Section 1.3.2.O be strictly adhered to when Junior Drivers are participating. Formula Junior B (JB) drivers must be 8 years old before being allowed to compete. Formula Junior A (JA) drivers must be between 12 years old and 18 years old.

For sanctioning requirements the minimum age is 12 years old. However, the minimum age may be reduced to 8 years old for any SCCA® Region which requests and is approved for an exception. Approval may be granted only after the Region submits the name of its Youth Steward and a written description of how the Junior Drivers will be administered. Additionally, the Youth Steward will be required to contact the Youth Steward in an experienced pilot program Region to learn of their experiences and methods.

C. Completed minor competitor waiver.

D. Attendance at Junior Driver meeting and course walk.

IV. Junior Drivers Meeting Safety Talk

- All Junior Driver karts must undergo the tech (safety) inspection at every event.
- Do not run the engine when the kart is on a stand without a person operating the pedals.
- When the kart is on the ground, do not start the engine without the driver sitting in the seat.

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- Do not drive karts through the paddock.
- Drivers are responsible for wearing all required safety equipment: helmet, suit, neck brace, chest protector, gloves, and shoes.
- Drivers must stay focused and be aware of where they are going at all times. Do not become distracted by issues with the kart such as unusual sounds from the engine, etc.
- Drivers must follow the prescribed path from grid to course and back to grid. Drivers should look for grid workers and follow their instructions.
- When at the starting line, drivers should not start out on course if they see a car on course. Bring the presence of the car to the attention of the starter.
- If the kart stalls on course and will not restart, wait for instructions from course worker(s). Drivers should look around and be aware of any hazardous condition (i.e., a car approaching). (If the engine does not restart, check the kill switch to see if was inadvertently turned off.)
- After final runs, drivers may be directed to the scales for weighing.
- Drivers (not adults) should shut off the engine after returning to the grid.
- Drivers should be briefed on what to do in case of brake failure – put the kart into a spin.
- Drivers should be briefed on what to do in case of a stuck throttle – hit the brakes with full force, turn off the kill switch, and put the kart into a spin.
- Drivers should be briefed on what to do in case a wheel comes off – hang on and wait for the kart to come to a stop.

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APPENDIX I - SOUND MEASUREMENT PROCEDURES AT SCCA® NATIONAL SOLO® EVENTS

The maximum allowed vehicle sound level will be 100 dBA.

The measurement will be taken at a point where vehicles can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds 96 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, Sound Control Steward, or representative.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to attempt a viable remedy to functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If the excessive reading occurs on the driver's last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run.

The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy. Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back.

If a viable remedy has been attempted in the judgment of the Chief Steward, Sound Control Steward, or representative, the driver will be allowed to take his/her next run. If the driver declines any viable remedy or if the change is deemed inadequate by the Chief Steward, Sound Control Steward, or representative, the driver will forfeit all subsequent runs in the vehicle (unless an approved viable remedy is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF and all additional runs the for that driver will be forfeited.

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.

For the purposes of sound measurement and enforcement, a "run" is defined as any attempt at driving through the course, whether or not it is scored or a rerun is allowed.

Any functional remedies implemented to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, Sound Control Steward,

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or representative. If the remedy has deteriorated after passing the sound level requirements at the measuring point, the sound level of the vehicle must be functionally addressed again. The Chief Steward, Sound Control Steward, or representative has the right to disallow a repeat of the same remedy that deteriorated. The remedy may be changed or modified to improve its quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels implement additional functional remedies to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Regional sound level requirements, regulations, and/or penalties.

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APPENDIX J - ACRONYMS & REGISTERED TRADEMARKS

Acronyms

AC .....Appeals Committee
DOT .....Deparment of Transportation
DSSS .....Divisional Solo® Safety Steward
GCR .....General Competition Rules (SCCA® Road Racing)
NAC .....National Appeals Committee
NOC .....not otherwise classified
OE .....Original Equipment
PC .....Protest Committee
SEB .....Solo® Events Board
SD .....Solo® Department
SDC .....Solo® Development Coordinator (one per Division)
SR .....Solo® Rules
SSC .....Solo® Safety Committee

Registered Trademarks

American Sedan®
Canadian American Challenge Cup®
Can-Am®
Fast Five®
Fast Five Pacesetter Challenge®
Fast Masters®
Fastrack®
Matters of the Moment®
National Racing School®
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Racetruck®
Runoffs®
SCCA®
SCCA Pro Racing®
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Spec Racer®
SportsCar®
Street Touring®
Stylized N®
Super Solo®
Trans Am®
United States Road Rally Challenge®
Wire Wheel®
World Challenge®
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APPENDIX K – AWARDS

I. NATIONAL SOLO® CHAMPIONSHIPS

STREET CATEGORY (FORMERLY STOCK CATEGORY)

Super Street (SS)

2019	Erik Strelieks	Austin, TX	Acura NSX
2018	Cam Withell	Chestermere, AB, Canada	Porsche Cayman GT4
2017	Scott Fraser	San Jose, CA	Porsche 911 GT3
2016	Scott Fraser	San Jose, CA	Porsche 911 GT3
2015	Pat Salerno	Danbury, CT	Porsche 911 GT3
2014	Chris Cox	Morgan Hill, CA	Porsche 911 GT3

Super Street-R (SSR) (formerly Super Stock - SS)

2019	Grant Reeve	Sturbridge, MA	Chevrolet Corvette GS
2018	Bryan Heitkotter	Fresno, CA	Chevrolet Corvette Z06
2017	Sam Strano	Brookville, PA	Chevrolet Corvette Z06
2016	Brian Peters	Litchfield Park, AZ	Chevrolet Corvette Z06
2015	Grant Reeve	Sturbridge, MA	Chevrolet Corvette
2014	GJ Dixon	Scarsdale, NY	Porsche 911 GT3
2013	GJ Dixon	Scarsdale, NY	Porsche 911 GT3
2012	GJ Dixon	Scarsdale, NY	Porsche 911 GT3
2011	Matthew Braun	Northville, MI	Lotus Elise
2010	Matthew Braun	Northville, MI	Lotus Elise
2009	Tom Kotzian	Gladstone, OR	Chevrolet Corvette
2008	Gary Thomason	Oceanside, CA	Porsche 911 GT3
2007	Ian Stewart	Orlando, FL	Porsche 911 GT3
2006	Matthew Braun	Northville, MI	Lotus Elise
2005	Erik Strelnieks	Austin, TX	Chevrolet Corvette
2004	Stacey Molleker	Granite Falls, WA	Chevrolet Corvette
2003	Pat Salerno	Danbury, CT	Chevrolet Corvette
2002	Erik Strelnieks	Austin, TX	Chevrolet Corvette
2001	John Ames	Colorado Springs, CO	Chevrolet Corvette
2000	Curt Ormiston	Kirkland, WA	Chevrolet Corvette
1999	Erik Strelnieks	Austin, TX	Mazda RX-7
1998	Tom Kotzian	Gladstone, OR	Mazda RX-7
1997	Jeff Altenburg	Catonsville, MD	Mazda RX-7
1996	Gary Thomason	Oceanside, CA	Mazda RX-7
1995	John Ames	Colorado Springs, CO	Mazda RX-7
1994	Jim Harnish	York, PA	Dodge Viper
1993	Roger E Johnson	Hilliard, OH	Chevrolet Corvette
1992	Tom Kotzian	Gladstone, OR	Chevrolet Corvette
1991	TC Kline	Hilliard, OH	Chevrolet Corvette
1990	Tom Kotzian	Gladstone, OR	Chevrolet Corvette
1989	Roger E Johnson	Fostoria, OH	Chevrolet Corvette

Super Street Ladies (SSL)

2019	Tara Shapowal	San Jose, CA	Porsche 911 GT3
2018	Jocelin Huang	Edina, MN	Porsche 911 GT3
2017	Laraine Wilkinson	Atlanta, GA	Chevrolet Corvette Z06
2016	Kristi Brown	Des Moines, WA	Porsche Cayman GT4
2015	Jocelin Huang	Edina, MN	Porsche 911 GT3

Super Street-R Ladies (SSRL) (formerly Super Stock Ladies - SSL)

2019	Shelly Monfort	Saratoga, CA	Chevrolet Corvette GS
2018	Nicole Wong	Moorpark, CA	Chevrolet Corvette GS
2017	Stephanie Reeve	Sturbridge, MA	Chevrolet Corvette Z06

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2016	Shelly Monfort	Saratoga, CA	Chevrolet Corvette Z06
2015	Shelly Monfort	Saratoga, CA	Chevrolet Corvette
2013	Shelly Monfort	Saratoga, CA	Chevrolet Corvette
2012	Shelly Monfort	Saratoga, CA	Chevrolet Corvette
2011	Shelly Monfort	Saratoga, CA	Lotus Elise
2010	Shelly Monfort	Saratoga, CA	Lotus Elise
2009	Shelly Monfort	Saratoga, CA	Lotus Elise
2008	Danielle Engstrom	Frankfort, IL	Chevrolet Corvette
2007	Tristan Kotzian-Coulter	Hillsboro, OR	Porsche 911 GT3
2006	Lori Robertson	Chinto Hills, CA	Chevrolet Z06
2005	Carolyn Feigenspan	Austin, TX	Chevrolet Z06
2004	Leslie Cohen	Encinitas, CA	Chevrolet Corvette
2003	Karen Rafferty	Irwin, PA	Chevrolet Corvette
2002	Laura Molleker	Granite Falls, WA	Chevrolet Corvette
2001	Leslie Cohen	Encinitas, CA	Chevrolet Corvette
2000	Beth McClure	Leander,TX	Mazda RX-7
1999	Lori Robertson	Chino Hills, CA	Chevrolet Corvette
1998	Jennifer Wilson	Odenton, MD	Mazda RX-7
1997	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
1996	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
1995	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
1994	Diane Moores	Clinton, CT	Chevrolet Corvette
1993	Shauna Marinus	Folsom, CA	Chevrolet Corvette
1992	Shauna Marinus	Folsom, CA	Chevrolet Corvette
1991	Laura Molleker	Bothell, WA	Chevrolet Corvette
1990	Jo Ann Lynch	Woodland Hls, CA	Chevrolet Corvette
1989	Diane Giddings	Granite Bay, CA	Chevrolet Corvette

A Street (AS)

2019	Josh Luster	Charlotte, NC	Chevrolet Corvette Z06
2018	William Bostic	Simpsonville, SC	Chevrolet Corvette Z06
2017	Jason Frank	Mt. Pleasant, WI	Chevrolet Corvette Z06
2016	Mark Daddio	Beacon Falls, CT	Chevrolet Corvette Z06
2015	James Yom	Los Angeles, CA	Chevrolet Corvette
2014	Mark Daddio	Beacon Falls, CT	Chevrolet Corvette

A Street-R (ASR) (formerly A Stock - AS)

2014	Brian Coulson	Idaho Falls, ID	Chevrolet Corvette
2013	Tony Savini	Cochranville, PA	Chevrolet Corvette
2012	Lane Borg	San Angelo, TX	Chevrolet Corvette
2011	Dave Ogburn	San Angelo, TX	Chevrolet Corvette
2010	Radomin Delgado	Glendale, CA	Porsche Cayman S
2009	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2008	Gregory W Hahn	St Augustine, FL	Honda S2000
2007	Jason Collett	Knoxville, TN	Honda S2000
2006	Jeff Cashmore	New Berlin, WI	Chevrolet Corvette
2005	Paul Kozlak	Litchfield, ME	Porsche 993
2004	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2003	Matthew Braun	Farmington Hills, MI	Chevrolet Corvette
2002	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2001	Andrew McKee	San Jose, CA	Porsche Boxster
2000	Gary Thomason	Oceanside, CA	Honda S2000
1999	Paul Kozlak	Harleysville, PA	Porsche 968
1998	Matt Murray	Westport, CT	Porsche 968
1997	Jeff Reitmeir	Sunnyvale, CA	Porsche 944

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1996	Bob Tunnell	Boulder, CO	BMW M3
1995	Kevin Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1994	John Ames	Colorado Springs, CO	Mazda RX-7 Turbo
1993	Mark Daddio	Beacon Falls, CT	Mazda RX-7 Turbo
1992	Jeff Altenburg	Catonsville, MD	Mazda RX-7 Turbo
1991	Russell Wiles	Sioux Falls, SD	BMW M3
1990	Michael Piera	Danbury, CT	Porsche 911S
1989	King Thompson	Troy, MI	Porsche 911E
1988	Greg Fordahl	Bremerton, WA	Porsche 911T
1987	Randy Peck	El Paso, TX	Lotus Elan
1986	Randy Peck	El Paso, TX	Lotus Elan
1985	Michael Piera	Bethel, CT	Porsche 911S
1984	Tommy Saunders	Roanoke, TX	Lotus Elan
1983	Tommy Saunders	Bedford, TX	Lotus Elan
1982	John Havranek	Cambridge, MA	Porsche 914-6
1981	John Parsons	Lombard, IL	Porsche 914
1980	James Normile	Kansas City, MO	Lotus Elan
1979	John Fergus II	Dublin, OH	Porsche 911S
1978	John Fergus II	Dublin, OH	Porsche 911S
1977	John Fergus II	Dublin, OH	Porsche 911S
1976	E Paul Dickinson	Huntington, WV	Porsche 911T
1975	E Paul Dickinson	Huntington, WV	Porsche 911T
1974	E Paul Dickinson	Huntington, WV	Porsche 911T
1973	E Paul Dickinson	Huntington, WV	Porsche 911T

A Street Ladies (ASL)

2019	Lana Tsurikova	Framingham, MA	Chevrolet Corvette Z06
2018	Jessy Gauthier	Kirkland, WA	Porsche Cayman
2017	Kandy Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2016	Rachel Baker	Westford, MA	Porsche Cayman S
2015	Jami Olerich	Fairview, OR	Chevrolet Corvette
2014	Lacey Otis	Scappoose, OR	Chevrolet Corvette

A Stock Ladies (ASL)

2013	Meredith Brown	Los Alamos, NM	Chevrolet Corvette
2011	Kristi Brown	Seattle, WA	Porsche Cayman S
2010	Stephanie Chang	Morris Plains, NJ	Porsche Cayman S
2009	Denise Cashmore	New Berlin, WI	Chevrolet Corvette
2008	Barbara Leroy Boehme	San Diego, CA	Chevrolet Corvette
2007	Carol Kolk	White Lake, MI	Pontiac Solstice GXP
2006	Denise Cashmore	New Berlin, WI	Chevrolet Corvette
2005	Juliann Pokorny	Lake Forest, IL	Honda S2000
2004	Jennifer Isley	Mission Viejo, CA	Chevrolet Corvette
2003	Jennifer Isley	Irvine, CA	Chevrolet Corvette
2002	Kim Bullis	Lake in the Hills, IL	Chevrolet Corvette
2001	Anna Hedley Goeke	Kirkland, WA	Porsche Boxster
2000	Rita Wilsey	Lake Elsinore, CA	Honda S2000
1999	Marchell Fletcher	Durango, CO	Porsche 968
1998	Polly Mitchell	Knoxville, TN	Porsche 968
1997	Cathy Strathman	Norfolk, VA	Porsche 968
1996	Patty Tunnell	Boulder, CO	BMW M3
1995	Marchell Fletcher	Durango, CO	Toyota MR2 Turbo
1994	Shauna Marinus	Folsom, CA	Mazda RX-7 Turbo
1993	Laura Molleker	Snohomish, WA	Mazda RX-7 Turbo
1992	Stacy Reitmeir	Sunnyvale, CA	Mazda RX-7 Turbo

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1991	Susan Hagaman	Kirkland, WA	Porsche Carrera
1990	Susan Hagaman	Kirkland, WA	Porsche 911T
1989	Susan Hagaman	Kirkland, WA	Porsche 911
1988	Susan Hagaman	Kirkland, WA	Porsche 911
1987	Susan Hagaman	Bellevue, WA	Porsche 911
1986	Susan Hagaman	Bellevue, WA	Porsche 911
1985	Diane Thoman	Ft Lauderdale, FL	Porsche 911SC
1984	Beverly Saunders	Roanoke, TX	Lotus Elan
1983	Barbara McKee	Bloomington, IL	Lotus Elan
1982	Barbara McKee	Bloomington, IL	Lotus Elan
1981	Elsie Haninger	Gahanna, OH	Porsche 911
1980	Linda Blevins	Melbourne, FL	Lotus Europa
1979	Diane Thoman	Ft Lauderdale, FL	Porsche 911SC

B Street (BS)

2019	David Marcus	Windermere, FL	Tesla Model 3
2018	Jeremy Foley	Carrollton, TX	BMW 1M
2017	Ryan Clark	Calgary, AB	Porsche Cayman S
2016	Joseph Barbato	Vernon, CT	Chevrolet Corvette
2015	Andrew Smedegard	Stevens Point, WI	Honda S2000
2014	Lane Borg	San Angelo, TX	Chevrolet Corvette

B Stock (BS)

2013	James Yom	Los Angeles, CA	Honda S2000 CR
2012	Jadrice Toussaint	Charlotte, NC	Honda S2000 CR
2011	Jadrice Toussaint	Charlotte, NC	Honda S2000 CR
2010	Marc Pfannenschmidt	Louisville, KY	Honda S2000 CR
2009	Bryan Heitkotter	Fresno, CA	Mazda RX-8
2008	Jason Isley	Ladera Ranch, CA	Mazda RX-8
2007	Jason Isley	Ladera Ranch, CA	Mazda RX-8
2006	Jason Isley	Ladera Ranch, CA	Mazda RX-8
2005	Jason Isley	Ladera Ranch, CA	Mazda RX-8
2004	Jason Saini	Lake Forest, IL	Honda S2000
2003	Jason Saini	Lake Forest, IL	Honda S2000
2002	Andy McKee	San Jose, CA	Honda S2000
2001	Peter Raymond	Erie, CO	Mazda Miata
2000	Peter Raymond	Erie, CA	Mazda Miata
1999	Gary Thomason	Oceanside, CA	Mazda Miata
1998	George Doganis	Big Bear Lake, CA	Mazda Miata
1997	George Doganis	Big Bear Lake, CA	Mazda Miata
1996	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1995	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1994	Kevin Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1993	Rich Fletcher	Durango, CO	Toyota MR2 Turbo
1992	Rich Fletcher	Durango, CO	Toyota MR2 Turbo
1991	Bob Smith	Parma, OH	Toyota MR2 S/C
1990	Ray Meesseman	Holly, MI	Chevrolet Corvette
1989	David Schnoerr	Indianapolis, IN	Porsche 944Turbo
1988	Roger E Johnson	Fostoria, OH	Chevrolet Corvette
1987	Grant Byers	Ventura, CA	Chevrolet Corvette
1986	Grant Byers	Ventura, CA	Chevrolet Corvette
1985	Keith Scala	Fairfield, CT	Mazda RX-7 GSL-SE
1984	Roger E Johnson	Fostoria, OH	Chevrolet Corvette
1983	Roger E Johnson	Fostoria, OH	Chevrolet Corvette
1982	Michael Martin	Louisville, KY	Chevrolet Corvette

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1981	Roger E Johnson	Fostoria, OH	Chevrolet Corvette
1980	Bruce Madden	Atlanta, GA	Jensen Healey
1979	Steve Eberman	Overland Park, KS	Chevrolet Corvette
1978	David Wright	Chattanooga, TN	Chevrolet Corvette
1977	Bruce Kalin	St Joseph, MI	Chevrolet Corvette
1976	Orin Butterick	Memphis, TN	Chevrolet Corvette
1975	Larry Lard	Northborough, MA	Jaguar XKE
1974	Steve Eberman	Arlington Heights, IL	Chevrolet Corvette
1973	John Anderson	Austin, TX	Chevrolet Corvette

B Street Ladies (BSL)

2019	Youmna Zalzal	San Jose, CA	Porsche Cayman S
2018	Shauna Rios	Corona, CA	Porsche Cayman S
2017	Tara Johns	Milton, TN	Chevrolet Corvette
2016	Kathy Grunenwald	Hilliard, OH	Chevrolet Corvette
2015	Barbara LeRoy-Boehme	San Diego, CA	Chevrolet Corvette
2014	Barbara LeRoy-Boehme	San Diego, CA	Mazda MX-5 Miata

B Stock Ladies (BSL)

2012	Emily Bashford	Winnipeg, MB	Honda S2000 CR
2011	Jocelin Huang	Rochester, MN	Honda S2000
2010	Christina Peterson	Hillsborough NC	Honda S2000
2009	Debbie Kerswill	Reno, NV	Mazda RX-8
2008	Gretchen Austin	Minneapolis, MN	Mazda RX-8
2007	Jennifer Isley	Ladera Ranch, CA	Mazda RX-8
2006	Anna Goeke	Kirkland, WA	Mazda RX-8
2005	Anna Hedly Goeke	Kirkland, WA	Mazda RX-8
2004	Annie Bauer	Renton, WA	Honda S2000
2003	Juliann Pokorny	Lake Forest, IL	Honda S2000
2002	Ann Vogel	Tulsa, OK	Honda S2000
2001	Kyung An	Austin, TX	Mazda Miata
2000	Kyung An	Austin, TX	Mazda Miata
1999	Katie Elder	Folsom, CA	Mazda Miata
1998	Katie Elder	Folsom, CA	Mazda Miata
1997	Katie Elder	Kensington, CA	Mazda Miata
1996	Yvonne Short	Colorado Springs, CO	Porsche 944
1995	Yvonne Short	Colorado Springs, CO	Porsche 944
1994	Marchell Fletcher	Durango, CO	Toyota MR2 Turbo
1993	Kay Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1992	Kay Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1991	Kay Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1990	Sharon Meesseman	Holly, MI	Chevrolet Corvette
1989	Laura Molleker	Bothell, WA	Mazda RX-7 Turbo
1988	Donna Swift	Raytown, MO	Chevrolet Corvette
1987	Donna Swift	Raytown, MO	Chevrolet Corvette
1986	Karen Bryant	Defiance, OH	Chevrolet Corvette
1985	Mary Rice	Hollister, CA	Mazda RX-7
1984	Jo Ann Lynch	Woodland Hills, CA	Chevrolet Corvette
1983	Barbara Mitchell	Houston, TX	Porsche 944
1981	Barbara Mitchell	Houston, TX	Porsche 924T
1980	Barbara Mitchell	Houston, TX	Jensen Healey
1979	Janet Saxton	Hazel Crest, IL	Jensen Healey

C Street (CS)

2019	Mark Scroggs	San Ramon, CA	Mazda MX-5 Miata
2018	Andrew Pallotta	Holly Springs, NC	Mazda MX-5 Miata

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2017	Daniel McCelvey	Houston, TX	Mazda MX-5 Miata
2016	Daniel McCelvey	Houston, TX	Mazda MX-5 Miata
2015	Dave Ogburn III	San Angelo, TX	Scion FR-S
2014	Jeff Stuart	Santa Barbara, CA	Nissan 370Z

C Stock (CS)

2013	Daniel McCelvey	Houston, TX	Nissan 370Z
2012	Chris Fenter	Appleton, WI	Mazda MX-5 Miata
2011	Ryan Buetzer	Hermosa Beach, CA	Pontiac Solstice
2010	Bryan Heitkotter	Fresno, CA	Mazda MX-5 Miata
2009	Ryan Buetzer	Long Beach, CA	Pontiac Solstice
2008	Ryan Buetzer	Long Beach, CA	Mazda MX-5 Miata
2007	Ryan Buetzer	Long Beach, CA	Mazda Miata
2006	Kevin Dietz	Seattle, WA	Pontiac Solstice
2005	Chris Williams	Austin, TX	Mazda Miata
2004	Steve Telehowski	Auburn Hills, MI	Mazda Miata
2003	Steve Telehowski	Novi, MI	Mazda Miata
2002	Matthew Braun	Farmington Hills, MI	Mazda Miata
2001	Jonathan Roberts	Savannah, GA	Toyota MR2
2000	Ken Frey	Greenwich, CT	Toyota MR2
1999	Brian Priebe	Powell, OH	Toyota MR2
1998	Andrew McKee	Santa Rosa, CA	Toyota MR2
1997	Kevin Bailey	Colorado Springs, CO	Toyota MR2
1996	Michael Butler	San Francisco, CA	Mazda Miata
1995	Michael Butler	San Francisco, CA	Mazda Miata
1994	Bob Klingler	Colo Springs, CO	Mazda Miata
1993	Steve Compton	Aurora, CO	Porsche 914
1992	Jeff Reitmeir	Sunnyvale, CA	Porsche 914
1991	Jeff Reitmeir	Mountian View, CA	Porsche 914
1990	Russell Wiles	Sioux Falls, SD	BMW M3
1989	Kenneth Hurd	Hinesburg, VT	Mazda RX-7 GSL-SE
1988	Kenneth Hurd	Hinesburg, VT	Mazda RX-7 GSL-SE
1987	Paul Kozlak	Canton, CT	Mazda RX-7 GSL
1986	Paul Kozlak	Canton, CT	Mazda RX-7 GSL
1985	Paul Kozlak	Canton, CT	Mazda RX-7 GSL
1984	Jim Garry	Albany, NY	Mazda RX-7
1983	John Parsons	Lagrange Park,IL	Porsche 914
1982	Leon McCaskill	Coppell, TX	Mazda RX-7
1981	Bill Madamba	San Francisco,CA	Mazda RX-7
1980	David Skelton	Bartlett, TN	Alfa Romeo Spider
1979	Steve Fallon	Richardson, TX	Porsche 911S
1978	Lowell Peabody	Manchester, MA	Porsche 914
1977	Steve Davis	Marietta, GA	Jensen Healey
1976	Jim Gray	Louisville, KY	Porsche 914
1975	Nick Strine	Houston, TX	Porsche 914
1974	Dean Smith	Greenwood, IN	Porsche 914
1973	Edwin Sandborn	Reading, MA	Porsche 914

C Street Ladies (CSL)

2019	Jessica Yeung	Rosemead, CA	Mazda MX-5 Miata
2018	Tara Johns	Milton, TN	Mazda MX-5 Miata
2017	Anne Robinson	Highland, IN	Mazda MX-5 Miata
2016	Deana Kelley	Tempe, AZ	Mazda MX-5 Miata
2015	Rachel Kerswill	Reno, NV	Mazda RX-8
2014	Rachel Kerswill	Reno, NV	Mazda RX-8

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C Stock Ladies (CSL)

2013	Learic Cramer	Columbia, MD	Nissan 370Z
2012	Learic Cramer	Columbia, MD	Nissan 370Z
2011	Lynn Collins	Berlin, MA	Pontiac Solstice
2010	Jennifer Isley	Coto De Caza, CA	Mazda RX-8
2009	Sierra Danielle Pedroza	Round Rock, TX	Mazda MX-5 Miata
2008	Mary Bahr	West Salem, WI	Pontiac Solstice
2007	Annie Bauer	Kent, WA	Pontiac Solstice
2006	Shelbi Zigler	Bothell, WA	Pontiac Solstice
2005	Kyung Wootton	Austin, TX	Mazda Miata
2004	Kyung Wootton	Austin, TX	Mazda Miata
2003	Kyung Wootton	Austin, TX	Mazda Miata
2002	Kyung Wootton	Austin, TX	Mazda Miata
2001	Michelle Seelig	Edmond, OK	Mazda Miata
2000	Marchelle Fletcher	Durango, CO	Porsche 924S
1999	Chris McKinney	Fresno, CA	Toyota MR2
1998	Teresa Lommatzsch	San Jose, CA	Toyota MR2
1997	Kay Bailey	Colorado Springs, CO	Toyota MR2
1996	Renee Eady	Carrolton, GA	Mazda Miata
1995	Diane Moores	Clinton, CT	Mazda Miata
1994	Renee Eady	Carrolton, GA	Mazda Miata
1993	Marla Davis	Laurel, MD	Mazda Miata
1992	Michelle Reitmeir	Cupertino, CA	Porsche 914
1991	Stacy Reitmeir	Mountian View, CA	Porsche 914
1990	Stacy Lynd Reitmeir	Mountian View, CA	Porsche 914
1989	Stacy Lynd	Mountian View, CA	Porsche 914
1988	Renee Eady	Carrollton, GA	Mazda RX-7 Turbo
1987	Stacy Lynd	Los Altos, CA	Porsche 914
1986	Mary Rice	San Jose, CA	Dodge GLH Turbo
1985	Renee Eady	Carrollton, GA	Mazda RX-7
1984	Debbie Barrett	Sunnyvale, CA	Mazda RX-7
1983	Sharon DeLara	Sonoma, CA	Mazda RX-7
1982	Marilyn McCaskill	Coppell, TX	Mazda RX-7
1981	Dee Schweikle	Lexington, KY	Alfa Romeo Spider
1980	Toni Ward	St Louis, MO	Mazda RX-7
1979	Barbara Mitchell	Houston, TX	Jensen Healey

D Street (DS)

2019	Mike Leeder	Madison, WI	Honda Civic Type R
2018	Javier Reynoso	Austin, TX	Honda Civic Type R
2017	Mark Scroggs	San Ramon, CA	Chevrolet Camaro LT
2016	Dennis Sparks	Birmingham, AL	Subaru WRX
2015	Richard Hayter	Mission Viejo, CA	Subaru WRX
2014	Michael Wood	Alamo, CA	Subaru WRX

D Stock (DS)

2013	Mark Smith	Denver, CO	Audi TT
2012	Mark Smith	Denver, CO	Audi TT
2011	Mark Smith	Denver, CO	Audi TT
2010	John Ma	Fitchburg, WI	MINI Cooper S
2009	Alex Muresan	Santa Clara, CA	Acura Integra Type R
2008	Patrick Smith	Edmonton, AB	Acura Integra
2007	Bartek Borowski	Elmwood Park, IL	Acura Integra
2006	Bartek Borowski	Elmwood Park, IL	Acura Integra
2005	GJ Dixon III	Scarsdale, NY	BMW 330i

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2004	Brian Fitzpatrick	Omaha, NE	Acura Integra Type R
2003	Ron Bauer	Renton, WA	BMW 330ci
2002	Kevin McCormick	Lincoln, CA	Acura Integra Type R
2001	Russell Blume	Wichita, KS	BMW 318is
2000	Danny Shields	Valrico, FL	Plymouth Neon
1999	Mark Daddio	Beacon Falls, CT	Dodge Neon
1998	Mark Daddio	Beacon Falls, CT	Dodge Neon
1997	Mark Chiles	Palm Bay, FL	Dodge Neon
1996	Brian Priebe	Kettering, OH	Plymouth Neon
1995	Bob Tunnell	Superior, CO	BMW 318
1994	Bob Smith	Parma, OH	Honda CRX Si
1993	Byron Short	Colorado Springs, CO	Porsche 914
1992	Bill Breedlov	Salt Lake City, UT	Datsun 240Z
1991	Mark Chiles	Palm Bay, FL	Nissan Sentra SE-R
1990	Neal Sapp	Baltimore, MD	Honda Civic Si
1989	Todd Rupp	Carrollton, GA	Pontiac Fiero
1988	Peter Raymond	Larkspur, CO	Toyota MR2
1987	David Schnoerr	Schaumburg, IL	Porsche 944T
1986	Peter Raymond	Larkspur, CO	Toyota MR2
1985	Joseph Darwal	Bedford, OH	Fiat X1/9
1984	Jonathan Bruce	Milford, MA	Fiat X1/9
1983	Rick Davis	Perrysburg, OH	Fiat X1/9
1982	William Johnson	Topeka, KS	MGB
1981	William Johnson	Topeka, KS	MGB
1980	Edward Haigh	Brighton, MA	MGB-GT
1979	Leon McCaskill	Garland, TX	Mazda RX-7
1978	George Schweikle	Lexington, KY	Alfa Romeo
1977	Dick Rasmussen	Santa Clara, CA	Datsun 260Z
1976	Stuart Rulka	Burnaby, BC	Morgan 4+4
1975	Stuart Rulka	Burnaby, BC	Morgan 4+4
1974	Dan Ripley	Littleton, CO	Alfa Romeo
1973	Stuart Rulka	Burnaby, BC	Morgan 4+4

D Street Ladies (DSL)

2019	Stephanie Reynoso	Austin, TX	Honda Civic Type R
2018	Stephanie Reynoso	Austin, TX	Honda Civic Type R
2017	Julie Heaton	Omaha, NE	Subaru WRX
2016	Julie Heaton	Omaha, NE	Subaru WRX
2015	Kristen Acharya	Ramona, CA	Subaru WRX
2014	Gwen Habenicht	Bahama, NC	Audi TT

D Stock Ladies (DSL)

2013	Gwen Baake	Bahama, NC	Audi TT
2012	Connie Smith	Santa Fe, NM	Audi TT
2011	Mindi Cross	Phoenix, AZ	MINI Cooper S
2010	Katie Elder	Folsom, CA	Acura Integra Type R
2009	Pamela Eames	Meridian, ID	Chevrolet Cobalt SS
2008	Beth McClure Strelnieks	Cedar Park, TX	BMW 135i
2007	Karen Kraus	Frederick, MD	Subaru Impreza
2006	Mary Medicus	Lafayette, CO	Acura Integra Type R
2005	Kathy Fitzpatrick	McKinney, TX	Acura Integra
2004	Kathy Fitzpatrick	Omaha, NE	Acura Integra
2003	Annie Bauer	Renton, WA	BMW 330ci
2002	Patty Tunnell	Superior, CO	BMW 330ci
2001	Ann Heller	Tulsa, OK	Plymouth Neon

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2000	Lynn Collins	Lockport, IL	Dodge Neon
1999	Laura Molleker	Snohomish, WA	Dodge Neon
1998	Laura Molleker	Snohomish, WA	Dodge Neon
1997	Laura Molleke	Snohomish, WA	Dodge Neon
1996	Lynne Rothney-Kozlak	Harleysville, PA	Dodge Neon
1995	Lynne Rothney-Kozlak	Philadelphia, PA	Dodge Neon
1994	Ann Hollis	Austin, TX	Honda CRX Si
1993	Renee Eady	Carrollton, GA	Honda Civic Si
1992	Renee Eady	Carrollton, GA	Honda Civic Si
1991	Renee Eady	Bremen, GA	Honda Civic Si
1990	Renee Eady	Woodstock, GA	Honda CRX Si
1989	Jeanne Ross	Rancho Palos, CA	Toyota MR2
1988	Dorothy Raymond	Larkspur,CO	Toyota MR2
1987	Ann Hollis	Baldwin, MD	Honda Civic Si
1986	Dorothy Raymond	Larkspur, CO	Toyota MR2
1985	Mary Raden	Toledo, OH	Fiat X1/9
1984	Debbie Smith	Parma, OH	Volkswagen Rabbit
1983	Cindy Darwal	Bedford, OH	Fiat X1/9
1982	Heidi Wyse	Toledo, OH	Toyota Supra
1981	Kay Johnson	Topeka, KS	MGB
1979	Marty Walter	Leawood, KS	MGB

E Street (ES)

2019	Bartek Borowski	Elmwood, Pard IL	Mazda Miata
2018	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2017	Michael Ron	Waukegan, IL	Mazda Miata
2016	Andrew Canak	Milwaukee, WI	Mazda Miata
2015	Andrew Pallotta	Middleburg Heights, OH	Toyota MR2 Spyder
2014	Eric Peterson	Hillsborough, NC	Toyota MR2 Spyder

E Street-R (ESR) (formerly E Stock - ES)

2014	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2013	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2012	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2011	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2010	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2009	Jerry Jenkins	Vancouver, WA	Mazda Miata
2008	Jerry Jenkins	Vancouver, WA	Mazda Miata
2007	Brian Johns	Murfreesboro, TN	Mazda Miata
2006	Bryan Heitkotter	Fresno, CA	Toyota MR2
2005	Ryan Buetzer	Redondo Beach, CA	Toyota MR2
2004	Ryan Buetzer	Topeka, KS	Toyota MR2
2003	Jeff Cashmore	New Berlin, WI	Toyota MR2
2002	Pat Salerno	Danbury, CT	Toyota MR2
2001	Robert Carpenter	Knoxville, TN	Honda CRX
2000	Jeff Cashmore	New Berlin, WI	Toyota Celica ST
1999	Paul Eklund	Tigard, OR	Toyota Celica GT
1998	Paul Eklund	Tigard, OR	Toyota Celica GT
1997	David Pearson	South Lyon, MI	Saturn SC
1996	Bob Smith	Parma, OH	Toyota Celica
1995	Erik Strelnieks	Atlantic Beach, FL	Dodge Neon
1994	Steve Brolliar	Madison, OH	Plymouth Neon
1993	TC Kline	Hilliard, OH	BMW 318is
1992	Bob Tunnell	Hermosa Beach,CA	Volkswagen Jetta
1991	Alan McConnell	Huntsville, AL	Volkswagen GTI

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1990	Alan McConnell	Huntsville, AL	Volkswagen GTI
1989	Alan McConnell	Huntsville, AL	Volkswagen Jetta
1988	Danny Shields	Valrico, FL	Volkswagen Jetta
1987	Mark McGowan	Toledo, OH	Volkswagen Golf GTI
1986	Gene Wetzelberg	Endicott, NY	Volkswagen Scirocco
1985	Richard Varsell	Bristol, CT	Honda Civic S
1984	Ron Haase	San Pedro, CA	Honda CRX
1983	Randy Pobst	Melbourne Beach, FL	Volkswagen Rabbit
1982	Steven Roberts	Kansas City, KS	Fiat X1/9
1981	Bob Hayes	Bowling Green, KY	Fiat 124 Spider
1980	Bob Hayes	Bowling Green, KY	Fiat 124 Spider
1979	Bob Hayes	Bowling Green, KY	Fiat 124 Spider
1978	Bob Hayes	Bowling Green, KY	Fiat 124 Spider
1977	Larry Svaton	Webster, TX	FiatX1/9
1976	Jeff Garber	Braintree, MA	Austin Healey
1975	Kenneth Tripkos	Lawrence, KS	Triumph TR-4
1974	Philip Gott	Northboro, MA	Triumph TR-3
1973	Robert Nielson	San Jose, CA	Opel GT 1900

E Street Ladies (ESL)

2019	Casey Coughlin	Prairieville, LA	Mazda Miata
2018	Meredith Brown	Los Alamos, NM	Touota MR2 Spyder
2017	Jennifer Bedell	Hillsborough, NC	Toyota MR2 Spyder
2016	Meredith Brown	Los Alamos, NM	Toyota MR2 Spyder
2015	Christina Peterson	Hillsborough, NC	Toyota MR2 Spyder
2014	Jennifer Bedell	Hillsborough, NC	Toyota MR2 Spyder

E Stock Ladies (ESL)

2011	Tara Johns	Murfreesboro, TN	Mazda Miata
2010	Kyra Jenkins	Vancouver, WA	Mazda Miata
2009	Jodi Fordahl	Bremerton, WA	Porsche 944
2008	Meredith Brown	Los Alamos, NM	Toyota MR2
2007	Tara Johns	Murfreesboro, TN	Mazda Miata
2006	Jodi Fordahl	Bremerton, WA	Porsche 944
2005	Jodi Fordahl	Bremerton, WA	Porsche 944
2004	Meredith Brown	Los Alamos, NM	Toyota MR2
2003	Meredith Brown	Los Alamos, NM	Toyota MR2
2002	Mari Clements	Alta Loma, CA	Toyota MR2
2001	Debbie Fessler	Sylvania, OH	Toyota Celica
2000	Sara Meissner	Mt Prospect, IL	Toyota Celica ST
1999	Debbie Fessler	Sylvania, OH	Toyota Celica GT
1998	Debbie Fessler	Sylvania, OH	Toyota Celica GT
1997	Jean Kinser	Conyers, GA	Dodge Neon
1996	Wendi Allen	Jacksonville, FL	Dodge Neon
1995	Renee Eady	Carrollton, GA	Dodge Neon
1994	Jean Kinser	Elgin, IL	Dodge Neon
1993	Patty Tunnell	Hermosa Beach, CA	BMW 318
1992	Patty Tunnell	Hermosa Beach, CA	Volkswagen Jetta
1991	Tasha Goodale	Conifer, CO	Honda Civic
1990	Patty Tunnell	Hermosa Beach, CA	Volkswagen Jetta
1989	Kay Bailey	Colo Springs, CO	Volkswagen Golf GT
1988	Tina Kennedy	Naugatuck, CT	Honda Civic
1987	Marlene Alexander	Columbus, OH	Volkswagen GTI
1986	Tracy Whitworth	St Louis, MO	Triumph Spitfire
1985	Dorothy Raymond	Larkspur, CO	Opel 1900

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1984	Tracy Cook	San Pedro, CA	Honda CRX
1983	Linda Blevins	Melbourne, FL	Volkswagen Rabbit
1982	Cindy Darwal	Bedford, OH	Fiat X1/9
1981	Kathy Barnes	Seabrook, NH	Fiat X1/9
1980	Betty Kullman	Bowling Green, KY	Fiat X1/9
1979	Betty Wills	Oklahoma City, OK	Fiat X1/9

F Street (FS)

2019	Win-hou Chow	Dublin, OH	BMW M3
2018	Jeff Cashmore	New Berlin, Wi	BMW M3
2017	Jeff Cashmore	New Berlin, WI	BMW M3
2016	Ryan Otis	Scappoose, OR	Chevrolet Camaro
2015	Bryan Heitkotter	Fresno, CA	BMW M3
2014	David Corsaro	Denville, NJ	Chevrolet Camaro

F Stock (FS)

2013	Brian Burdette	San Antonio, TX	Ford Mustang GT
2012	Brian Peters	Litchfield Park, AZ	Ford Mustang
2011	Mark Daddio	Beacon Falls, CT	Ford Mustang GT
2010	Sam Strano	Knoxdale, PA	Ford Mustang GT
2009	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2008	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2007	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2006	Jason Burns	York, PA	Ford Mustang
2005	Casey Weiss	Garland, TX	Chevrolet Camaro
2004	David Schotz	Granada Hills, CA	Ford Mach 1
2003	Mike Johnson	Rutherford, NJ	Chevrolet Z-28
2002	Paul Kozlak	Harleysville, PA	Chevrolet Camaro
2001	Paul Kozlak	Harleysville, PA	Chevrolet Camaro
2000	Mark Daddio	Beacon Falls,CT	Chevrolet Camaro
1999	Pat Salerno	Danbury, CT	Chevrolet Camaro
1998	Dean Sapp	Catonsville, MD	Pontiac Firebird
1997	Chris Ramey	Cypress, TX	Chevrolet Camaro
1996	Brian Goodner	Des Moines, IA	Chevrolet Camaro
1995	Mark Daddio	Beacon Falls, CT	Chevrolet Camaro
1994	Dean Sapp	Cantonville, MD	Chevrolet Camaro
1993	Paul Kozlak	Broad Brook, CT	Chevrolet IROC 350
1992	Mark Daddio	Beacon Falls, CT	Chevrolet IROC-Z
1991	Jeff Altenburg	Catonsville, MD	Pontiac Firebird
1990	GH Sharp	Kernersville, NC	Chevrolet IROC-Z
1989	Jeff Altenburg	Orlando, FL	Chevrolet IROC
1988	John Ames	Colorado Springs, CO	Ford Mustang LX
1987	Bill Madamba	San Francisco, CA	Chevrolet Camaro Z-28
1986	Bill Madamba	San Francisco, CA	Chevrolet Camaro Z-28
1985	Jack Burns	Rochester, MI	Ford Mustang GT
1984	Bill Archer	Plano, TX	Pontiac Trans-Am
1983	Dennis Bay	Livonia, MI	Chevrolet Camaro Z-28
1982	Mike Camicia	San Jose, CA	Ford Mustang
1981	Dave Kutney	Cincinnati, OH	Pontiac Trans-Am
1980	Bruce Dickey	Battle Creek, MI	Ford Mustang
1979	Warren Wetzelberg	Endicott, NY	Chevrolet Camaro
1978	Dave Kutney	Cincinnati, OH	Pontiac Trans-Am
1977	Ken Rupp	Ft Walton Bch, FL	Ford Mustang
1976	Dave Kutney	Cincinnati, OH	PontiacTrans-Am
1975	Warren Wetzelberg	Endicott, NY	Chevrolet Camaro

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1974	Ray Yergler	Des Moines, IA	Chevrolet Camaro
1973	Warren Wetzelberg	Endicott, NY	Chevrolet Camaro

F Street Ladies (FSL)

2019	Denise Cashmore	New Berlin, WI	BMW M3
2018	Cindy Duncan	Lanesville, IN	Ford Mustang GT
2016	Cindy Duncan	Lanesville, IN	Ford Mustang
2015	Teddie Alexandrova	Fresno, CA	BMW M3
2014	Jackie Mutschler	Houston, TX	Chevrolet Camaro

F Stock Ladies (FSL)

2013	Kandy Johnson	Glen Allen, VA	Ford Mustang GT
2011	Heather Everett	East Amherst, NY	Ford Mustang Shelby GT
2010	Kristi Brown	Des Moines, WA	Ford Mustang Shelby GT
2009	Laura Molleker	Granite Falls, WA	Ford Mustang Shelby GT
2008	Mary Pozzi	Salinas, CA	Ford Mustang Shelby GT
2007	Jennifer Merideth	Westland, MI	Ford Mustang Shelby GT
2006	Crissy Weaver	Beavercreek, OH	Ford Mustang Mach 1
2005	Crissy Weaver	Beavercreek, OH	Ford Mustang Mach 1
2004	Crissy Weaver	Beavercreek, OH	Ford Mustang Mach 1
2003	Diane Lapusnak	Rutherford, NJ	Chevrolet Camaro Z-28
2002	Eileen Lindberg	Shelby Township, MI	Ford Mustang Bullitt
2001	Heather Shehan	Ypsilanti, MI	Ford Mustang Bullitt
2000	Bea Regganie	Joliet, IL	Chevrolet Camaro
1999	Jean Alft	Wichita, KS	Chevrolet Camaro
1998	Jean Alft	Wichita, KS	Chevrolet Camaro
1997	Jackie Mutschler	Houston, TX	Chevrolet Camaro
1996	Teresa Lommatzsch	San Jose, CA	Chevrolet Camaro
1995	Belinda Endress	Newbury Park, CA	Chevrolet Camaro
1994	Jean Alft	Wichita, KS	Chevrolet IROC
1993	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet IROC
1992	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet IROC
1991	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet IROC
1990	Mary Rice	Salinas, CA	Chevrolet IROC
1989	Mary Rice	Salinas, CA	Chevrolet IROC-Z
1988	Linda Smiley	Kettering, OH	Ford Mustang GT
1987	Mary Rice	San Jose, CA	Chevrolet Camaro Z-28
1986	Linda Smiley	Kettering, OH	Ford Mustang GT
1985	Ruth Crawford	Waukesha, WI	Pontiac Trans-Am
1984	Rita Parke	Rochester, NY	Chevrolet Camaro Z-28
1983	Rita Parke	Pittsford, NY	Pontiac Trans-Am
1982	Rita Parke	Pittsford, NY	Pontiac Trans-Am
1981	Rita Parke	Pittsford, NY	Pontiac Trans-Am
1980	Donna Osthus	Seattle, WA	Pontiac Firebird
1979	Janice Rick	Manchester, MA	Pontiac Trans-Am

G Street (GS)

2019	Ron Williams	Topeka, KS	Honda Civic Si
2018	Lance Keeley	Brookfield, WI	Honda Civic Si
2017	Doug Rowse	Phoeniz, AZ	Ford Focus ST
2016	Andrew Pallotta	Cary, NC	Ford Focus ST
2015	Mark Scroggs	San Ramon, CA	Ford Focus ST
2014	Mark Scroggs	San Ramon, CA	Ford Focus ST

G Stock (GS)

2013	Michael Moran	Fairfield, PA	Toyota Celica GT
2012	William Loring	Osceola, IN	Toyota Celica GT

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2011	William Loring	Osceola, IN	Toyota Celica GT
2010	Kevin Royce	Lake Orion, MI	Dodge SRT-4
2009	Anthony Savini	Cochranville, PA	MINI Cooper S
2008	Craig Wilcox	Blue Springs, MO	MINI Cooper S
2007	Ron Williams	Topeka, KS	MINI Cooper S
2006	Craig Wilcox	Blue Springs, MO	MINI Cooper S
2005	Mark Chiles	Mount Joy, PA	MINI Cooper S
2004	Robert Carpenter	Knoxville, TN	Toyota Celica
2003	Brian Priebe	Mislawaka, IN	Toyota Celica GT
2002	Brian Priebe	Granger, IN	Toyota Celica
2001	David Fauth	Aurora, CO	Acura Integra Type R
2000	David Fauth	Aurora, CO	Acura Integra Type R
1999	Bob Endicott	San Pedro, CA	Acura Integra Type R
1998	Mark Allen	Jacksonville, FL	Mitsubishi Eclipse
1997	David Schotz	Phoenix, AZ	Mazda MX-6
1996	John Hayes	San Diego, CA	Mazda MX-6
1995	Dan Cadenhead	Alpine, CA	Mazda MX-6
1994	Danny Shields	Valrico, FL	Mazda MX-6
1993	Danny Shields	Valrico, FL	Mazda MX-6
1992	Dean Sapp	Catonsville, MD	Chrysler Conquest
1991	Steve Brolliar	Madison, AL	Chrysler Conquest
1990	Steve Brolliar	Madison, AL	Chrysler Conquest
1989	Bruce Dickey	Wichita Falls, TX	Ford Mustang
1988	Russell Wiles	Sioux Falls, SD	BMW 325
1987	Russell Wiles	Sioux Falls, SD	BMW 325
1986	Randy Pobst	Melbourne, FL	Volkswagen Jetta
1985	Ken Rupp	Carrollton, GA	Pont Sunbird Turbo
1984	John Duane	Bellingham, MA	Pontiac Firebird
1983	Charles McCraryIII	Smyrna, GA	Mazda GLC
1982	Sam Bloom	Chicago, IL	Dodge Colt RS
1981	Barry Goldine	Fremont, CA	Volkswagen Scirocco
1980	Robert Monday	Indianapolis, IN	Dodge Colt RS
1979	Gene Wetzelberg	Endicott, NY	Volkswagen Scirocco
1978	Ed Berry	Riverdale, GA	Volkswagen Rabbit
1977	Ed Berry	Riverdale, GA	Volkswagen Rabbit
1976	Ken Alden	White River Jct,VT	Audi Fox
1975	John Meek	Boulder, CO	Honda Civic
1974	Frank Filiccicchia	Chicago, IL	Volkswagen
1973	John Meek	Ft Collins, CO	NSU TT

G Street Ladies (GSL)

2019	Annie Gill	Renton, WA	Honda Civic Si
2018	Barbara Seeger	Pepperell, MA	Honda Civic Si
2017	Barbara Seeger	Pepperell, MA	Ford Focus ST
2016	Maria Mayorga	Cary, NC	Ford Focus ST
2015	Laura Harbour	Stamping Ground, KY	Toyota Celica GT
2014	Laura Harbour	Stamping Ground, KY	Toyota Celica GT

G Stock Ladies (GSL)

2012	Wendi Allen	Jacksonville Beach, FL	Honda Civic Si
2011	Julie Heaton	Omaha, NE	MazdaSpeed Protégé
2009	Mindi Cross	Phoenix, AZ	MINI Cooper S
2008	Kristi Brown	Des Moines, WA	MINI Cooper S
2007	Wendi Allen	Jacksonville Beach, FL	MINI Cooper S
2006	Wendi Allen	Ft Lauderdale, FL	MINI Cooper S

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2005	Angie Rogers	Granger, IN	MINI Cooper S
2004	Wendi Allen	Weston, FL	MINI Cooper S
2003	Donna Frank	Durham, NC	Toyota Celica GT
2002	Mary Medicus	Lafayette, CO	Audi A4 1.8T
2001	Katie Elder	Folsom, CA	Acura Integra Type R
2000	Katie Elder	Folsom, CA	Acura Integra Type R
1999	Katy Endicott	San Pedro, CA	Acura Integra Type R
1998	Wendi Allen	Jacksonville, FL	Mitsubishi Eclipse
1997	Diane Remetta	Clinton, CT	Chevrolet Camaro
1996	Diane Moores	Remetta Clinton, CT	Chevrolet Camaro
1995	Keli Cadenhead	Alpine, CA	Mazda MX-6
1994	Kay Bailey	Colo Springs, CO	Mazda MX-6
1993	Keli Cadenhead	Alpine, CA	Mazda MX-6
1992	Marla Davis	Laurel, MD	Chrysler Conquest
1991	Marla Davis	Laurel, MD	Chrysler Conquest
1990	Lisa Kenas	Cupertino, CA	Chrysler Conquest
1989	Marchell Fletcher	Durango, CO	Chrysler Conquest T
1988	Marlene Alexander	Columbus, OH	BMW 325is
1987	J Diane Byrne	Lee's Summit, MO	Ford Mustang SVO
1986	Maxine Bateman	Pleasanton, CA	Acura Integra
1985	Lou Albertson	W Bloomfield, MI	Pontiac Sunbird
1984	Betsy Blackburn	Atlanta, GA	Pontiac 2000
1983	Paula Mills	N Little Rock, AR	Ford Fiesta
1982	Mary Davis	Perrysburg, OH	Dodge Colt
1981	Janice Rick	Manchester, MO	Dodge Colt
1980	Molly Riley	Omaha, NE	Volkswagen Scirocco
1979	Signe Geist	Wichita, KS	Honda Civic

H Street (HS)

2019	Philip Mitchell	White Lake, MI	Ford Fiesta ST
2018	Mike King	St. Johns, FL	Ford Fiesta ST
2017	Mike King	St. Johns, FL	Ford Fiesta ST
2016	Robert Luis	Rohnert Park, CA	MINI Cooper
2015	Greg Reno	Lawrence, KS	MINI Cooper
2014	Greg Reno	Lawrence, KS	MINI Cooper

H Stock (HS)

2013	Greg Reno	Lawrence, KS	MINI Cooper
2012	Greg Reno	Lawrence, KS	MINI Cooper
2011	James Feinberg	Cary, NC	MINI Cooper
2010	Jimmy Crawford	New Berlin, WI	MINI Cooper
2009	Jimmy Crawford	Milwaukee, WI	MINI Cooper
2008	Ron Williams	Topeka, KS	MINI Cooper
2007	Jack Burns	Hamilton, OH	Mazda3
2006	Karter Bollmann	Houston, TX	MINI Cooper
2005	Karter Bollmann	Friendswood, TX	MINI Cooper
2004	Keith Brown	Des Moines, WA	MINI Cooper
2003	Mark Chiles	Rocky Mount, NC	MINI Cooper
2002	Matthew Murray	Westport, CT	BMW 318i
2001	Gerry Terranova	Allen, TX	Honda Civic Si
2000	Gerry Terranova	Allen, TX	Honda Civic Si
1999	Jeff Cashmore	Glendale, WI	Toyota Celica
1998	Rick McDaniel	Holland, OH	Toyota Celica
1997	Rick McDaniel	Odenton, MD	Toyota Celica
1996	Rick McDaniel	Milwaukie, OR	Toyota Celica

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1995	Andy Hollis	Austin, TX	Mazda MX-6
1994	Rick McDaniel	Milwaukie, OR	Toyota Celica
1993	Jeff Reitmeir	Sunnyvale, CA	BMW 318
1992	Dan Cadenhead	Alpine, CA	Toyota Paseo
1991	Mal Kooiman	Zeeland, MI	Chev Cosworth Vega
1990	Ken Frey	Cos Cob, CT	Toyota Celica
1989	Steve Brolliar	Madison, AL	Dodge Shadow
1988	Todd Rupp	Carrollton, GA	Pontiac Sunbird
1987	Todd Rupp	Carrollton, GA	Sunbird Formula
1986	Chris Peterson	Salt Lake City, UT	Saab 900
1985	Alan Sheidler	Holland, OH	Plymouth Colt GTS
1984	Peter Cunningham	Milwaukee, WI	Saab 99
1983	John Duane	Bellingham, MA	Pontiac Firebird
1982	Garwood Anderson	Lincoln, NE	Chevrolet Corvair
1981	Charles McCrary	Smyrna, GA	Mazda GLC
1980	Charles McCrary	Atlanta, GA	Mazda GLC
1979	C Bud Henthorn	Independence,KY	BMW 320i
1978	Paul Bess	Dayton, OH	Fiat 850

H Street Ladies (HSL)

2019	Laney Blume	Wichita, KA	Honda Civic Sport
2018	Laney Blume	Wichita, KS	MINI Cooper
2017	Laney Blume	Wichita, KS	MINI Cooper
2016	Laura Harbour	Stamping Ground, KY	Honda Civic Si
2015	Holly Schwedler	Lakewood, OH	MINI Cooper
2014	Holly Schwedler	Lakewood, OH	MINI Cooper

H Stock Ladies (HSL)

2012	Gwen Baake	Bahama, NC	MINI Cooper
2011	Barbara Leroy-Boehme	San Diego, CA	MINI Cooper
2010	Barbara Leroy-Boehme	San Diego, CA	MINI Cooper
2009	Stephanie Chang	Morris Plains, NJ	MINI Cooper
2008	Wendi Allen	Jacksonville Beach, FL	MINI Cooper
2007	Cara Ness	Medfield, MA	Honda Civic Si
2006	Kristi Brown	Des Moines, WA	MINI Cooper
2005	Donna Cate	Frank Durham, NC	MINI Cooper
2004	Dawn Maxwell	Phoenix, AZ	MINI Cooper
2003	Dawn Maxwell	Phoenix, AZ	MINI Cooper
2002	Yvonne Short	Scottsdale, AZ	MINI Cooper
2001	Wendi Allen	Jacksonville, FL	Honda Civic Si
2000	Sharron Shields	Valrico, FL	BMW 318is
1999	Sharron Shields	Valrico, FL	Mazda MX-6
1998	Audrey Harnish	York, PA	Toyota Celica
1997	Elaine McDaniel	Odenton, MD	Toyota Celica
1996	Elaine McDaniel	Milwaukie, OR	Toyota Celica
1995	Ann Hollis	Austin, TX	Mazda MX-6
1994	Michelle Reitmeir	Monte Sereno, CA	Mazda MX-3
1993	Shelly Monfort	Los Gatos, CA	BMW 318
1992	Keli Cadenhead	Alpine, CA	Toyota Paseo
1991	Jane Vinton	Bloomington, IL	Mazda 323 SE
1990	Jane Vinton	Bloomington,IL	Mazda 323 SE
1989	Jane Vinton	Bloomington,IL	Mazda 323 SE
1988	Beverly Nichols	Amelia, OH	Saab 900S
1987	Tina Reeves	Rochester, NY	Dodge Colt
1986	Tina Reeves	Rochester, NY	Dodge Colt

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1985	Tina Reeves	Rochester, NY	Dodge Colt
1984	Deborah Sheidler	Holland, OH	Plymouth Colt
1983	Janice Rick	Manchester, MO	Dodge Colt
1982	Donna Katarzynski	Harvey, IL	Datsun 1200
1981	Dorothy Raymond	Denver, CO	Opel 1900
1980	Janice Barlow	Clearfield, UT	Datsun 1200
1979	Ellen Upshaw	Atlanta, GA	Mazda GLC

SOLO® SPEC COUPE CATEGORY

Solo Spec Coupe (SSC)

2019	Adam Benaway	Fayetteville, NC	Scion FR-S
2018	Adam Benaway	Fayetteville, NC	Scion FR-S

Solo Spec Coupe Ladies (SSCL)

2019	Jennifer Bedell	Hillsborough, NC	Scion FR-S
2018	Jennifer Bedell	Hillsborough, NC	Scion FR-S

STREET TOURING® CATEGORY

Street Touring® Ultra (STU)

2019	Christopher Mayfield	Menlo Park, CA	BMW M3
2018	Bill Zerr	Tacoma, WA	Subaru WRX STI
2017	Bryan Heikotter	Fresno, CA	Nissan 350Z
2016	Bryan Heitkotter	Fresno, CA	Nissan 350Z
2015	Jeff Stuart	Santa Barbara, CA	Nissan 350Z
2014	Brian Peters	Litchfield Park, AZ	Nissan 350Z
2013	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2012	Tristan Littlehale	Saratoga, CA	BMW M3
2011	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2010	Andrew Pollotta	Cuyahoga Falls, OH	Mitsubishi Evolution
2009	Thomas Kenna	Irvine, CA	Mitsubishi Evolution
2008	Colin Fiedler	Pewaukee, WI	Subaru WRX
2007	James Paulson	Portland, OR	Subaru WRX STi

Street Touring® Ultra Ladies (STUL)

2019	Eileen Blando	San Jose, CA	Mitsubishi Evolotion
2018	Tasha Mikko	Seattle, WA	Mitsubishi Evolution
2017	Mina Ingraham	Lake Oswego, OR	Subaru WRX STI
2016	Crissy Weaver	Beavercreek, OH	Subaru WRX STI
2015	Mina Ingraham	Lake Oswego, OR	Subaru WRX
2014	Diane Bollenbecker	San Diego, CA	Mitsubishi Evolution
2013	Gretchen Everett	Kent, WA	Mitsubishi Evolution
2012	Michelle Miller	Federal Way, WA	Mitsubishi Evolution
2011	Christy Carlson	Papillion, NE	Subaru WRX STI
2010	Kristi Gaus	Wexford, PA	Mitsubishi Evolution
2009	Diana Carris	Kailua, HI	Mitsubishi Evolution
2008	Annie Bauer	Newport Beach, CA	Subaru WRX
2007	Amy Fair	Fairview, TX	BMW M3

Street Touring® Roadster (STR)

2019	Brian Karwan	Frederick, MD	Mazda MX-5 Miata
2018	Jonathan Lugod	Gardena, CA	Mazda MX-5 Miata
2017	Ian Stewart	Orlando, FL	Mazda MX-5 Miata
2016	James Yom	Los Angeles, CA	Honda S2000 CR
2015	Nick Bjoin	Burbank, CA	Honda S2000
2014	Nick Barbato	Wethersfield, CT	Honda S2000 CR
2013	Brian Peters	Litchfield Park, AZ	Nissan 350Z
2012	Jonathan Lugod	Oceanside, CA	Honda S2000

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2011	Robert Thorne	Littleton, CO	Honda S2000 CR

Street Touring® Roadster Ladies (STRL)

2019	Tara Johns	Milton, TN	Mazda MX-5 Miata
2018	Jessica Pao	Alhambra, CA	Mazda MX-5 Miata
2017	Laura Campbell	Fort Lauderdale, FL	Mazda MX-5 Miata
2016	Kate Fisher	Chandler, AZ	Honda S2000
2015	Kyung Wooten	Austin, TX	Mazda Miata
2014	Laura Campbell	Paducah, KY	Honda S2000 CR
2013	Annie Gill	Renton, WA	Honda S2000 CR
2012	Kyung Wooten	Austin, TX	Mazda Miata
2011	Kyung Wooten	Austin, TX	Mazda Miata

Street Touring® Xtreme (STX)

2019	Bryan Heitkotter	Fresno, CA	Subaru BRZ
2018	James Tatad	Brooklyn, NY	Subaru BRZ
2017	Jonathan Lugod	Gardena, CA	Subaru BRZ
2016	Craig Wilcox	Grain Valley, MO	MINI Cooper S
2015	David Marcus	Fort Lauderdale, FL	Subaru BRZ
2014	Andrew Pallotta	Cuyahoga Falls, OH	Scion FR-S
2013	Jeff Hurst	Hicksville, NY	Mazda RX-8
2012	Bryan Heitkotter	Fresno, CA	BMW 325is
2011	Jeff Wong	Moorpark, CA	Honda Civic Si
2010	Andy Hollis	Austin, TX	Honda Civic Si
2009	Bryce Merideth	Ocoee, FL	BMW 328is
2008	Greg McCance	Toledo, OH	Subaru WRX
2007	Chris Fenter	Appleton, WI	Subaru WRX
2006	Steve O'Blenes	Garden Grove, CA	Subaru WRX
2005	Joshua Sortor	Glendale, AZ	Subaru WRX

Street Touring® Xtreme Ladies (STXL)

2019	Kate Fisher	Chandler, AZ	Scion FR-S
2018	Kate Fisher	Chandler, AZ	Scion FR-S
2017	Nicole Wong	Moorpark, CA	Scion FR-S
2016	Annie Gill	Renton, WA	Scion FR-S
2015	Annie Gill	Renton, WA	Scion FR-S
2014	Annie Gill	Renton, WA	Scion FR-S
2013	Jordan Towns	Birmingham, AL	Mazda RX-8
2012	Debbie Kerswill	Reno, NV	Mazda RX-8
2011	Katelyn Johnson	Plano, TX	Honda Civic Si
2010	Ann Hollis	Austin, TX	Honda Civic Si
2009	Jennifer Isley	Coto De Caza, CA	Mazda RX-8
2008	Amy Coleman	Renton, WA	Subaru WRX
2007	Amy Coleman	Renton, WA	Subaru WRX
2006	Kathleen Fitzpatrick	McKinney, TX	BMW M3
2005	Ann Hollis	Austin, TX	Subaru WRX

Street Touring® Sport (STS) (formerly STS2)

2019	Eric Stoltz	Buhl, ID	Mazda Miata
2018	Adam Barber	Minneapolis, MN	Honda CRX Si
2017	Ron Williams	Topeka, KS	Honda CRX Si
2016	Jeff Wong	Moorpark, CA	Honda CRX Si
2015	Jason Frank	Mount Pleasant, WI	Honda CRX Si
2014	Andrew Canak	Milwaukee, WI	Mazda Miata
2013	David Whitener	Fort Worth, TX	Honda CRX Si
2012	David Whitener	Fort Worth, TX	Honda CRX Si
2011	Andrew Canak	Milwaukee, WI	Mazda Miata

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2010	Andrew Canak	Milwaukee, WI	Mazda Miata
2009	Matthew Glagola	Atlanta, GA	Honda CRX Si
2008	Mike King	Jacksonville, FL	Honda CRX Si

Street Touring® Sport Ladies (STSL) (formerly STS2L)

2018	Katie Crawford	Hubertus, WI	Honda CRX Si
2017	Kim Whitener	Fort Worth, TX	Mazda Miata
2016	Nicole Wong	Moorpark, CA	Honda CRX Si
2015	Nicole Wong	Moorpark, CA	Honda del Sol
2014	Lily Liu	Gardena, CA	Honda CRX Si
2013	Kim Whitener	Fort Worth, TX	Honda CRX Si
2012	Kim Whitener	Fort Worth, TX	Honda CRX Si
2011	Kim Whitener	Fort Worth, TX	Honda CRX Si
2010	Laura Harbour	Stamping Ground, KY	Mazda Miata
2009	Michelle Seelig	Edmond, OK	Honda CRX Si
2008	Michelle Seelig	Edmond, OK	Honda CRX Si

Street Touring Hatchback (STH)

2019	Alex Piehl	Pittsburgh, PA	Subaru WRX
2018	Samuel Krauss	Dollard-des-Ormeaux, QC, Canada	Eagle Talon TSi

Street Touring® Compact (STC) (formerly ST, STS)

2014	Ron Williams	Topeka, KS	Honda Civic Si
2013	Jason Frank	Racine, WI	Honda Civic Si
2012	Jeff Wong	Moorpark, CA	Honda Civic Si
2011	Andy Hollis	Austin, TX	Honda Civic Si
2010	Jeff Wong	Moorpark, CA	Honda Civic Si
2009	Bill Bounds	Atlanta, GA	Honda Civic Si
2008	Tim Smith	Tucker, GA	Honda Civic Si
2007	Jason Frank	Racine, WI	Honda Civic Si
2006	Jason Rhoades	San Diego, CA	Nissan 240SX
2005	Ken Motonishi	Orange, CA	Honda Civic Si
2004	Kevin McCormick	Lincoln, CA	Honda Civic Si
2003	Kenichi Motonishi	Orange, CA	Honda Civic Si
2002	Chris Shenefield	Trucksville, PA	Honda Civic Si
2001	Jason Tipple	New Albany, OH	Honda Civic Si

Street Touring® Compact Ladies (STCL) (formerly STL, STSL)

2014	Nicole Wong	Moorpark, CA	Honda Civic Si
2013	Nicole Nagler	Moorpark, CA	Honda Civic Si
2012	Nicole Nagler	Moorpark, CA	Honda Civic Si
2011	Nicole Nagler	Moorpark, CA	Honda Civic Si
2010	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2009	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2008	Katie Elder	Folsom, CA	Honda Civic Si
2007	Katie Elder	Folsom, CA	Honda Civic Si
2006	Katie Elder	Folsom, CA	Honda Civic Si
2005	Katie Elder	Folsom, CA	Honda Civic Si
2004	Katie Elder	Folsom, CA	Honda Civic Si
2003	Katie Elder	Folsom, CA	Honda Civic Si
2002	Kelley Mossgrove	Hilliard, OH	Honda Civic Si
2001	Linda Duncan	Morrison, CO	Subaru Impreza

Street Touring® Front-Wheel-Drive (STF)

2017	Daniel Gross	Frederick, MD	Mazda3
2016	David Whitener	Fort Worth, TX	Acura RSX Type S
2015	David Whitener	Fort Worth, TX	Honda Civic Si
2014	Lee Chhit	Huntsville, AL	MINI Cooper

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2013	Eric Sienkiewicz	Charlotte, NC	Mazda3 S
2012	Andy Hollis	Austin, TX	Mazda2

Street Touring® Front-Wheel-Drive Ladies (STFL)

2015	Michelle Miller	Federal Way. WA	MINI Cooper
2014	Michelle Miller	Federal Way, WA	MINI Cooper
2013	Katelyn Johnson	Plano, TX	Toyota Corolla S

STREET PREPARED CATEGORY

Super Street Prepared (SSP)

2019	Eric Stemler	Peoria, IL	Chevrolet Corvette Z06
2018	Mike Casino	Charlotte, NC	Chevrolet Corvette Z06
2017	Joe Tharpe	State Center, IA	Chevrolet Corvette Z06
2016	Joe Tharpe	State Center, IA	Chevrolet Corvette Z06
2015	Joe Tharpe	State Center, IA	Chevrolet Corvette Z06
2014	Ryan Johnson	Draper, UT	Lotus Elise
2013	Joe Tharpe	State Center, IA	Chevrolet Corvette
2012	Joe Tharpe	State Center, IA	Chevrolet Corvette

Super Street Prepared Ladies (SSPL)

2015	Donna Littlejohn	Columbia, SC	Chevrolet Corvette
2014	Jocelin Huang	Edina, MN	Porsche 911 GT3

A Street Prepared (ASP)

2019	Tom Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2018	Aaron Miller	Auburn Hills, MI	Mitsubishi Evolution
2017	Tom Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2016	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2015	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2014	Bill Rogerson	Seeleys Bay, ON	Subaru WRX STI
2013	Aaron Miller	Auburn Hills, MI	Mitsubishi Evolution
2012	Aaron Miller	Auburn Hills, MI	Mitsubishi Evolution
2011	Courtney Cormier	Glen Allen, VA	Chevrolet Corvette
2010	Michael Johnson	Glen Allen, VA	Chevrolet Corvette
2009	Jason Collett	Smyrna, TN	Chevrolet Corvette
2008	Ken Motonishi	Orange, CA	Chevrolet Corvette
2007	Michael Johnson	Glen Allen, VA	Chevrolet Corvette
2006	Michael Johnson	Glen Allen, VA	Chevrolet Corvette
2005	James Gunn-Wilkinson	San Diego , CA	Porsche GT2
2004	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2003	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
2002	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2001	Mark Huffman	Avondale, AZ	Lotus Elan
2000	Mark Huffman	Avondale, AZ	Lotus Elan
1999	Ren Marinus	Folsom, CA	Mazda RX-7 Turbo
1998	Shauna Marinus	Folsom, CA	Mazda RX-7 Turbo
1997	Charles Cave	Carbondale, CO	Lotus Elan
1996	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1995	Craig Carr	Poland, OH	Lotus Elan
1994	Dwight Mitchell	Carmichael, CA	Porsche 911
1993	Craig Carr	Poland, OH	Lotus Elan
1992	Charles Cave	Las Cruces, NM	Lotus Elan
1991	Ron Babb	Renton, WA	Lotus Elan
1990	Dwight Mitchell	Carmichael, CA	Porsche 911
1989	Craig Carr	Poland, OH	Lotus Elan
1988	Scott Holley	Noblesville, IN	Porsche 911S
1987	Gary Milligan	Vancouver, BC	Lotus Europa

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1986	Dick Rasmussen	Raleigh, NC	Lotus Europa
1985	David Skelton	Bartlett, TN	Porsche 914/6
1984	Doug Maxcy	Plano, TX	Lotus Europa
1983	Dan Holm	San Jose, CA	Datsun 240Z

A Street Prepared Ladies (ASPL)

2015	Caitlin Snell	Monroe, WA	Mitsubishi Evolution
2014	Christine Grice	Redondo Beach, CA	Mitsubishi Evolution
2013	Christine Grice	Redondo Beach, CA	Mitsubishi Evolution
2012	Christine Grice	Redondo Beach, CA	Mitsubishi Evolution
2011	Jodi Fordahl	Bremerton, WA	Nissan GT-R
2010	Jill Snell	Puyallup, WA	Lotus Exige
2009	Donna Littlejohn	Columbia, SC	Chevrolet Corvette
2008	Diane Johnson	Glen Allen, VA	Chevrolet Corvette
2007	Diane Johnson	Glen Allen, VA	Chevrolet Corvette
2006	Pilar Miranda	Morgan Hill, CA	Porsche GT2
2005	Karen Rafferty	Northville, MI	Chevrolet Corvette
2004	Bea Regganie	Joliet, IL	Chevrolet Corvette
2003	Bea Regganie	Joliet, IL	Chevrolet Corvette
2002	Su Brude	Plano, TX	Chevrolet Corvette
2001	Gloria Carr	Poland, OH	Lotus Elan
2000	LiNay White	Puyallup, WA	Dodge Viper
1999	Lisa Carle	West Chester, PA	Lotus Elan
1998	Lisa Carle	Coatesville, PA	Lotus Elan
1997	Lisa Carle	Coatesville, PA	Lotus Elan
1996	Gloria Carr	Poland, OH	Lotus Elan
1995	Gloria Carr	Poland, OH	Lotus Elan
1994	Sally Brown	Spring,TX	Porsche 911
1993	Gloria Carr	Poland, OH	Lotus Elan
1992	Karen Babb	Renton, WA	Lotus Elan
1991	Karen Babb	Renton, WA	Lotus Elan
1990	Karen Babb	Renton, WA	Lotus Elan
1989	Karen Babb	Renton, WA	Lotus Elan
1988	Karen Babb	Renton, WA	Lotus Elan
1987	Karen Babb	Renton, WA	Lotus Elan
1986	Karen Babb	Renton, WA	Lotus Elan
1985	Susan Hagaman	Bellevue, WA	Porsche 914
1984	Vicky Maxcy	Plano, TX	Lotus Europa
1983	Karen Babb	Seattle, WA	Mazda RX-7

B Street Prepared (BSP)

2019	Ron Bauer	Seatac, WA	Mazda MX-5 Miata
2018	Ron Bauer	Seatac, WA	Mazda MX-5 Miata
2017	Tom O'Gorman	Mason, OH	Honda S2000
2016	Anthony Porta	Yorba Linda, CA	MazdaSpeed Miata
2015	Steve O'Blenes	Garden Grove, CA	MazdaSpeed Miata
2014	Christopher Mayfield	Fort Collins, CO	Honda S2000
2013	Robert Thorne	Littleton, CO	Honda S2000
2012	Jason Uyeda	Canoga Park, CA	Honda S2000
2011	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2010	Craig Wilcox	Blue Springs, MO	Mitsubishi Evolution
2009	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2008	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2007	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2006	John Tak	Clarkston, MI	Mitsubishi Evolution

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2005	Rita Wilsey	Lake Elsinore, CA	Chevrolet Corvette
2004	Harold Olsen	Folsom, CA	Chevrolet Corvette
2003	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2002	Bill Buetow	Puyallup, WA	Chevrolet Corvette
2001	Vic Sias	Mountain View, CA	Datsun 240Z
2000	Ray Miller	Citrus Heights, CA	Chevrolet Corvette
1999	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1998	Andy Craig	Fremont, CA	Datsun 240Z
1997	Phil Currin	Gainesville, FL	Chevrolet Corvette
1996	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1995	Phil Currin	Gainesville, FL	Chevrolet Corvette
1994	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1993	Bruce Wentzel	Milford, MI	Chevrolet Corvette
1992	Tommy Saunders	Southlake, TX	Chevrolet Corvette
1991	Bruce Wentzel	Milford, MI	Chevrolet Corvette
1990	Tommy Saunders	Roanoke, TX	Chevrolet Corvette
1989	Bill Thompson	Duncanville, TX	Chevrolet Corvette
1988	Phil Currin	Gainesville, FL	Chevrolet Corvette
1987	Rod Derrick	Salt Lake City, UT	Chevrolet Corvette
1986	Tommy Saunders	Roanoke, TX	Chevrolet Corvette
1985	Bruce Wentzel	Brighton, MI	Chevrolet Corvette
1984	Bruce Wentzel	Brighton, MI	Chevrolet Corvette
1983	Bill Thompson	Duncanville, TX	Chevrolet Corvette

B Street Prepared Ladies (BSPL)

2018	Molly Thore	Greensboro, NC	MazdaSpeed Miata
2017	Kristen Rosenthal	Fort Lauderdale, FL	Honda S2000
2015	Jodi Fordahl	Bremerton, WA	MazdaSpeed Miata
2014	Amanda Hahn	Littleton, CO	Honda S2000
2013	Amanda Hahn	Littleton, CO	Honda S2000
2011	Christine Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2010	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2009	Lisa Berry	Alta Loma, CA	Mitsubishi Evolution
2008	Teresa Berry	Alta Loma, CA	Mitsubishi Evolution
2007	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2006	Patty Tunnell	Superior, CO	BMW M3 LTW
2005	Lori Robertson	Chino Hills, CA	Chevrolet Corvette
2004	Angela Moffett	Puyallup, WA	Chevrolet Corvette
2003	Angela Moffett	Puyallup, WA	Chevrolet Corvette
2002	Angela Moffett	Puyallup, WA	Chevrolet Corvette
2001	Patty Tunnell	Superior, CO	BMW M3
2000	Patti Yeo	Auburn, CA	Chevrolet Corvette
1999	LiNay White	Puyallup, WA	Chevrolet Corvette
1998	LiNay White	Puyallup, WA	Chevrolet Corvette
1997	Linda Shelton	Salt Lake City, UT	Chevrolet Corvette
1996	Mary Wentzel	Milford, MI	Chevrolet Corvette
1995	Mary Wentzel	Milford, MI	Chevrolet Corvette
1994	Mary Wentzel	Milford, MI	Chevrolet Corvette
1993	Mary Wentzel	Milford, MI	Chevrolet Corvette
1992	Mary Wentzel	Milford, MI	Chevrolet Corvette
1991	Mary Wentzel	Milford, MI	Chevrolet Corvette
1990	Mary Brotz	Livonia, MI	Chevrolet Corvette
1989	Jo Ann Lynch	Woodland Hills,CA	Chevrolet Corvette
1988	Jo Ann Lynch	Woodland Hills,CA	Chevrolet Corvette
1987	Jo Ann Lynch	Woodland Hills,CA	Chevrolet Corvette

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1986	Mary Brotz	Livonia, MI	Chevrolet Corvette
1985	Jo Ann Lynch	Wooodland Hills,CA	Chevrolet Corvette
1984	Marsha Heckert	Sacramento, CA	Chevrolet Corvette
1983	Jeanne Ross	Salinas, CA	Pontiac FireAm

C Street Prepared (CSP)

2019	Billy Davis	New Haven, CT	Mazda Miata
2018	Neal Tovsen	Apple Valley, MN	Mazda Miata
2017	Billy Davis	Auburn Hills, MI	Mazda Miata
2016	Billy Davis	New Haven, CT	Mazda Miata
2015	Billy Davis	New Haven, CT	Mazda Miata
2014	Billy Davis	New Haven, CT	Mazda Miata
2013	John Hunter	Omaha, NE	Mazda Miata
2012	Scott Fraser	San Jose, CA	Mazda Miata
2011	Tim Aro	Glen Allen, VA	Mazda Miata
2010	Scott Fraser	San Jose, CA	Mazda Miata
2009	Matt McCabe	Omaha, NE	Mazda Miata
2008	Brian Peters	Litchfield Park, AZ	Mazda MX-5
2007	Reijo Silvennoinen	Seal Beach, CA	Mazda Miata
2006	Matt McCabe	Omaha, NE	Mazda Miata
2005	George Doganis	Lakeside, CA	Mazda MX-5
2004	Tim Aro	Richmond, VA	Toyota MR2 Spyder
2003	Tom Ellam	Livermore, CA	Mazda RX-3
2002	George Doganis	La Mesa, CA	Mazda Miata
2001	Tom Ellam	Livermore, CA	Mazda RX-3
2000	David Palmquist	Anaheim, CA	Mazda Miata
1999	C Heath McMillan	Woodstock, GA	Honda CRX
1998	Tom Ellam	Bloomingburg, NY	Maxda RX-3
1997	Guy Ankeny	Simi Valley, CA	Mazda Miata
1996	Elliott Harvey	Lakeland, FL	Datsun SRL311
1995	Bob Endicott	San Pedro, CA	Honda CRX
1994	Lane Sanders	Tareytown, NY	Honda Civic
1993	Elliott Harvey	Lakeland, FL	Datsun SRL311
1992	Neil Kuhns	San Diego, CA	Honda CRX
1991	Elliott Harvey	Lakeland, FL	Datsun SRL-311
1990	Grady Wood, Jr	Collierville, TN	Honda CRX
1989	Rickey Hines	Oakland, CA	Pontiac Fiero GT
1988	Elliott Harvey	Lakeland, FL	Datsun SRL311
1987	Elliott Harvey	Lakeland, FL	Datsun SRL311
1986	Chuck Noonan	Barre, MA	Honda CRX
1985	Chuck Noonan	Barre, MA	Honda CRX
1984	Chuck Noonan	Barre, MA	Honda CRX
1983	Chuck Sample	Fort Wayne, IN	Fiat X1/9

C Street Prepared Ladies (CSPL)

2019	Katie Lacey	Apple Valley, MN	Mazda Miata
2018	Stephanie Humphries	Elizabeth City, NC	Mazda Miata
2017	Katie Lacey	Apple Valley, MN	Mazda Miata
2016	Tamra Hunt	Shelton, CT	Mazda Miata
2015	Tamra Hunt	Shelton, CT	Mazda Miata
2014	Gretchen Austin	Minneapolis, MN	Mazda Miata
2013	Sue Eckles	Malcolm, NE	Mazda Miata
2012	Jodi Fordahl	Bremerton, WA	Mazda Miata
2011	Sue Eckles	Malcolm, NE	Mazda Miata
2010	Kathy Wolfskill	Nederland, CO	Mazda Miata

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2009	Juliann Pokorny	Ft Worth, TX	Mazda MX-5
2008	Kathy Wolfskill	Nederland, CO	Mazda Miata
2007	Tami Daniels	Gladstone, OR	Mazda MX-5
2006	Danielle Engstrom	Frankfort, IL	Toyota MR2
2005	Danielle Engstrom	Frankfort, IL	Toyota MR2 Spyder
2004	Jennifer Lee	Kailua, HI	Mazda Miata
2003	Danielle Engstrom	Frankfort, IL	Toyota MR2 Spyder
2002	Denise Kugler	Springtown, PA	Honda CRX
2001	Denise Kugler	Springtown, PA	Honda CRX
2000	Audrey Harnish	York, PA	Honda CRX
1999	Audrey Harnish	York, PA	Honda CRX
1998	Patty Tunnell	Superior, CO	BMW M3
1997	Pilar Miranda	San Jose, CA	Mazda Miata
1996	Pilar Miranda	Torrence, CA	Mazda Miata
1995	Katy Endicott	San Pedro, CA	Honda CRX
1994	Debra Waddell	Worchester, MA	Honda Civic
1993	Katy Endicott	San Pedro, CA	Honda CRX Si
1992	Ginette Jordan	Vernon, CT	Honda Civic
1991	Ginette Jordan	Vernon, CT	Honda Civic
1990	Betsy Bryan Tinsley	Kennesaw, GA	Honda Civic
1989	Tina Kennedy	Naugatuck, CT	Honda Civic
1988	Laurie Davis	Carlsbad, CA	Honda CRX
1987	Pat Hines	Oakland, CA	Pontiac Fiero GT
1986	Debbie Barrett	Hillsboro, OR	Honda Civic Si
1985	Sharon Wallace	Kent, WA	Fiat X1/9
1984	Lavonne VanSickle	Fairlawn, OH	BMW 2002
1983	Vicky Mihara	San Francisco,CA	Mazda RX-2

D Street Prepared (DSP)

2019	Tamra Krystinik	Middlefield, CT	Mazda RX-8
2018	Evan Schickel	Brooklyn, NY	BMW 330Ci
2017	John Vitamvas	Glenwood, MD	BMW 330Ci
2016	Eric Campbell	Canal Winchester, OH	BMW 330Ci
2015	Doug Rowse	Phoenix, AZ	BMW 330i
2014	Doug Rowse	Phoenix, AZ	BMW 330i
2013	Bryan Heitkotter	Fresno, CA	BMW 325is
2012	Alex Shchipkov	Clifton Park, NY	BMW 330Ci
2011	Doug Rowse	Phoenix, AZ	BMW 330
2010	Brian Peters	Litchfield Park, AZ	BMW 330i
2009	Ben Martinez	San Jose, CA	Merkur XR4Ti
2008	Doug Rowse	Phoenix, AZ	BMW 330i
2007	Mike Shields	Temple, NH	BMW 325is
2006	Mike Shields	Temple, NH	BMW 325is
2005	David Fauth	Centennial, CO	BMW 325is
2004	Derek Butts	San Bruno, CA	Lexus IS300
2003	David Fauth	Centennial, CO	BMW 325is
2002	Steve Hoelscher	New Market, AL	Fiat X1/9
2001	Mark Daddio	Beacon Falls, CT	Dodge Neon
2000	Steve Hoelscher	New Market, AL	Fiat X1/9
1999	Steve Hoelscher	New Market, AL	Fiat X1/9
1998	Steve Hoelscher	New Market, AL	Fiat X1/9
1997	Tom Ellam	Bloomingburg, NY	Mazda RX-3
1996	Tom Berry	Alta Loma, CA	Mazda RX-3
1995	Tom Berry	Alta Loma, CA	Mazda RX-3
1994	Bill Condrashoft	Fiddletown, CA	Fiat X1/9

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1993	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1992	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1991	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1990	Don Roberts	Phoenix, AZ	MGB
1989	Bill Condrashoff	Concord, CA	Fiat X1/9
1988	Jinx Jordan	Vernon, CT	Honda CRX
1987	Jinx Jordan	Vernon, CT	Honda CRX
1986	Chuck Sample	Ft Wayne, IN	Fiat X1/9
1985	Chuck Sample	Ft Wayne, IN	Fiat X1/9

D Street Prepared Ladies (DSPL)

2012	Olga Bogdanova	Clifton Park, NY	BMW 330Ci
2011	Olga Bogdanova	Clifton Park, NY	BMW 330Ci
2010	Katy Nicholls	San Diego, CA	BMW 330i
2009	Deanna Caraballo	San Jose, CA	Subaru Impreza RS
2008	Theresa Condict	Lexington, MA	BMW 325i
2007	Beverlee Larsson	Anaheim Hills, CA	BMW 325is
2006	Beverlee Larsson	Anaheim, CA	BMW 325is
2005	Beverlee Larsson	Anaheim, CA	BMW 325is
2004	Patty Tunnell	Superior, CO	BMW 330Ci
2003	Kathy Leicester-Wolfskill	Nederland, CO	BMW 325is
2002	Kathy Leicester-Wolfskill	Nederland, CO	BMW 325is
2001	Tina Reeves	Rochester, NY	Fiat X1/9
2000	Tina Reeves	Rochester, NY	Fiat X1/9
1999	Tina Reeves	Rochester, NY	Fiat X1/9
1998	Lisa Krueger	Midland, MI	VW Rabbit
1997	Ginette Jordan	Vernon, CT	Honda CRX
1996	Ginette Jordan	Vernon, CT	Honda CRX
1995	Benita Asher	Menlo Park, CA	Fiat X1/9
1994	Pilar Miranda	Palos Verdes Estates, CA	Mazda RX-3
1993	Michelle Reitmeir	Monte Sereno,CA	Mazda RX-3
1992	Tina Kennedy	Barre, MA	Suzuki Swift GT
1991	Tina Kennedy	Barre, MA	Suzuki Swift GT
1990	Tina Kennedy	Barre, MA	Suzuki Swift GT
1989	Akkana Peck	San Francisco, CA	Fiat X1/9
1988	Ginette Jordan	Vernon, CT	Honda CRX
1987	Ginette Jordan	Vernon, CT	Honda CRX
1986	Ginette Jordan	Vernon, CT	Honda CRX
1985	Ginette Jordan	Vernon, CT	Honda CRX

E Street Prepared (ESP)

2019	Jeff Wong	Moorpark, CA	Chevrolet Camaro SS
2018	Devin Taylor	Columbus, OH	Chevrolet Camaro Z28
2017	John Laughlin	Akron, OH	Ford Mustang
2016	James Darden	Brighton, CO	Chevrolet Camaro Z28
2015	Brian Peters	Litchfield Park, AZ	Ford Mustang
2014	Billy Brooks	Park City, UT	Subaru Impreza WRX
2013	Greg McCance	Ramona, CA	Subaru Impreza WRX
2012	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2011	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2010	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2009	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2008	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2007	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2006	Sam Strano	Knoxdale, PA	Chevrolet Camaro

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2005	Andrew Lieber	Bay City, MI	Mitsubishi Evolution
2004	Sam Strano	Brookville, PA	Chevrolet Camaro
2003	David Schotz	Mesa, AZ	Ford Mustang Cobra
2002	Sam Strano	Brookville, PA	Chevrolet Camaro
2001	Mark Madarash	Ft Worth, TX	Pontiac Trans-Am
2000	Bob Tunnell	Superior, CO	BMW M3
1999	Mark Madarash	Ft Worth, TX	Pontiac Trans-Am
1998	John Ames	Colorado Springs, CO	Ford Mustang
1997	John Ames	Colorado Springs, CO	Chevrolet Camaro
1996	John Ames	Colorado Springs, CO	Chevrolet Camaro
1995	Dennis Riehle	Savage, MN	Chevrolet Camaro
1994	Ken Mitchell	Roseville, CA	Chevrolet Camaro
1993	Gary Thomason	Vista, CA	Chevrolet Camaro Z-28
1992	Gary Thomason	Vista, CA	Chevrolet Camaro Z-28
1991	John Ames	Colorado Springs, CO	Ford Mustang
1990	Dan Livezey	Huntington Beach, CA	Chevrolet Camaro
1989	Dan Livezey	Huntington Beach, CA	Chevrolet Camaro
1988	Dave Kutney	W Chester, OH	Pontiac Trans-Am

E Street Prepared Ladies (ESPL)

2019	Nicole Wong	Moorpark, CA	Chevrolet Camaro SS
2018	Becca Nell	Norwalk, CT	Infiniti G35
2017	Jesse Gauthier	Kirkland, WA	Ford Mustang
2015	Carol Kolk	White Lake, MI	Ford Mustang
2014	Mandy Owen	Phoenix, AZ	Subaru Impreza WRX
2013	Mandy Owen	Phoenix, AZ	Subaru Impreza WRX
2011	Linda Ruschak	Merrillville, IN	Ford Mustang GT
2010	Bernadette Regganie	Joliet, IL	Chevrolet Camaro Z28
2009	Karen Kraus	Harmans, MD	Subaru Impreza WRX
2008	Lorien Feighner	Howell, MI	Ford Mustang
2007	Lorien Feighner	Howell, MI	Ford Mustang
2006	Lorien Feighner	Howell, MI	Ford Mustang
2005	Jennifer Merideth	Westland, MI	Ford Mustang
2004	Nancy Maloney	Scottsdale, AZ	Mitsubishi Evolution
2003	Jennifer Merideth	Westland, MI	Ford Mustang
2002	Jennifer Merideth	Westland, MI	Ford Mustang
2001	Lorien Feighner	Howell, MI	Ford Mustang
2000	Patty Tunnell	Superior, CO	BMW M3
1999	Eileen Lindberg	ShelbyTownship, MI	Ford Mustang
1998	Belinda Endress	Newburg Park, CA	Chevrolet Camero
1997	Karen Chabal	Valencia, PA	Ford Mustang
1996	Cathy Maltby	Granville, OH	Ford Mustang
1995	Teresa Lommatzsch	San Jose, CA	Chevrolet Camaro
1994	Teresa Lommatzsch	San Jose, CA	Chevrolet Camaro
1993	Jean Kinser	Elgin, IL	Chevrolet Camaro
1992	Marcella Mitchell	Roseville, CA	Chevrolet Camaro
1991	Marcella Mitchell	Roseville, CA	Chevrolet Camaro
1990	Linda Smiley	Kettering, OH	Chevrolet Camaro
1989	Mary Brotz	Livonia, MI	Chevrolet Camaro
1988	Judy Schoonmaker	Walworth, NY	Chevrolet Camaro Z28

F Street Prepared (FSP)

2019	Steven Duckworth	Mt. Holly, NC	Volkswagen Rabbit
2018	Randy Pobst	Gainesville, GA	Volkswagen Rabbit
2017	Dan Costello	Omaha, NE	Honda CRX

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2016	Steven Duckworth	Gastonia, NC	Volkswagen Rabbit
2015	Steven Duckworth	Gastonia, NC	Volkswagen Rabbit
2014	David O'Maley	Greensboro, NC	Mazda 323
2013	Kevin Wenzel	Erie, CO	Volkswagen Scirocco
2012	Ron Williams	Topeka, KS	Honda Civic
2011	Kevin Wenzel	Longmont, CO	BMW 2002
2010	Jinx Jordan	Terrell, NC	Honda Civic
2009	David Fauth	Aurora, CO	BMW 2002
2008	Kevin Wenzel	Longmont, CO	BMW 2002
2007	Jason Tipple	Galloway, OH	Honda Civic Si
2006	Kevin Wenzel	Denver, CO	Volkswagen Scirocco
2005	Kevin Wenzel	Louisville, CO	Volkswagen Scirocco
2004	Allen Kugler	Springtown, PA	Honda Demon
2003	Allen Kugler	Springtown, PA	Honda Demon
2002	Taka Aono	Gardena, CA	Toyota Corolla GTS
2001	J Brett Howell	Suwanee, GA	Honda Civic DX
2000	Kevin Wenzel	Louisville, CO	Volkswagen Scirocco

F Street Prepared Ladies (FSPL)

2019	Emily Danti	Colorado Springs, CO	Toyota Corolla GTS
2017	Andrea Albin	Topeka, KS	Volkswagen Rabbit
2016	Bailey Costello	Omaha, NE	Honda CRX Si
2015	Brittany Edwards	Thomasville, NC	Mazda 323
2014	Lisa Krueger-Burgess	Midland, MI	Volkswagen Rabbit
2013	Lisa Krueger-Burgess	Midland, MI	Volkswagen Rabbit
2012	Nikki Edwards	Thomasville, NC	Mazda Protégé
2011	Kathy Wolfskill	Nederland, CO	BMW 2002
2010	Ginette Jordan	Terrell, NC	Honda Civic
2008	Ginette Jordan	Terrell, NC	Honda Civic
2007	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2006	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2005	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2004	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2003	Yoshie Shuyama	Gardena, CA	Toyota Corolla GTS
2002	Yoshie Shuyama	Gardena, CA	Toyota Corolla GTS
2001	Lisa Krueger	Midland, MI	Volkswagen Rabbit
2000	Lisa Krueger	Midland, MI	Volkswagen Rabbit

STREET MODIFIED CATEGORY

Super Street Modified (SSM) (formerly SM2)

2019	Robert Thorne	Newtown, PA	Honda S2000
2018	Randall Wilcox	Bowie, MD	Mazda Miata
2017	Randall Wilcox	Clarksville, TN	Mazda Miata
2016	Robert Thorne	Littleton, CO	Honda S2000
2015	Jake Namer	Brooklyn, NY	Mazda RX-7
2014	Matthew Glagola	Atlanta, GA	Lotus Elise
2013	Carter Thompson	Murfreesboro, TN	Mazda RX-7
2012	Carter Thompson	Murfreesboro, TN	Mazda RX-7
2011	Andy McKee	San Jose, CA	Mazda RX-7
2010	Erik Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
2009	Dan Chadwick	Smyrna, TN	Mazda RX-7
2008	Erik Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
2007	Erik Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
2006	Andrew McKee	San Jose, CA	Mazda RX-7
2005	Gary Thomason	Oceanside, CA	Chevrolet Corvette Z06

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2004	Andrew McKee	San Jose, CA	Mazda RX-7

Super Street Modified Ladies (SSML) (formerly SM2L)

2019	Amanda Thorne	Newtown, PA	Honda S2000
2013	Kyung Wooten	Austin, TX	Mazda MX-5
2012	Tara Johns	Murfreesboro, TN	Mazda RX-7
2011	Tonya Langley	Umatilla, OR	Chevrolet Corvette
2010	Tonya Langley	Umatilla, OR	Chevrolet Corvette
2009	Sue Eckles	Malcolm, NE	Honda S2000
2008	Sue Eckles	Malcolm, NE	Honda S2000
2007	Beth McClure-Strelnieks	Cedar Park, TX	Mazda RX-7 3-Rotor
2006	Angela Moffet	Puyallup, WA	Chevrolet Corvette Z06
2005	Angela Moffet	Puyallup, WA	Chevrolet Corvette Z06
2004	Lori Robertson	Chino Hills, CA	Chevrolet Corvette

Street Modified (SM)

2019	Marshall Grice	Redondo Beach, CA	Mitsubishi Evolution
2018	Dallas Cutler	Tigard, OR	Mitsubishi Evolution
2017	David White	Rutland, MA	Nissan 240SX
2016	Christopher Mayfield	Aurora, CO	BMW M3
2015	David White	Chicopee, MA	Nissan 240SX
2014	Todd Kean	Bristol, CT	Nissan 240SX
2013	David White	Chicopee, MA	Nissan 240SX
2012	Mike Simanyi	Santa Ana, CA	BMW M3
2011	David White	Chicopee, MA	Nissan 240SX
2010	Christopher Mayfield	Fort Collins, CO	Mitsubishi Evolution
2009	Mike Simanyi	Santa Ana, CA	BMW M3
2008	Andrew Lieber	Bay City, MI	Mitsubishi Evolution
2007	Mark Daddio	Beacon Falls, CT	Mitsubishi Evolution RS
2006	Bob Tunnell	Superior, CO	BMW M3
2005	Vic Sias	Santa Clara, CA	BMW M3
2004	Vic Sias	Santa Clara, CA	BMW M3
2003	Jeff Reitmeir	Los Altos, CA	BMW M3
2002	Jeff Reitmeir	Los Altos, CA	BMW M3

Street Modified Ladies (SML)

2017	Christy Carlson	Navarre, FL	Subaru Impreza
2016	Stephanie Reeve	Sturbridge, MA	Nissan 240SX
2014	Laurie Hyman	Fall City, WA	Nissan GT-R
2013	Laurie Hyman	Fall City, WA	Nissan GT-R
2012	Lana Tsurikova	Framingham, MA	BMW M3
2010	Connie Smith	Santa Fe, NM	Volkswagen R32
2009	Katy Nicholls	San Diego, CA	BMW M3
2008	Christine Berry	Alta Loma, CA	Mitsubishi Evolution IX
2007	Denise Kugler	Springtown, PA	Honda Herman
2006	Elise Sias	Santa Clara, CA	BMW M3
2005	Katie Lacey	St Paul, MN	Volkswagen Scirocco
2004	Debbie Fessler	Sylvania, OH	Honda Civic
2003	Patty Tunnell	Superior, CO	BMW M3
2002	Karen Rafferty	Irwin, PA	Toyota Supra

Street Modified Front-Wheel-Drive (SMF)

2019	Craig Wilcox	Grain Valley, MO	Honda Civic
2018	Brian Kuehl	Dover, NH	Honda CRX
2017	Robert Thorne	Littleton, CO	Honda Civic
2016	Jinx Jordan	Terrell, NC	Honda Civic
2015	Brian Kuehl	Durham, NH	Honda CRX

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2014	Andy Hollis	Austin, TX	Honda CRX
2013	Chris Haydu	Dallas, PA	Honda Civic

Street Modified Front-Wheel-Drive Ladies (SMFL)

2019	Monique Forsythe	Englewood, CO	Honda Civic Si
2018	Ginette Jordan	Terrell, NC	Honda Civic
2017	Kristell Janusz	Hunlock Creek, PA	Honda Civic
2016	Jenny O'Maley	Loveland, OH	Honda Civic
2015	Ginette Jordan	Terrell, NC	Honda Civic
2014	Rachel Baker	Westford, MA	Honda CRX

PREPARED CATEGORY

X Prepared (XP)

2019	Andrew McKee	Livermore, CA	Mazda RX-7
2018	Andrew McKee	Livermore, CA	Mazda RX-7
2017	Fred Zust	Tempe, AZ	Lotus Elise
2016	Andrew McKee	Livermore, CA	Mazda RX-7
2015	Fred Zust	Tempe, AZ	Lotus Elise
2014	Fred Zust	Tempe, AZ	Lotus Elise
2013	Fred Zust	Tempe, AZ	Lotus Elise
2012	Andrew McKee	San Jose, CA	Mazda RX-7
2011	Fred Zust	Tempe, AZ	Lotus Elise
2010	Fred Zust	Tempe, AZ	Lotus Elise
2009	Fred Zust	Tempe, AZ	Lotus Elise
2008	Fred Zust	Tempe, AZ	Lotus Elise
2007	Robert Tunnell	Superior, CO	BMW M3
2006	David Newman	Allentown, PA	Porsche 911

X Prepared Ladies (XPL)

2018	Amanda Hahn	Newtown, PA	Honda S2000
2011	Katie Lacey	Apple Valley, MN	Subaru Impreza
2010	Rebecca Zacharda	Sherwood, OR	MINI Cooper S
2009	Diane Deanovic	Tempe, AZ	Lotus Elise
2008	Valerie Lieber	Bay City, MI	Mitsubishi Evolution IX
2007	Patty Tunnell	Superior, CO	BMW M3
2006	Barbara Beecher	Davie, FL	Porsche 911 RSR

A Prepared (AP)

2005	Guy Ankeny	Simi Valey, CA	Chevrolet Camaro
2004	Gordon Kinney	Columbus, OH	Sunbeam Tiger
2003	Gordon Kinney	Columbus, OH	Sunbeam Tiger
2002	Gordon Kinney	Columbus, OH	Sunbeam Tiger
2001	Sam Platt	Chesterfield, MO	Chevrolet Corvette
2000	Gordon Kinney	Columbus, OH	Sunbeam Tiger
1999	Greg Fordahl	Bremerton, WA	Porsche 911 3.8RSR
1998	Ron Babb	Renton, WA	Lotus Elan
1997	Ron Babb	Renton, WA	Lotus Elan
1996	Ron Babb	Renton, WA	Lotus Elan
1995	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1994	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1993	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1992	Joe Darwal	Richfield, OH	Lotus Europa
1991	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1990	Norm Maasshoff	Warren, MI	Lotus Elan
1989	Bill Martin	Ridgecrest, CA	Lotus Europa TC
1988	Norm Maasshoff	Sterling Heigts,MI	Lotus Elan
1987	Norm Maasshoff	Sterling Heigts,MI	Lotus Elan

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1986	Chris O'Donnell	Irvine, CA	Lotus Elan
1985	Chris O'Donnell	Irvine, CA	Lotus Elan
1984	Ronald Flier	Glendale, MO	Lotus Europa
1983	Gary Milligan	Richmond, BC	Lotus Super 7
1982	Jerry Fink	Media, PA	Lotus Super 7
1981	Ronald Flier	Ellsville, MD	Lotus Europa
1980	E Paul Dickinson	Huntington, WV	Lotus 7 Series IV
1979	Ronald Flier	Ladue, MO	Lotus Europa
1978	Ronald Flier	St Louis, MO	Lotus Europa
1977	Tip Franklin	Fairfax, VA	Lotus 7
1976	Bill Shenk	Centreville, VA	Lotus 7 Series IV
1975	Harry Gompf	Lawrenceburg, IN	Porsche 914/6
1974	Richard Reese	Columbus, OH	Lotus Super 7
1973	Harry Gompf	Lawrenceburg, IN	Porsche 914/6

A Prepared Ladies (APL)

2005	Mary Ankeny	Simi Valley, CA	Chevrolet Camaro
2004	Shelley Beckett	San Diego, CA	Lotus Elan
2003	Shelley Beckett	Valley Center, CA	Lotus Elan
2002	Sharron Shields	Valrico, FL	Porsche Boxster
2001	Sandra Castro	Clover, SC	Porsche Boxster
2000	Paulette Nagler	Oaks Park, CA	BMW M3
1999	Jodi Fordahl	Bremerton, WA	Porsche 911 3.8RSR
1998	Karen Babb	Renton, WA	Lotus Elan
1997	Karen Babb	Renton, WA	Lotus Elan
1996	Karen Babb	Renton, WA	Lotus Elan
1995	Karen Babb	Renton, WA	Lotus Elan
1994	Karen Babb	Renton, WA	Lotus Elan
1993	Susan Hagaman	Kirkland, WA	Lotus Europa
1992	Jenny Rogers	Durango, CO	Lotus Europa
1991	Jenny Rogers	Durango, CO	Lotus Europa
1990	Jenny Rogers	Durango, CO	Lotus Europa
1989	Jenny Rogers	Durango, CO	Lotus Europa
1988	Jenny Rogers	Durango, CO	Lotus Europa
1987	Katie Kelly	Pleasanton, CA	Lotus 7A
1986	Mary Thomas	Catoosa, OK	Lotus Europa
1985	Vicki Flier	Glendale, MO	Lotus Europa
1984	Mary Rice	Hollister, CA	Shelby Cobra
1983	Wanda Angelomatis	Vancouver, BC	Lotus Super 7
1982	Muriel Banker	Rockford, IL	Datsun 240Z
1981	Mary Rice	Salinas, CA	Datsun 240Z
1980	Mary Rice	Salinas, CA	Datsun 240Z
1979	Saundra Kline	Baltimore, MD	Porsche 914/6

B Prepared (BP)

2006	Jeff Kiesel	Poway, CA	Mazda RX-7
2005	Stan Whitney	Frisco, TX	Chevrolet Corvette
2004	Sam Platt	Chesterfield, MO	Chevrolet Corvette
2003	Steve Oblenes	Garden Grove, CA	Mazda RX-7
2002	Steve Oblenes	Garden Grove, CA	Mazda RX-7
2001	Steve Oblenes	Garden Grove,CA	Mazda RX-7
2000	Sean Breese	Penryn, CA	Chevrolet Corvette
1999	Randy Herrick	Topeka, KS	Mazda RX-7 Turbo
1998	Bill Fleig	Carmichael, CA	Chevrolet Corvette
1997	Ken Yeo	Auburn, CA	Chevrolet Corvette

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1996	Sam Platt	Chesterfield, MO	Chevrolet Corvette
1995	Sam Platt	Chesterfield, MO	Chevrolet Corvette
1994	Mike Poupart	Metairie, LA	Chevrolet Corvette
1993	Barry Schonberger	Evansville, IL	Sunbeam Tiger
1992	Larry Park	Milpitas, CA	Chevrolet Corvette
1991	Larry Park	Fremont, CA	Chevrolet Corvette
1990	Bob Matthews	Fairfax, VA	Chevrolet Corvette
1989	Larry Park	Fremont, CA	Chevrolet Corvette
1988	Larry Park	Fremont, CA	Chevrolet Corvette
1987	Bill Herron	Sacramento, CA	Chevrolet Corvette
1986	Claire Ball	Wheeling, IL	Chevrolet Corvette
1985	Barry Schonberger	Evansville, IN	Sunbeam Tiger
1984	Jesus Villarreal	San Lorenzo, CA	Chevrolet Corvette
1983	Lou Anderson	Vista, CA	Griffith 200
1982	Lou Anderson	Vista, CA	Griffith 200
1981	Jesus Villarreal	San Lorenzo, CA	Chevrolet Corvette
1980	Gerald Kuhn	W Berlin, NJ	Chevrolet Corvette
1979	Larry Park	San Jose, CA	Chevrolet Corvette
1978	John Seiler	Fresno, CA	Chevrolet Corvette
1977	Jack McDonald	Vallejo, CA	Chevrolet Corvette
1976	Ron Faller	Huron, OH	Sunbeam Tiger
1975	LC Bohrer	Tukwila, WA	Sunbeam Tiger
1974	LC Bohrer	Tukwila, WA	Sunbeam Tiger
1973	Craig Johnson	San Francisco, CA	Chevrolet Corvette

B Prepared Ladies (BPL)

2006	Shawn Kiesel	Poway, CA	Mazda RX-7
2005	Janis Knudsen	Napa, CA	Chevrolet Corvette
2004	Su Brude	Frisco, TX	Chevrolet Corvette
2003	Barbara Beecher	Ft Lauderdale, FL	Porsche 944T
2001	Patti Yeo	Auburn, CA	Chevrolet Corvette
2000	Jeannine Breese	Penryn, CA	Chevrolet Corvette
1999	Amy Rose	Herrick Topeka, KS	Mazda RX-7 Turbo
1998	Amy Rose Herrick	Topeka, KS	Mazda RX-7 Turbo
1997	Patti Yeo	Auburn, CA	Chevrolet Corvette
1996	Patty Lee	New Orleans, LA	Chevrolet Corvette
1995	Patti Yeo	Auburn, CA	Chevrolet Corvette
1994	Patty Lee	New Orleans, LA	Chevrolet Corvette
1993	Patty Lee	New Orleans, LA	Chevrolet Corvette
1992	Pati Park	Milpitas, CA	Chevrolet Corvette
1991	Pati Park	Fremont, CA	Chevrolet Corvette
1990	Vickie Tessier	Springfield, VA	Chevrolet Corvette
1989	Pati Park	Fremont, CA	Chevrolet Corvette
1988	Pati Park	Fremont, CA	Chevrolet Corvette
1987	Pati Park	Fremont, CA	Chevrolet Corvette
1986	Marsha Heckert	Sacramento, CA	Chevrolet Corvette
1985	Buni Freutel	Columbus, OH	Chevrolet Corvette
1983	Pati Park	San Jose, CA	Chevrolet Corvette
1982	Pati Park	Miltipas, CA	Chevrolet Corvette
1981	Chris Kuhn	W Berlin, NJ	Chevrolet Corvette
1980	Chris Kuhn	W Berlin, NJ	Chevrolet Corvette
1979	Kelly Hansen	Fresno, CA	Chevrolet Corvette

C Prepared (CP)

2019	Tommy Pulliam	Duluth, GA	Ford Mustang

draft

2018	Tommy Pulliam	Duluth, GA	Ford Mustang
2017	Brian Peters	Litchfield Park, AZ	Ford Mustang
2016	Mike Maier	Livermore, CA	Ford Mustang
2015	Mike Maier	Livermore, CA	Ford Mustang
2014	Mike Maier	Livermore, CA	Shelby GT350
2013	Mike Maier	Livermore, CA	Ford Mustang
2012	Mike Maier	Livermore, CA	Ford Mustang
2011	Todd Farris	Bryan, TX	Chevrolet Camaro
2010	Mike Maier	Livermore, CA	Shelby GT350
2009	Mike Maier	Livermore, CA	Shelby GT350
2008	Mike Maier	Livermore, CA	Shelby GT350
2007	Darrel Padberg	Muskego, WI	Ford Mustang
2006	Darrel Padberg	Muskego, WI	Ford Mustang
2005	Ron VerMulm	Winterset, IA	Chevrolet Camaro
2004	Mike Maier	San Ramon, CA	Ford Mustang
2003	Darrel Padberg	Muskego, WI	Ford Mustang
2002	Buddie Jasman	Linwood, MI	Ford Mustang
2001	Ron VerMulm	Winterset, IA	Chevrolet Camaro
2000	Jesus Villarreal	San Lorenzo, CA	Ford Mustang
1999	Kurt Janish	Plano, TX	Chevrolet Camaro
1998	Frank Stagnaro	Petaluma, CA	Shelby GT350
1997	Frank Stagnaro	Petaluma, CA	Shelby GT350
1996	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1995	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1994	Mike Zickuhr	Hobart, IN	Chevrolet Camaro
1993	Frank Stagnaro	San Leandro, CA	Shelby GT350
1992	Frank Stagnaro	San Leandro, CA	Shelby GT350
1991	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1990	Buddie Jasman	Kawkawlin, MI	Ford Mustang
1989	Grayden Obenour	Ft Wayne, IN	Ford Mustang
1988	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1987	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1986	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1985	Grayden Obenour	West Chester, OH	Ford Mustang
1984	Mark Ruden	Los Altos, CA	Chevrolet Camaro
1983	Bill Foster	Porterville, CA	Chevrolet Camaro Z-28
1982	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1981	Bill Foster	Sierra Madre, CA	Chevrolet Camaro Z-28
1980	Bill Foster	Sierra Madre, CA	Chevrolet Camaro Z-28
1979	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1978	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1977	Gene Hanchett	Madera, CA	Chevrolet Camaro Z-28
1976	Gene Hanchett	Fresno, CA	Chevrolet Camaro Z-28
1975	Gene Hanchett	Fresno, CA	Chevrolet Camaro Z-28
1974	Gene Hanchett	Fresno, CA	Chevrolet Camaro Z-28
1973	Keith Feldott	Hinsdale, IL	Chevrolet Camaro Z-28

C Prepared Ladies (CPL)

2019	Tracy Lewis	Tallahassee, FL	Ford Mustang
2018	Tracy Lewis	Tallahassee, FL	Ford Mustang
2016	Tracy Lewis	Tallahassee, FL	Ford Mustang
2015	Brianne Maier	Livermore, CA	Ford Mustang
2014	Tracy Lewis	Tallahassee, FL	Ford Mustang
2013	Brianne Maier	Livermore, CA	Ford Mustang
2012	Donna Bartling	Katy, TX	Chevrolet Camaro

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2011	Donna Bartling	Katy, TX	Ford Mustang
2010	Brianne Maier	Livermore, CA	Shelby GT350
2009	Brianne Maier	Livermore, CA	Shelby GT350
2008	Desiree Padberg	Muskego, WI	Ford Mustang
2007	Donna Bartling	Katy, TX	Ford Mustang
2006	Desiree Padberg	Muskego, WI	Ford Mustang
2005	Brandy Sandberg	Magnolia, IL	Plymouth Barracuda
2004	Susan Delzell	Pittsburgh, PA	Ford Mustang
2003	Susan Delzell	Pittsburgh, PA	Ford Mustang
2002	Susan Delzell	Pittsburgh, PA	Ford Mustang
2001	Susan Delzell	Pittsburgh, PA	Ford Mustang
2000	Susan Delzell	Pittsburgh, PA	Ford Mustang
1999	Susan Delzell	Pittsburgh, PA	Ford Mustang
1998	Liz Berger	Kansas City, KS	Shelby GT350
1997	Susan Delzell	Pittsburgh, PA	Ford Mustang
1996	Susan Delzell	Pittsburgh, PA	Ford Mustang
1995	Liz Berger	Kansas City, KS	Chevrolet Corvair
1994	Cathy Earle	Valiparaiso, IN	Chevrolet Camaro
1993	Barbara Ogg	Mill Valley, CA	Shelby GT350
1992	Susan Delzell	Pittsburgh, PA	Ford Mustang
1991	Liz Berger	Kansas City, KS	Chevrolet Corvair
1990	Cathy Earle	Valparaiso, IN	Chevrolet Camaro
1989	Marlene Obenour	Ft Wayne, IN	Ford Mustang
1988	Cathy Earle	Valparaiso, IN	Chevrolet Camaro
1987	Suzanne Berger	Overland Park, KS	Chevrolet Corvair
1986	Suzanne Berger	Overland Park, KS	Chevrolet Corvair
1985	Suzanne Berger	Overland Park, KS	Chevrolet Corvair
1984	Shauna Farley	Los Altos, CA	Chevrolet Camaro
1983	Mary Rice	Hollister, CA	Shelby GT350
1982	Mary Rice	Hollister, CA	Shelby GT350
1981	Kelly Hansen	Fresno, CA	Chevrolet Camaro Z28
1980	Kelly Hansen	Fresno, CA	Chevrolet Camaro Z28

D Prepared (DP)

2019	Mike Maier	Livermore, CA	Toyota Starlet
2018	Todd Roberts	Austin, TX	Mazda Miata
2017	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2016	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2015	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2014	Ron Bauer	Seatac, WA	Mazda Miata
2013	Drew VanderPloeg	Pflugerville. TX	Mazda Miata
2012	Drew VanderPloeg	Pflugerville, TX	Mazda Miata
2011	Drew VanderPloeg	Pflugerville, TX	Mazda Miata
2010	Steve Hoelscher	Harpers Ferry, WV	Toyota MR2
2009	Lloyd Wilson	Bowling Green, KY	Toyota MR2 Spyder
2008	Charles Shelton	Salt Lake City, UT	Mazda Miata
2007	Keith Brown	Des Moines, WA	Mazda Miata
2006	Steve Hoelscher	St Augustine, FL	Toyota MR2
2005	Steve Bollinger	Granger, IN	Austin-Healey Sprite
2004	Chris Lindberg	Farmington Hills, MI	Mazda Miata
2003	Chris Lindberg	Utica, MI	Mazda Miata
2002	Chris Lindberg	Shelby Township, MI	Mazda Miata
2001	Stan Whitney	Grapevine, TX	Mazda Miata
2000	Grady Wood	Heber Springs, AR	Honda CRX
1999	Steve Bollinger	Granger, IN	Austin-Healey Sprite

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1998	Steve Bollinger	Granger, IN	Austin-Healey Sprite
1997	Grady Wood	Heber Springs, AR	Honda CRX
1996	Randy Herrick	Topeka, KS	Fiat X1/9
1995	Randy Herrick	Topeka, KS	Fiat X1/9
1994	Wade Scannell	Griswold, CT	Austin-Healey Sprite
1993	Adam Malley	Conyers, GA	Honda Civic
1992	Bill Swan	Clovis, CA	Honda 1200
1991	Chuck Sample	Ft Wayne, IN	Fiat X1/9
1990	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1989	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1988	Steve Bollinger	Chesterfield,MO	Austin-Healey Sprite
1987	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1986	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1985	Wayne Snyder	Grand Rapids, MI	Triumph Spitfire
1984	Michael Odell	Monterey, CA	MG Midget
1983	Paul Rice	Gilroy, CA	MG Midget
1982	John Kelly	Pleasanton, CA	Lotus 7A
1981	John Kelly	Pleasanton, CA	Lotus 7A
1980	John Kelly	Pleasanton, CA	Lotus 7A
1979	Dan McKay	Dallas, TX	Austin-Healey Sprite
1978	Jeff Kornet	Abington, MA	Austin-Healey Sprite
1977	Daniel Sheehy	Birmingham, AL	Austin-Healey Sprite
1976	Charlie Clark	Overland Park, KS	Yenko Stinger
1975	Carl Coman	Tulsa, OK	MG Midget
1974	James Harrington	Sheffield, OH	Datsun 510
1973	Kevin Cooper	Brookfield, IL	Austin-Healey Sprite

D Prepared Ladies (DPL)

2014	Anne Robinson	Highland, IN	Toyota MR2 Spyder
2013	Anne Robinson	Highland, IN	Toyota MR2 Spyder
2012	Tami Daniels	Gladstone, OR	Mazda Miata
2011	Anne Robinson	Highland, IN	Toyota MR2 Spyder
2010	Anne Robinson	Highland, IN	Toyota MR2 Spyder
2009	Kim Wilson	Bowling Green, KY	Toyota MR2 Spyder
2008	Kim Wilson	Bowling Green, KY	Toyota MR2 Spyder
2007	Kim Wilson	Bowling Green, KY	Toyota MR2 Spyder
2006	Kim Bullis	Bowling Green, KY	Toyota MR2 Spyder
2005	Kim Bullis	Crystal Lake, IL	Toyota MR2 Spyder
2004	Tina Reeves	Rochester, NY	Mazda Miata
2003	Paula Whitney	Sherwood, AR	Mazda Miata
2002	Paula Whitney	N Little Rock, AR	Mazda Miata
2001	Paula Whitney	Irving, TX	Mazda Miata
2000	Pam Kannan	Orangevale, CA	Honda CRX
1999	Kim Bollinger	Granger, IN	Austin-Healey Sprite
1998	Kim Bollinger	Granger, IN	Austin-Healey Sprite
1997	Paula Whitney	Irving, TX	Honda CRX
1996	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1995	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1994	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1993	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1992	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1991	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1990	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1989	Rene Dunham	Woodstock, GA	Triumph Spitfire
1988	Janice Rick	Manchester, MO	Datsun 1200

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1987	Rene Dunham	Woodstock, GA	Triumph Spitfire
1986	Sharon Gilbert	Castro Valley, CA	MG Midget
1985	Janice Barlow	Layton, UT	Datsun 1200
1984	Kelly Hansen	Fresno, CA	MG Midget
1983	Kelly Hansen	Fresno, CA	MG Midget
1982	Debbi Eley	Tuscaloosa, AL	Triumph Spitfire
1981	Patricia Kelly	Pleasanton, CA	Lotus 7A
1980	Patricia Kelly	Pleasanton, CA	Lotus 7A
1979	Susan Anderson	Florissant, MO	Alfa Romeo Guilia Veloce

E Prepared (EP)

2019	Patrick Washburn	Wausau, WI	Honda Civic
2018	Ryan Field	Nashua, NH	Honda Civic
2017	Brian Kuehl	Dover, NH	Honda Civic
2016	Allen Kugler	Springtown, PA	Honda CRX
2015	Tim Smith	Atlanta, GA	Honda Civic
2014	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2013	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2012	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2011	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2010	Tom Ellam	Livermore, CA	Mazda RX-3
2009	Christopher Raglin	Findlay, OH	Honda Civic
2008	Christopher Raglin	Findlay, OH	Honda Civic
2007	Tom Ellam	Livermore, CA	Mazda RX-3
2006	Tom Ellam	Livermore, CA	Mazda RX-3
2005	Todd Green	Hebron, IN	Datsun SRL311
2004	Christopher Dorsey	Colorado Springs, CO	Honda CRX
2003	John Thomas	Tampa, FL	Honda Civic
2002	John Thomas	Meridian, MS	Honda Civic
2001	John Thomas	Meridian, MS	Honda Civic
2000	John Thomas	Tampa, FL	Honda Civic
1999	John Thomas	Tampa, FL	Honda Civic
1998	John Thomas	Meridian, MS	Honda Civic
1997	John Thomas	Meridian, MS	Honda Civic
1996	John Thomas	Meridian, MS	Honda Civic
1995	John Thomas	Meridian, MS	Honda Civic
1994	John Thomas	Memphis, TN	Honda Civic
1993	John Thomas	Memphis, TN	Honda Civic
1992	Howard Wolf	San Jose, CA	Ford Escort Mexico
1991	Tom Anker	San Jose, CA	Datsun 510
1990	Chuck Noonan	Barre, MA	Honda Civic
1989	Chuck Noonan	Barre, MA	Honda Civic
1988	Chuck Noonan	Barre, MA	Honda Civic
1987	Randolph Welch	Salt Lake City, UT	Datsun 510
1986	Randolph Welch	Salt Lake City, UT	Datsun 510
1985	Randolph Welch	Salt Lake City, UT	Datsun 510
1984	Chet Hansen	Fresno, CA	Austin-Healey Sprite
1983	Tom Bootz	Evansville, IN	Datsun 1200
1982	Tom Bootz	Evansville, IN	Datsun 1200
1981	Tom Bootz	Evansville, IN	Datsun 1200
1980	Howard Wolf	San Jose, CA	Fiat 850 Spider
1979	Craig Way	San Jose, CA	Fiat 850 Spider
1978	Gary Gooch	Union City, CA	Austin-Healey Sprite
1977	Gary Gooch	Union City, CA	Austin-Healey Sprite
1976	George Phillips	Richmond, IN	Triumph Spitfire

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1975	David Lacy	Houston, TX	MG Midget
1974	David Lacy	Houston, TX	MG Midget
1973	Chet Hansen	Fresno, CA	Austin-Healey Sprite

E Prepared Ladies (EPL)

2014	Deanna Caraballo	Modesto, CA	Toyota Starlet
2013	Deanna Caraballo	Patterson, CA	Toyota Starlet
2012	Amy Smith	Tucker, GA	Honda Civic
2010	Charina Hansen	Canton, MI	Honda Civic
2009	Amy Lee	Kailua, HI	Mazda RX-3
2008	Denise Kugler	Springtown, PA	Honda Fester
2007	Jennifer Lee	Honolulu, HI	Mazda RX-3
2006	Jennifer Lee	Kailua, HI	Mazda RX-3
2005	Kristin Tipple	Galloway, OH	Honda Civic
2004	Martha Lou Haddon	Chesterfield, MO	Honda CRX
2003	Kathy Barnes	Tolland, CT	Honda Civic
2002	Kathy Barnes	Tolland, CT	Honda Civic
2001	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
2000	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1999	Tonya Duplice	New Castle, CO	Mazda RX-2
1998	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1997	Tonya Duplice	New Castle, CO	Mazda RX-2
1996	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1995	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1994	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1993	Betsy Bryan-Tinsley	Kennesaw, GA	Honda Civic
1992	Joy Cottier	Bellevue, WA	BMW 2002
1991	Betsy Tinsley	Kennesaw, GA	Honda Civic
1990	Kathleen Barnes	Tolland, CT	Honda Civic
1989	Kathleen Barnes	Tolland, CT	Honda Civic
1988	Sheila Breedlove	Salt Lake City, UT	Datsun SRL311
1987	Shelly Monfort	Los Altos, CA	Datsun SRL311
1986	Terry Talley	Shreveport, LA	MG B
1985	Nadine Barr	San Jose, CA	Mazda RX-3
1984	Nadine Barr	San Jose, CA	MG Midget
1983	Nadine Barr	San Jose, CA	MG Midget
1982	Martha Haddon	Maryland Hgts, MO	Austin-Healey Sprite
1981	Rene Dunham	Washington, IL	Triumph Spitfire
1980	Pat Hines	Oakland, CA	Datsun 1200
1979	Pat Hines	Oakland, CA	Datsun 1200

F Prepared (FP)

2019	Tom O'Gorman	Mason, OH	Honda S2000
2018	Jason Frank	Mt. Pleasant, WI	Porsche Boxster
2017	David Montgomery	Montgomery, OH	Porsche 914/6
2016	Tom O'Gorman	Mason, OH	Porsche 914/6
2015	Dave Montgomery	Cincinnati, OH	Porsche 914/6
2014	Dave Montgonery	Cincinnati, OH	Porsche 914/6
2013	Tom O'Gorman	Mason, Ohio	Porsche 914/6
2012	Henry Bjoin	Burbank, CA	BMW 328is
2011	Toby Larsson	Anaheim, CA	BMW 328is
2010	John Thomas	Tampa, FL	Datsun 240Z
2009	John Thomas	Tampa, FL	Datsun 240Z
2008	John Thomas	Tampa, FL	Datsun 240Z
2007	John Thomas	Tampa, FL	Datsun 240Z

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2006	John Thomas	Tampa, FL	Datsun 240Z
2005	Chris Cox	Morgan Hill, CA	BMW M3
2004	Chris Cox	Morgan Hill, CA	BMW M3
2003	Chris Cox	Morgan Hill, CA	BMW M3
2002	Greg Fordahl	Bremerton, WA	Porsche 914
2001	Greg Fordahl	Bremerton, WA	Porsche 914
2000	Greg Fordahl	Bremerton, WA	Porsche 914
1996	Barry Schonberger	Evansville, IN	Sunbeam Tiger
1995	Andy York	Nashville, TN	Porsche 914
1994	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1993	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1992	Criag Nagler	Agoura, CA	Mazda RX-7 Turbo
1991	John Thomas	Oxford, MS	Datsun 240Z
1990	John Aitken	Lexington, KY	Porsche 911
1989	Gary Wigglesworth, Sr	Dover, PA	Porsche 914/6 GT
1988	Andrew Craig	Fremont, CA	Datsun 280Z
1987	Andrew Craig	Fremont, CA	Datsun 240Z
1986	Jim McKamey	Portage, IN	Triumph TR8
1985	Andrew Craig	Fremont, CA	Datsun 280Z

F Prepared Ladies (FPL)

2018	Laraine Wilkinson	Atlanta, GA	Honda S2000
2017	Amy Dilks	Pleasant Valley, NY	Honda S2000
2016	Jennifer Parker	Kailua, HI	Datsun 280Z
2011	Beverlee Larsson	Anaheim, CA	BMW 328is
2010	Jodi Fordahl	Bremerton, WA	Porsche 914/6
2009	Beverlee Larsson	Anaheim Hills, CA	BMW E36
2008	Elizabeth Leckey	Ann Arbor, MI	Lotus Elise
2006	Stephanie Chang	Morris Plains, NJ	Porsche 911
2005	Pilar Miranda	Morgan Hill, CA	BMW M3
2003	Pilar Miranda	Morgan Hill, CA	BMW M3
2002	Jodi Fordahl	Bremerton, WA	Porsche 914
2001	Jodi Fordahl	Bremerton, WA	Porsche 914
2000	Jodi Fordahl	Bremerton, WA	Porsche 914
1996	Debbi Eley	Tuscaloosa, AL	Mazda RX-7
1995	Claudia Lyons	Sausalito, CA	Porsche 914
1994	Ellen Ferguson	Boulder, CO	Porsche 914/6
1993	Ellen Ferguson	Boulder, CO	Porsche 914/6
1992	Debbi Eley	Tuscaloosa, AL	Mazda RX-7
1991	Pilar Miranda	Torrance, CA	Mazda RX-7 Turbo
1990	Debbi Eley	Tuscaloosa, AL	Mazda RX-7
1989	Claudia Lyons	Sausalito, CA	Porsche 914-6 GT
1988	Joan Colman	Sausalito, CA	Datsun 280Z
1987	Debbie Fehn	Grapevine, TX	Mazda RX-7
1986	Luinna Kelly	Littleton, CO	Mazda RX-7
1985	Joan Colman	Sausalito, CA	Porsche 914/6

G Prepared (GP)

2014	Steve Bollinger		Austin-Healey Sprite
2013	Allen Kugler	Springtown, PA	Honda CRX
2012	Allen Kugler	Springtown, PA	Honda CRX
2011	Fred Robertson	London, OH	Honda Civic
2010	Allen Kugler	Springtown, PA	Honda CRX
2009	Steve Bollinger	Granger, IN	Austin-Healey Sprite
2008	Randy Herrick	Topeka, KS	Fiat X1/9

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2007	Bo Rader	Wichita, KS	Austin-Healey Sprite
2006	Bo Rader	Wichita, KS	Austin-Healey Sprite

G Prepared Ladies (GPL)

2012	Denise Kugler	Springtown, PA	Honda CRX
2011	Denise Kugler	Springtown, PA	Honda CRX
2010	Denise Kugler	Springtown, PA	Honda CRX
2009	Denise Kugler	Springtown, PA	Honda CRX
2008	Christine Cutrer	Topeka, KS	Fiat X1/9
2007	Christine Cutrer	Topeka, KS	Fiat X1/9
2006	Rene Dunham	Woodstock, GA	Triumph Spitfire

MODIFIED CATEGORY

A Modified (AM)

2019	David O'Malley	Loveland, OH	PSS
2018	Marshall Grice	Redondo Beach, CA	ACME Special
2017	Marshall Grice	Redondo Beach, CA	ACME Special
2016	Marshall Grice	Redondo Beach, CA	ACME Special
2015	KJ Christopher	Redondo Beach, CA	ACME Special
2014	Dan Wasdahl	Massillon, OH	BBR/Phantom DVS-1
2013	Dan Wasdahl	Massillon, OH	BBR/Phantom DVS-1
2012	Dan Wasdahl	Massillon, OH	BBR/Phantom DVS-1
2011	Gary Milligan	Richmond, BC, Canada	Vancouver Special
2010	Dan Wasdahl	Massillon, OH	BBR/Phantom DVS-1
2009	Dan Wasdahl	Massillon, OH	BBR/Phantom DVS-1
2008	Dan Wasdahl	Massillon, OH	Special AM
2007	George Bowland	Mill Spring, NC	BBR Shark
2006	Todd Bowland	Huntersville, NC	BBR Shark
2005	George Bowland	Mill Spring, NC	BBR Shark
2004	Chuck Sample	Fort Wayne, IN	BBR Shark
2003	George Bowland	Tyron, NC	BBR Shark
2002	Gary Milligan	Richmond, BC, Canada	Phantom Special
2001	John Engstrom	Mt Prospect, IL	Correlian Pod Racer
2000	Gary Milligan	Richmond, BC	Phantom Extreme R20
1999	William Goodale	Milford, MA	Dragon F1
1998	Gary Milligan	Richmond, BC Canada	Rapid Log Phantom
1997	Joe Cheng	Burnaby, BC, Canada	Phantom Special
1996	Gary Milligan	Burnaby, BC, Canada	Phantom Special
1995	George Bowland	Columbus, OH	BBR Special
1994	George Bowland	Gahanna, OH	BBR Special
1993	George Bowland	Gahanna, OH	BBR Special
1992	William Goodale	Milford, MA	Tui SuperVee
1991	Jim McKamey	Portage, IN	MRC T-5
1990	Todd Bowland	Blacksburg, VA	BBR Special
1989	William Goodale	Milford, MA	TUI-BG5
1988	George Bowland	Fairfax, VA	Legrand SuperVee
1987	Barry Goldine	Santa Clara, CA	Tui BH3
1986	Bud Grocki	Worcester, MA	Banshee BG-2
1985	William Goodale	Milford, MA	Lola B85
1984	Tim Berry	San Anselmo, CA	Tui BH3
1983	Bud Grocki	Worcester, MA	Banshee BG-2
1982	Bud Grocki	Worcester, MA	Banshee BG-2
1981	Bud Grocki	Worcester, MA	Banshee BG-2
1980	Jim McKamey	Portage, IN	Taurus
1979	Laurent Gagnon	Wethersfield, CT	Brabham BT21

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1978	Laurent Gagnon	Newington, CT	Brabham BT21
1977	Laurent Gagnon	Hartford, CT	Brabham BT21
1976	Kim Baker	Wibraham, MA	Super Vee
1975	John MacDonald	Marlboro, MA	Brabham BT29
1974	Gary Lownsdale	Livonia, MI	Lotus Elan
1973	Stan Cox	Mooresville, NC	Beech FSV

A Modified Ladies (AML)

2011	Carol Wong	Vancouver, BC	Vancouver Special
2010	Carol Wong	Vancouver, BC	Vancouver Special
2007	Jenny Williams	Canal Winchester, OH	Prototype S/S
2006	Jenny Smith	Canal Winchester, OH	Prototype S/S
2004	Karen Christoff	Oxford, MS	Honda Civic
2003	Kristi Gilliland	Billings, MT	Avenger Mk II
2002	Angela Hamilton	Arlington, TX	UTA FSAE
2000	Paula Fortini	Libertyville, IL	Corellian RT-4
1998	Kelly Bowland	Schaumberg, IL	BBR Special
1997	Sam Scharnberg	Urbandale, IA	Ralt RT
1996	Trudi McKamey	Portage, IN	MRC T-5A
1995	Erin Cox	Shreveport, LA	JW Special
1994	Trudi McKamey	Portage, IN	MRC T-5A
1993	Trudi McKamey	Portage, IN	MRC T-5A
1992	Kiersten Scharnberg	Urbandale, IA	Lola T-252
1991	Kiersten Scharnberg	Urbandale, IA	Lola T-252
1990	Jodi Fordahl	Bremerton, WA	Legrand MK18
1989	Kiersten Scharnberg	Urbandale, IA	Lola T-252
1988	Gerry Wilson	Boise, ID	Lotus SI
1987	Sam Scharnberg	Urbandale, IA	Brabham BT35
1986	Sam Scharnberg	Urbandale, IA	Brabham BT35
1985	Sam Scharnberg	Urbandale, IA	Brabham BT35
1984	Sam Scharnberg	Urbandale, IA	Brabham BT35
1983	Joyce Carey	Reynoldsburg, OH	TCR Snark F5000
1982	Dorothy Boxhorn	Brookfield, WI	Lola T-204
1980	Susan Anderson	Florissant, MO	Brabham BT21
1979	Sharon Gompf	Lexington, KY	Porsche 914/6

B Modified (BM)

2019	Matthew Ellam	Boulder Creek, CA	Omnifab Cheetah
2018	Matthew Ellam	Livermore, CA	Omnifab Cheetah
2017	Tom Ellam	Livermore, CA	Omnifab Cheetah
2016	Tom Ellam	Livermore, CA	Omnifab Cheetah
2015	Matthew Ellam	San Jose, CA	Omnifab Cheetah
2014	Clemens Burger	Noblesville, IN	LeGrand Mk18
2013	Dan Cyr	Libertyville, IL	Lamm Mk5
2012	Clemens Burger	Noblesville, IN	LeGrand Mk18
2011	Brianne Corn	San Marcos, TX	LeGrand Dragon
2010	Clemens Burger	Noblesville, IN	LeGrand Mk18
2009	Clemens Burger	Noblesville, IN	LeGrand Mk18
2008	Tommy Saunders	Southlake, TX	Legrand Dragon
2007	Evan Brauch	Littleton, CO	Omni-Fab SR1
2006	Tommy Saunders	Southlake, TX	Legrand Dragon
2005	Stuart Lumpkin	McKinney, TX	Dragon SR1-B
2004	Tommy Saunders	Southlake, TX	Dragon SR1
2003	Tommy Saunders	Southlake, TX	Dragon SR1
2002	Tom Bootz	Evansville, IN	Legrand Mk25

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2001	Tom Bootz	Evansville, IN	Legrand Mk25
2000	Eric Pettigrew	Louisville, KY	Ralt RT-4
1999	Bruce Domeck	Louisville, KY	Ralt RT-4
1998	Bruce Domeck	Louisville, KY	Ralt RT-4
1997	Bill Gendron	Monson, MA	LeGrand Mk25G
1996	Bruce Domeck	Louisville, KY	Ralt RT-4
1995	Tom Bootz	Evansville, IN	Legrand Mk25
1994	Tom Bootz	Evansville, IN	Legrand Mk25
1993	Tom Bootz	Evansville, IN	Legrand Mk25
1992	Bruce Domeck	Louisville, KY	Brabham BT-38
1991	David Thompson	Ogden, UT	Ralt Super Vee
1990	Ron Flier	Glendale, MO	Lola T460
1989	Jesus Villarreal	San Lorenzo, CA	March 722FA
1988	Jim McKamey	Portage, IN	MRC T-5
1987	John Neighbors	Houston, TX	LeGrand Mk27B
1986	John Neighbors	Houston, TX	LeGrand Mk27B
1985	Bruce Cambern	Birmingham, MI	NobelshelI
1984	Ed Haigh	Quincy, MA	Lotus Haigh
1983	John Neighbors	St Louis, MO	LeGrand Mk27B
1982	Jim McKamey	Portage, IN	MRC Taurus II
1981	Gary Walton	Mountain View ,CA	Tui BH3
1980	John Brandon	Tulsa, OK	Caldwell D9 Super Vee
1979	William Goodale	Milford, MA	Deserter GS
1978	William Goodale	Milford, MA	Deserter GS
1977	Wallace Sinclair	Fremont, CA	Lotus Super 7
1976	William Goodale	Milford, MA	Deserter GS
1975	John Haftner	N Vancouver, BC	Dune Buggy
1974	Bob Pickering	Hollywood, CA	MG B
1973	Charles VanNostrand	Honolulu, HI	Lotus Phoenix

B Modified Ladies (BML)

2016	Mary Bahr	West Salem, WI	Legrand
2011	Briget Sawatsky	Winnipeg, MB	LeGrand Mk18
2009	Jane Willis	Irving, TX	Dragon SR-1
2008	Brianne Corn	San Marcos, TX	Legrand Dragon
2007	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-5
2006	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-5
2005	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-5
2004	Kiersten Scharnberg-Koch	Stilwell, KS	Ralt RT-4
2003	Kiersten Scharnberg-Koch	Stillwell, KS	Ralt RT-5
2002	Donna Swift	Raytown, MO	Ralt
2001	Betsi Lyle	Harleysville, PA	Dragon
2000	Kiersten Scharnberg	Lenexa, KS	Ralt RT-5
1999	Kiersten Scharnberg	Urbandale, IA	Ralt RT-5
1998	Kiersten Halverson	Cathedral City, CA	Ralt RT-5
1997	Kiersten Halverson	Urbandale, IA	Ralt RT-5
1996	Vicki Flier	Glendale, MO	Ralt RT-4
1995	Kiersten Scharnberg	Urbandale, IA	Ralt RT-5
1994	Vicki Flier	Glendale, MO	Lola T-460
1993	Vicki Flier	Glendale, MO	Lola T-460
1992	Vicki Flier	Glendale, MO	Lola T-460
1991	Vicki Flier	Glendale, MO	Lola T-460
1990	Vicki Flier	Glendale, MO	Lola T-460
1989	Vicki Flier	Glendale, MO	Lola T-460
1988	Trudi McKamey	Portage, IN	MRC T-5

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1987	Susan Anderson	Florissant, MO	Brabham BT21
1986	Trudi McKamey	Portage, IN	MRC T-5
1985	Susan Anderson	Florissant, MO	Brabham BT21
1984	Susan Anderson	Florissant, MO	Brabham BT21
1983	Toni Ward	St Louis, MO	Elden Mk10
1982	Cheryl Neighbors	St Charles, MO	LeGrand Mk27B
1981	Sam Scharnberg	Urbandale, IA	Brabham BT35
1980	Joyce Looman	Holland, MI	Autodynamics
1979	Frances Sinclair	Fremont, CA	Lotus Super 7

C Modified (CM)

2019	Anthony Porta	Yorba Linda, CA	Van Diemen-Honda
2018	Ben Martinez	San Jose, CA	Van Diemen RF84
2017	David Fauth	Rogue River, OR	Van Diemen-Honda
2016	Brandon Lavender	Marysville, OH	Van Diemen RF85
2015	Joshua Parker	Rindge, NH	Reynard 85FF
2014	Brandon Lavender	Indianapolis, IN	Van Diemen RF85
2013	Nick Myers	Danville, IN	Swift DB-1
2012	Brandon Lavender	Indianapolis, IN	Dulon MP15
2011	Donald Elzinga	Waterford, MI	Reynard FF
2010	John Engstrom	Lisle, IL	Swift DB-1
2009	Peter Calhoun	Westmont, IL	Swift DB-1
2008	Jim Garry	Delmar, NY	Citation FF
2007	Jim Garry	Delmar, NY	Citation FF
2006	Gary Godula	Farmington Hills, MI	Reynard 88FF
2005	Barry Ott	Centennial CO	Reynard FF
2004	Andy Aust	Boulder, CO	Reynard FF
2003	Mark Daddio	Beacon Falls, CT	Reynard FF
2002	Stuart Lumpkin	McKinney, TX	Swift DB-2
2001	Gary Godula	Lake St Louis, MO	Reynard 88FF
2000	Tommy Saunders	Southlake, TX	Swift DB-1
1999	Guy Ankeny	Simi Valley, CA	Tiga S2000
1998	Tommy Saunders	Southlake, TX	Swift DB-1
1997	Bruce Dickey	Wichita Falls, TX	Crossle 70F
1996	Josh Sirota	Mountain View, CA	Citation FF
1995	Tommy Saunders	Southlake, TX	Van Dieman RF88
1994	Peter Raymond	Erie, CO	Citation FF
1993	Peter Raymond	Erie, CO	Citation FF
1992	Peter Raymond	Erie, CO	Citation FF
1991	Jeffrey Watson	Albuquerque, NM	Lola T-540
1990	Stuart Lumpkin	Beaumont, TX	Lola T-342
1989	Tom Bootz	Evansville, IN	LeGrand Mk25
1988	Mark Snell	Puyallup, WA	LeGrand Mk18
1987	Mark Snell	Puyallup, WA	LeGrand Mk18
1986	Dan Cole	Fremont, CA	Silver Fox
1985	Tom Bootz	Evansville, IN	LeGrand Mk25
1984	Dan Cole	Fremont, CA	Silver Fox
1983	Dan Cole	Fremont, CA	Silver Fox
1982	Dan Cole	Fremont, CA	Silver Fox
1981	Dan Cole	Fremont, CA	Silver Fox
1980	Charles Levesque	Wilton, NH	Brahma
1979	Charles Levesque	Wilton, NH	Brahma
1978	David Looman	Holland, MI	Autodynamics FV
1977	Dave Nuss	Patton, PA	Zink
1976	Nick Reese	Delaware, OH	Knievel Mini Indy

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C Modified Ladies (CML)

2018	Sue Eckles	Malcolm, NE	Reynard FF
2017	Sue Eckles	Malcolm, NE	Reynard FF
2015	Krystal Lavender	Marysville, OH	Van Diemen RF85
2012	Avril Morrison	Vancouver, BC	Swift DB-1
2009	Beverly Carlile	Warner, OK	Citation FF
2008	Dawn Odoi	Palatine, IL	Raynard FF
2007	Linda Smiley	Dayton, OH	Tiga FF
2006	Stacey Sawyer	Rindge, NH	Reynard FF1600
2005	Linda Smiley	Dayton, OH	Tiga FF
2004	Linda Smiley	Kettering, OH	Van Diemen FF
2003	Linda Smiley	Kettering, OH	Van Diemen FF
2002	Linda Smiley	Kettering, OH	Van Diemen FF
2001	Tamara McDaniel	St Louis, MO	Reynard FF
2000	Tamara McDaniel	Novi, MI	Reynard FF
1999	Linda Smiley	Kettering, OH	Van Diemen
1998	Donna Swift	Raytown, MO	Reynard FF
1997	Jane Willis-Dickey	Wichita Falls, TX	Crossle 70F
1996	Donna Swift	Raytown, MO	Reynard FF
1995	Joyce Looman	Holland, MI	Dulon MP21
1994	Joyce Looman	Holland, MI	Dulon MP21
1993	Joyce Looman	Holland, MI	Dulon MP21
1992	Joyce Looman	Holland, MI	Dulon MP21
1991	Joyce Looman	Holland, MI	Dulon MP21
1990	Joyce Looman	Holland, MI	Puma Formula Vee
1989	Jodi Fordahl	Bremerton, WA	LeGrand Mk18
1988	Jill Snell	Puyallup, WA	LeGrand Mk18
1987	Jill Snell	Puyallup, WA	LeGrand Mk18
1986	Sandy Cole	Fremont, CA	Silver Fox
1985	Sandy Cole	Fremont, CA	Silver Fox
1984	Sandy Cole	Fremont, CA	Silver Fox
1983	Sandy Cole	Fremont, CA	Silver Fox
1982	Sandy Cole	Fremont, CA	Silver Fox
1981	Sandy Cole	Fremont, CA	Silver Fox
1979	Joyce Looman	Holland, MI	Autodynamics FV

D Modified (DM)

2019	Eric Prill	Topeka, KS	Locost 7-Acura
2018	Bob Tunnell	Superior, CO	Locost 7
2017	Mark Huffman	Litchfield Park, AZ	Lotus Elan
2016	Mark Huffman	Litchfield Park, AZ	Lotus Elan
2015	Jeff Cashmore	New Berlin, WI	Lotus 7-Honda
2014	Mark Huffman	Litchfield Park, AZ	Lotus Elan
2013	Jeff Cashmore	New Berlin, WI	Lotus 7-Honda
2012	Jeff Cashmore	New Berlin, WI	Sprinto YC-3
2011	Mark Huffman	Litchfield Park, AZ	Lotus Elan
2010	Jeff Cashmore	New Berlin, WI	Sprinto YC-3
2009	Jeff Cashmore	New Berlin, WI	Sprinto YC-3
2008	Jeff Cashmore	New Berlin, WI	Sprinto YC-3
2007	Mark Huffman	Litchfield Park, AZ	Lotus Elan
2006	John Ames	Colorado Springs, CO	Lotus Europa
2005	John Ames	Colorado Springs, CO	Lotus Europa
2004	John Ames	Colorado Springs, CO	Lotus Europa
2003	John Ames	Colorado Springs, CO	Lotus Europa
2002	Jeff Ellerby	Marion, IA	Westfield SER

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2001	Jeff Ellerby	Marion, IA	Lotus 7
2000	Christopher Bernard	Woodstock, NY	Caterham S-7
1999	Chris O'Donnell	Laguna Beach, CA	Lotus Elan
1998	Chris O'Donnell	Laguna Beach, CA	Lotus Elan
1997	Jeff Ellerby	Marion, IA	Westfield SE
1996	Chris O'Donnell	Irvine, CA	Lotus Elan
1995	Chris O'Donnell	Irvine, CA	Lotus Elan
1994	Kim Knapp	Denver, CO	Caterham 7
1993	Chris O'Donnell	Irvine, CA	Lotus Elan
1992	Chris O'Donnell	Irvine, CA	Lotus Elan
1991	Chris O'Donnell	Irvine, CA	Lotus Elan
1990	Chris O'Donnell	Irvine, CA	Lotus Elan
1989	Chris O'Donnell	Irvine, CA	Lotus Elan
1988	Ronald Flier	Glendale, MO	Lotus 7
1987	Ronald Flier	Glendale, MO	Lotus 7
1986	Ronald Flier	Glendale, MO	Lotus 7
1985	William Johnson	Stuart, FL	Lotus Super 7
1984	Charles Levesque	Wilton, NH	Turner 1500
1983	Harold Knobel	Valdosta, GA	Austin Mini
1982	Gary Milligan	Richmond, BC	Lotus 7
1981	Bill Martin	Ridgecrest, CA	Lotus Europa
1980	Bud Grocki	Worcester, MA	Banshee BG2
1979	Bob King	Fresno, CA	Tui Super Vee
1978	Bud Grocki	Worcester, MA	Banshee
1977	Bob Garnett	Delta, BC	Brabham

D Modified Ladies (DML)

2019	Patty Tunnell	Superior, CO	Locost 7-Acura
2015	Denise Cashmore	New Berlin, WI	Jeep CJ
2013	Denise Cashmore	New Berlin, WI	Minardi
2012	Ericka Pieracci	Livermore, CA	Caterham 7
2011	Diane Austin	Tallahassee, FL	Austin Mini
2010	Denise Cashmore	New Berlin, WI	Sprinto 7 YC-3
2009	Diane Wood Austin	Tallahassee, FL	Austin Mini
2008	Denise Cashmore	New Berlin, WI	Toyota MR2 Spyder
2007	Daisy Huffman	Litchfield Park, AZ	Lotus Elan
2006	Susan Anderson	Florissant, MO	Lotus Super 7
2005	Karen Babb	Renton, WA	Lotus Elan
2004	Karen Babb	Renton, WA	Lotus Elan
2003	Karen Babb	Renton, WA	Lotus Elan
2002	Karen Babb	Renton, WA	Lotus Elan
2001	Karen Babb	Renton, WA	Lotus Elan
2000	Karen Babb	Renton, WA	Lotus Elan
1999	Karen Babb	Renton, WA	Lotus Elan
1998	Susan Anderson	Florissant, MO	Lotus Super 7
1997	Kim Bollinger	Chesterfield, MO	Austin-Healey Sprite
1996	Susan Anderson	Florissant, MO	Lotus Super 7
1995	Vicki Flier	Glendale, MO	Lotus 7
1994	Katie Kelly	Pleasanton, CA	Lotus 7
1993	Katie Kelly	Pleasanton, CA	Lotus 7
1992	Judy Gallagher	Sandy, UT	Lotus 7
1991	Janice Rick	Manchester, MO	Datsun 1200
1990	Susan Anderson	Florissant, MO	Lotus 7
1989	Joyce Looman	Holland, MI	Formula Vee1600
1988	Vicki Flier	Glendale, MO	Lotus 7

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1987	Vicki Flier	Glendale, MO	Lotus 7
1986	Joyce Looman	Holland, MI	Autodynamics FV
1985	Joyce Looman	Holland, MI	Autodynamics FV
1984	Joyce Looman	Holland, MI	Autodynamics FV
1983	Joyce Looman	Holland, MI	Autodynamics FV
1982	Joyce Looman	Holland, MI	Autodynamics FV
1981	Joyce Looman	Holland, MI	Autodynamics FV
1980	Charlotte King	Fresno, CA	Austin-Healey Sprite
1979	Charlotte King	Fresno, CA	Tui Super Vee

E Modified (EM)

2019	Jeff Kiesel	Powat, CA	KFR Turbo Sprite
2018	Ron Ver Mulm	Winterset, IA	KFR Turbo Sprite
2017	Jeff Kiesel	Poway, CA	Kiesel Sprite
2016	Jeff Kiesel	Poway, CA	Kiesel Sprite
2015	Jeff Kiesel	Poway, CA	Kiesel Sprite
2014	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2013	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2012	Jeff Kiesel	Poway, Ca	KFR Turbo Sprite
2011	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2010	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2009	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2008	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2007	Jeff Kiesel	Poway, CA	3-Rotor Sprite
2006	Jeff Christianson	Mechanicsville, IA	Westfield SEi
2005	Gerald Fink	Media, PA	Lanover Viking
2004	Wendell Karr-Ake	Yukon, OK	Mazda Miata
2003	Bill Fleig	Carmichael, CA	Austin-Healey 100/8
2002	Scott McQueen	Humble, TX	Austin-Healey Sprite
2001	Scott McQueen	Humble, TX	Austin-Healey Sprite
2000	Barry Spencer	Hayward, CA	Lotus Europa
1999	Mal Kooiman	Zeeland, MI	Triumph Spitfire
1998	Steve Tamandli	South Bend, IN	Pontiac Fiero
1997	Scott McQueen	Hamble, TX	Austin-Healey Sprite
1996	Steve Tamandli	South Bend, IN	Pontiac Fiero
1995	Steve Tamandli	South Bend, IN	Pontiac Fiero
1994	Gary Milligan	Richmond, BC, Can	Lotus Europa
1993	Steve Tamandli	South Bend, IN	Pontiac Fiero
1992	Steve Tamandli	South Bend, IN	Pontiac Fiero
1991	Fred Miranda	Ventura, CA	Triumph Spitfire
1990	Fred Miranda	Ventura, CA	Triumph Spitfire
1989	Bryan Kinser	Elgin, IL	Austin-Healey Sprite
1988	Steve Tamandli	South Bend, IN	Austin-Healey Sprite
1987	Bob King	Fresno, CA	Austin-Healey Sprite
1986	Bob King	Fresno, CA	Austin-Healey Sprite
1985	Steve Tamandli	South Bend, IN	MRC Sprite
1984	Gary Walton	Mountain View, CA	Porsche 914/4
1983	Gary Walton	Mountain View, CA	Porsche 914/4
1982	Gary Walton	Mountain View, CA	Porsche 914/4
1981	Bob King	Fresno, CA	Austin-Healey Sprite

E Modified Ladies (EML)

2019	Shawn Kiesel	Poway, CA	KFR Turbo Sprite
2018	Shawn Kiesel	Poway, CA	KFR Turbo Sprite
2017	Shawn Kiesel	Poway, CA	Kiesel Sprite

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2016	Shawn Kiesel	Poway, CA	Kiesel Sprite
2015	Shawn Kiesel	Poway, CA	Kiesel Sprite
2014	Shawn Kiesel	Poway, CA	KFR Turbo Sprite
2013	Shawn Kiesel	Poway, CA	KFR Turbo Sprite
2012	Shawn Kiesel	Poway, CA	KFR Turbo Sprite
2011	Shawn Kiesel	Poway, CA	KFR Turbo Sprite
2010	Shawn Marie Kiesel	Poway, CA	KFR Turbo Sprite
2009	Patty Tunnell	Superior, CO	BMW M3
2008	Shawn Marie Kiesel	Poway, CA	KFR Turbo Sprite
2007	Ann Vogel	Tulsa, OK	Mazda Miata
2006	Ann Vogel	Tulsa, OK	Mazda Miata
2005	Debbie Pruett	Kansas City, MO	Lotus 7
2004	Kim Bollinger	Granger, IN	Pontiac Fiero
2003	Debbie Pruett	Kansas City, MO	Lotus 7
2002	Debbie Pruett	Kansas City, MO	Lotus 7
2001	Debbie Pruett	Kansas City, MO	Lotus 7
2000	Debbie Pruett	Kansas City, MO	Lotus Super 7
1999	Gretchen Everett	Renton, WA	Mazda RX-7
1998	Gretchen Everett	Renton, WA	Mazda RX-7
1997	Joy Kreick	Renton, WA	Mazda RX-7
1996	Joy Kreick	Bellevue, WA	Mazda RX-7
1995	Susan Hagaman	Kirkland, WA	Lotus Europa
1994	Joy Kreick	Bellevue, WA	Mazda RX-7
1993	Gretchen Everett	Renton, WA	Mazda RX-7
1992	Pilar Miranda	Redondo Beach, CA	Triumph Spitfire
1991	Jean Kinser	Elgin, IL	Sprite RX-Z
1990	Jean Kinser	Elgin, IL	Austin-Healey Sprite
1989	Donna Anderson	Oceanside, CA	Griffith 200
1988	Charlotte King	Fresno, CA	Austin-Healey Sprite
1987	Charlotte King	Fresno, CA	Sprite Mazda
1986	Charlotte King	Fresno, CA	Sprite Mazda
1985	Charlotte King	Fresno, CA	Sprite Mazda
1984	Charlotte King	Fresno, CA	Sprite Mazda
1983	Charlotte King	Fresno, CA	Sprite Mazda
1982	Charlotte King	Fresno, CA	Sprite Mazda
1981	Charlotte King	Fresno, CA	Sprite Mazda

F Modified (FM)

2019	Zak Kiesel	Poway, CA	Raptor F-500
2018	Zak Kiesel	Poway, CA	Raptor F-500
2017	Jason Hobbs	St. Michael, MN	NovaKar J9
2016	Jason Hobbs	St. Michael, MN	NovaKar J9
2015	Jason Hobbs	St. Michael, MN	NovaKar J9
2014	Darren Seltzer	Orlando, FL	Raptor F500
2013	Darren Seltzer	Orlando, FL	Raptor F500
2012	Jeff Colegrove	Rochester, NY	Red Devil F500
2011	Jeff Colegrove	Rochester, NY	Red Devil F500
2010	Keith Beumer	Farmington, MN	Demon F500
2009	Salvatore DiPompo	Berlin, NJ	Dare Devil F500
2008	Brian Ciarlei	Manlius, NY	Red Devil F400
2007	Gary Kramar	Arlington, TX	Red Devil F500
2006	Gary Kramar	Arlington, TX	Red Devil F500
2005	James Libecco	Bedford, OH	KBS Mk7
2004	Scott Nardin	Grandville, MI	Solo® Vee Werks
2003	Chuck Voboril	Fountain Hills, AZ	Zink Z-19

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2002	Chuck Voboril	Fountain Hills, AZ	Zink Z-19
2001	John Whitling	Cincinnati, OH	Red Devil F500
2000	Scott Nardin	Grandville, MI	Solo® Vee Werks
1999	Gary Kramar	Arlington, TX	Red Devil
1998	John Engstrom	Mt Prospect, IL	Red Devil
1997	John Engstrom	Mt Prospect, IL	Red Devil
1996	Chuck Voboril	Fountain Hills, AZ	Zink Z-19

F Modified Ladies (FML)

2019	Kencey Christopher	Rowlette, TX	NovaKar J9
2018	Andrea Albin	Topeka, KS	Doof Wagon
2017	Michelle Quinn	Land O' Lakes, FL	KBS Mk7
2016	Michelle Quinn	Trinity, FL	KBS Mk7
2015	Michelle Quinn	Trinity, FL	KBS Mk7
2014	Michelle Quinn	Dublin, OH	KBS Mk7
2013	Tonya Langley	Umatilla, OR	Dig It Special
2012	Michelle Quinn	Dublin, OH	KBS Mk7
2011	Michelle Quinn	Dublin, OH	KBS Mk7
2010	Michelle Quinn	Oswego, NY	KBS Mk7
2009	Beth Smith	Vermilion, OH	KBS Mk4
2008	Robin Lumb	Plymouth Meeting, PA	Raptor F500
2007	Christina Libecco	Warren, OH	KBS Mk7
2006	Elizabeth Lyle	Flemington, NH	KBS Mk7
2005	Christina Libecco	Warren, OH	KBS Mk7
2004	Jessica Gray	Blue Springs, MO	Caracal B
2003	Christina Libecco	Niles, OH	KBS Mk7
2002	Christina Libecco	Warren, OH	Zink Z-19
2001	Christina Libecco	Warren, OH	Zink Z-19
2000	Dawn Odoi	Palatine, IL	Solo® Vee Bobsy
1999	Bea Regganie	Joliet, IL	Solo® Vee Bobsy
1998	Jane Willis	Wichita Falls, TX	Red Devil
1997	Danielle Engstrom	Mt Prospect, IL	Red Devil
1996	Danielle Engstrom	Mt Prospect, IL	Red Devil

KART CATEGORY

Kart Modified (KM) (formerly F125)

2019	Larry MacLeod	Ypsilanati, MI	Tony Kart-Honda
2018	Larry MacLeod	Ypsilanati, MI	Tony Kart-Honda
2017	Daniel Wendel	Advance, NC	Praga Dragon
2016	Daniel Wendel	Burlington, NC	Praga-TMK9
2015	Paul Russell	San Diego, CA	Tony Kart-Honda
2014	Paul Russell	San Diego, CA	Tony Kart-Honda
2013	Paul Russell	San diego, CA	Tony Kart-Honda
2012	Paul Russell	San Diego, CA	Tony Kart-Honda
2011	Paul Russell	San Diego, CA	Tony Kart-Honda
2010	Paul Russell	San Diego, CA	Tony Kart-Honda
2009	Paul Russell	San Diego, CA	Tony Kart-Honda
2008	Biff Frisch	Livonia, MI	Renspeed-Honda
2007	Jeremiah McClintock	Commerce Township, MI	Renspeed
2006	Jeremiah McClintock	Commerce Township, MI	Renspeed
2005	Tom Harrington	Las Vegas, NV	CRG Road Rebel-Honda
2004	Paul Russell	San Diego, CA	CRG Heron-Honda
2003	Dan Cyr	Madison, WI	MBA-Honda

Kart Modified Ladies (KML) (formerly F125L)

2019	Dana Gill	Topeka, KS	KGB-Honda

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2018	Kate Reggannie	Joliet, IL	Honda
2017	Kate Reggannie	Joliet, IL	Honda
2016	Kensey Christopher	Redondo Beach, CA	Energy Kart-Honda
2015	Kensey Christopher	Redondo Beach, CA	Energy Kart-Honda
2014	Kate Regganie	Joliet, IL	Honda
2013	Suzanne Segal	Las Vegas, NV	Zarnardi KZ1-Honda
2012	Suzanne Segal	Las Vegas, NV	Tony Kart-Honda
2011	Lisa Garfield	Mount Airy, MD	CTS-Honda
2010	Suzanne Segal	Las Vegas, NV	Birel CR32SP
2009	Karen Craner	Idaho Falls, ID	GP Racing CR125
2008	Suzanne Segal	Las Vegas, NV	CRG Heron
2007	Suzanne Segal	Las Vegas, NV	Birel CR32 Motorsport
2006	Suzanne Segal	Las Vegas, NV	Birel CR32 Motorsport
2005	Suzanne Segal	Las Vegas, NV	Birel-Honda
2004	Suzanne Segal	Las Vegas, NV	Birel-Honda
2003	Kristi Blunt	Pittsburgh, PA	Tony Kart-Honda

II. SCCA® PROSOLO® CHAMPIONS

OVERALL CHAMPION - JOHNSON-CLARK-JOHNSON CUP

2019	Kevin Dietz	Federal Way, WA	Scion FR-S
2018	Mike King	St. Johns, FL	Ford Fiesta ST
2017	Mark Scroggs	San Ramon, CA	Chevrolet Camaro LT
2016	Paul Russell	San Diego, CA	Tony Kart-Honda
2015	Mark Daddio	Beacon Falls, CT	Chevrolet Corvette
2014	Paul Russell	San Diego, CA	Tony Kart-Honda
2013	Nick Barbato	Wethersfield, CT	Honda S2000
2012	Andy Hollis	Austin, TX	Mazda2
2011	Matt McCabe	Omaha, NE	Mazda Miata
2010	Andy Hollis	Austin, TX	Honda Civic Si
2009	Sam Strano	Knoxdale, PA	Ford Shelby Mustang
2008	Billy Brooks	Park City, UT	Subaru Impreza
2007	Mike Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2006	Andy Hollis	Austin, TX	Mazda Miata
2005	Erik Strelnieks	Austin, TX	Chevrolet Corvette Z06
2004	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2003	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2002	John Ames	Colorado Springs, CO	Chevrolet Corvette
2001	Steve Mieritz	Ft Wayne, IN	Honda CRX
2000	David Palmquist	Anaheim, CA	Mazda Miata
1999	Mark Daddio	Beacon Falls, CT	Dodge Neon
1998	Curt Ormiston	Huntington Beach, CA	Porsche 911
1997	Gary Thomason	Oceanside, CA	Mazda RX-7
1996	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1995	Danny Shields	Valrico, FL	Mazda MX-6
1994	Steve Brolliar	Madison, AL	Dodge Neon
1993	John Thomas	Memphis, TN	Honda Civic
1992	John Ames	Colorado Springs, CO	Ford Mustang
1991	Dwight Mitchell	Carmichael, CA	Porsche 911
1990	Chuck Sample	Ft Wayne, IN	Fiat X1/9
1989	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1988	Bob King	Fresno, CA	Austin-Healey Sprite
1987	Steve Brolliar	Highlands Ranch, CO	Dodge Shadow
1986	John Ames	Colorado Springs, CO	Ford Mustang GT

OVERALL LADIES CHAMPION - FLETCHER CUP

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2019	Kate Fisher	Chandler, AZ	Scion FR-S
2018	Jordan Towns	Auburn, AL	Subaru WRX
2017	Jordan Towns	Auburn, AL	Subaru WRX
2016	Christine Brice	Redondo Beach, CA	Mitsubishi Evolution
2015	Kim Whitener	Fort Worth, TX	Honda Civic Si
2014	Kim Whitener	Fort Worth, TX	Honda Civic Si
2013	Kim Whitener	Fort Worth, TX	Honda CRX Si
2012	Kim Whitener	Fort Worth, TX	Honda CRX Si
2011	Christine Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2010	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2009	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2008	Carrie Snyder	Elizabethtown, PA	Toyota MR2
2007	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2006	Beth McClure-Strelnieks	Austin, TX	MINI Cooper S
2005	Beth McClure-Strelnieks	Austin, TX	MINI Cooper S
2004	Beth McClure-Strelnieks	Austin, TX	Chevrolet Corvette
2003	Teresa Neidel McKee	San Jose, CA	Lexus IS300
2002	Patty Tunnell	Superior, CO	BMW 330Ci
2001	Katie Elder	Folsom, CA	Acura Integra Type R
2000	Patty Tunnell	Superior, CO	BMW M3
1999	Wendi Allen	Jacksonville, FL	Acura Integra
1998	Renee Eady	Carrollton, GA	Eagle Talon
1997	Kay Bailey	Colorado Springs, CO	Toyota MR2
1996	Renee Eady	Carrollton, GA	Mazda Miata
1995	Keli Cadenhead	Alpine, CA	Mazda MX-6
1994	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet Camaro
1993	Stacy Reitmeir	Sunnyvale, CA	Porsche 914
1992	Stacy Reitmeir	Sunnyvale, CA	Porsche 914
1991	Stacy Reitmeir	Mountain View, CA	Porsche 914
1990	Ann Hollis	Baldwin, MD	Honda CRX

Super Street (SS)

2019	Erik Strelnieks	Austin, TX	Acura NSX
2018	G. J. Dixon	Scarsdale, NY	Porsche 911 GT3
2017	Monty Pack	San Francisco, CA	Porsche 911 GT3
2016	Ken Motonishi	Trabucco Canyon, CA	Porsche 911 GT3
2015	Pat Salerno	Danbury, CT	Porsche 911 GT3

A Street (AS)

2019	Vivek Goel	Austin, TX	Chevrolet Corvette Z06
2018	Vivek Goel	Austin, TX	Chevrolet Corvette Z06
2017	Matt Jones	San Diego, CA	Chevrolet Corvette GS
2016	Mark Daddio	Beacon Falls, CT	Chevrolet Corvette Z06
2015	Mark Daddio	Beacon Falls, CT	Chevrolet Corvette Z06

B Street (BS)

2019	David Marcus	Windermere, FL	Tesla Model 3
2018	Doug Rowse	Phoenix, AZ	BMW M2
2017	Jeremy Foley	Carrollton, TX	BMW 1M
2016	Justin Barbry	Thomasville, NC	Chevrolet Corvette
2015	Evan Schickel	Brooklyn, NY	Chevrolet Corvette

C Street (CS)

2019	Mark Scroggs	San Ramone, CA	Mazda Miata
2018	Charles Krampert	Huntsville, AL	Mazda Miata
2017	Rick Cone	Lawrenceville, GA	Mazda Miata
2016	Julian Garfield	Mount Airy, MD	Mazda Miata

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2015	Chris Fenter	Greenville, WI	Mazda Miata

D Street (DS)

2017	Mark Scroggs	San Ramon, CA	Chevrolet Camaro LT
2016	Kit Gauthier	Kirkland, WA	Subaru WRX
2015	Dennis Sparks	Birmingham, AL	Subaru WRX

E Street (ES)

2019	Joey Green	Kearney, NE	Toyota MR2 Spyder
2018	Paul Brown	Los Alamos, NM	Toyota MR2 Spyder
2017	Michael Ron	Waukegan, IL	Mazda Miata
2016	Paul Brown	Los Alamos, NM	Toyota MR2 Spyder
2015	Andrew Pallotta	Cuyahoga Falls, OH	Toyota MR2 Spyder

F Street (FS)

2018	Jeff Wong	Moorpark, CA	Chevrolet Camaro
2017	Jeff Cashmore	New Berlin, WI	BMW M3
2016	Ryan Otis	Scappoose, OR	Chevrolet Camaro SS
2015	John Laughlin	Akron, OH	BMW M3

G Street (GS)

2017	Doug Rowse	Phoenix, AZ	Ford Focus ST
2016	Lance Keeley	Waukesha, WI	Volkswagen GTI
2015	Mark Scroggs	San Ramon, CA	Ford Focus ST

H Street (HS)

2019	Alex Piehl	Pittsburgh, PA	Ford Fiesta ST
2018	Mike King	St. Johns, FL	Ford Fiesta ST
2017	Philip Mitchell	White Lake, MI	Ford Fiesta ST
2016	Philip Mitchell	Livonia, MI	Ford Fiesta ST
2015	Trevor Jones	Dublin, OH	Ford Fiesta ST

Solo Spec Coupe (SSC)

2019	Kevin Dietz	Federal Way, WA	Scion FR-S
2018	Kinch Reindl	Castle Rock, CO	Subaru BRZ

Super Street-R (SSR) (formerly Super Stock - SS)

2019	Sam Strano	Brookeville, PA	Chevrolet Corvette GS
2018	Brian Peters	Litchfield Park, AZ	Chevrolet Corvette GS
2017	Matthew Braun	Plymouth, MI	Chevrolet Corvette Z06
2016	Brian Peters	Litchfield Park, AZ	Chevrolet Corvette Z06
2015	Sam Strano	Brookville, PA	Chevrolet Corvette Z06
2014	Sam Strano	Knox Dale, PA	Chevrolet Corvette Z06
2013	Gary Thomason	Oceanside, CA	Dodge Viper
2012	Matthew Braun	Northville, MI	Chevrolet Corvette
2011	Matthew Braun	Northville, MI	Lotus Elise
2010	Matthew Braun	Northville, MI	Chevrolet Corvette
2009	Patrick Salerno	New Milford, CT	Lotus Elise
2008	Matthew Braun	Northville, MI	Lotus Elise
2007	Ian Stewart	Orlando, FL	Porsche 911 GT3
2006	Gary Thomason	Oceanside, CA	Porsche 911 GT3
2005	Erik Strelnieks	Austin, TX	Chevrolet Corvette Z06
2004	Erik Strelnieks	Austin, TX	Chevrolet Corvette
2003	Chris Ramey	Katy, TX	Chevrolet Corvette
2002	John Ames	Colorado Springs, CO	Chevrolet Corvette
2001	Erik Strelnieks	Austin, TX	Chevrolet Corvette
2000	Erik Strelnieks	Austin, TX	Mazda RX-7
1999	Jerry Hodge	Pocatello, ID	Mazda RX-7
1998	Gary Thomason	Oceanside, CA	Mazda RX-7

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1997	Gary Thomason	Oceanside, CA	Mazda RX-7
1996	Gary Thomason	Oceanside, CA	Chevrolet Corvette
1995	John Ames	Colorado Springs, CO	Mazda RX-7
1994	Gary Thomason	Oceanside, CA	Chevrolet Corvette
1992	Jeff Altenburg	Catonsville, MD	Mazda RX-7 Turbo
1991	Bruce Wentzel	Milford, MI	Chevrolet Corvette

Street Touring® Ultra (STU)

2019	John Hale	Austin, TX	Subaru WRX STI
2018	Doug Mikko	Seattle, WA	Mitsubishi Evolution
2017	Bill Zerr	Tacoma, WA	Subaru WRX
2016	Martin Kriz	Troy, VA	Subaru WRX
2015	Mark HIll	Lawrence, KS	Mitsubishi Evolution
2014	Mark Hill	Lawrence, KS	Mitsubishi Evolution
2013	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2012	Robert Irish	Austin, TX	Subaru Impreza WRX STI
2011	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2010	Geoff Clark	Monroe, WA	Mitsubishi Evolution
2009	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2008	Max Hayter	Trabuco Canyon, CA	Subaru Impreza WRX
2007	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2006	Richard Hayter	Trabuco Canyon, CA	Subaru Impreza WRX
2005	Ian Stewart	Lake Mary, FL	BMW M3
2004	Kiko Seibt	Coconut Creek, FL	Subaru Impreza WRX

Street Touring® Roadster (STR)

2019	Brian Karwan	Frederick, MD	Mazda Miata
2018	Brian Karwan	Frederick, MD	Mazda Miata
2017	Brian Karwan	Frederick, MD	Mazda Miata
2016	James Yom	Los Angeles, CA	Honda S2000 CR
2015	Ricky Crow	Bulverde, TX	Honda S2000 CR
2014	Nick Barbato	Wethersfield, CT	Honda S2000
2013	Jonathan Lugod	Riverside, CA	Honda S2000
2012	Marc Pfannenschmidt	Louisville, KY	Honda S2000 CR
2011	James Yom	Los Angeles, CA	Honda S2000
2010	Ken Motonishi	Chino Hills, CA	Mazda MX-5 Miata

Street Touring® Xtra (STX)

2019	Kyle Herbst	Hudson, OH	Scion FR-S
2018	Kyle Herbst	Hudson, OH	Scion FR-S
2017	Craig Wilcox	Grain Valley, MO	MINI Cooper S
2016	Craig Wilcox	Grain Valley, MO	MINI Cooper S
2015	Kyle Herbst	Broadview Heights, OH	BMW 128i
2014	Craig Wilcox	Blue Springs, MO	MINI Cooper S
2013	Andrew Pallotta	Cuyahoga Falls, OH	Scion FR-S
2012	Jeff Hurst	Hicksville, NY	Mazda RX-8
2011	Jeff Wong	Moorpark, CA	Honda Civic Si
2010	James Wilson	Houston, TX	Subaru Impreza WRX
2009	Mihai Surubariu	N Hollywood, CA	Subaru Impreza WRX
2008	Greg McCance	Toledo, OH	Subaru Impreza WRX
2007	Greg McCance	Toledo, OH	Subaru Impreza WRX
2006	Billy Brooks	Park City, UT	Subaru Impreza
2005	Joshua Sortor	Glendale, AZ	Subaru Impreza
2004	Joshua Sortor	Glendale, AZ	Subaru Impreza
2003	Keith Casey	Somerset, MA	Subaru Impreza WRX Wagon
2002	Keiko Seibt	Coconut Creek, FL	Subaru WRX

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Street Touring® S (STS)

2019	Rich DiMarco	Holland, PA	Mazda Miata
2018	David Whitener	Fort Worth, TX	Mazda Miata
2017	David Whitener	Fort Worth, TX	Mazda Miata
2016	Jeff Wong	Moorpark, CA	Honda CRX Si
2015	Ben Wagstaff	Pelham, NH	Mazda Miata
2014	Jason Frank	Mt Pleasant, WI	Honda CRX Si
2013	Ian Baker	Herndon, VA	Honda CRX Si
2012	Tom O'Gorman	Mason, OH	Honda CRX Si
2011	Ian Baker	Herndon, VA	Honda CRX Si
2010	Ian Baker	Herndon, VA	Honda CRX Si
2009	Ian Baker	Herndon, VA	Honda CRX Si
2008	Mike King	Jacksonville, FL	Honda CRX Si
2007	Ian Baker	Herndon, VA	Honda CRX Si
2006	Andy Hollis	Austin, TX	Mazda Miata
2005	Robert Seelig	Edmond, OK	Honda CRX Si
2004	Jonathan Roberts	Richmond Hills, GA	Mazda Miata

Street Touring® Front-Wheel-Drive (STF)

2017	David Hedderick	Pearland, TX	Acura RSX Type S
2016	David Whitener	Fort Worth, TX	Acura RSX Type S
2015	David Whitener	Fort Worth, TX	Honda Civic Si
2014	Preston Jordan	Minneapolis, MN	Ford Focus
2012	Andy Hollis	Austin, TX	Mazda2

Street Touring Pony Car (STP)

2017	Jonathan Warlof	Willmar, MN	Ford Mustang
2016	Chris Cox	Morgan Hill, CA	Ford Mustang

Street Touring® Compact (STC)

2014	Kinch Reindl	Castle Rock, CO	Honda Civic Si
2013	Kinch Reindl	Castle Rock, CO	Honda Civic Si
2012	Jason Frank	Racine, WI	Honda Civic Si
2011	Jason Frank	Racine, WI	Honda Civic Si
2010	David O'Maley	Greensboro, NC	Honda Civic Si
2009	Tim Smith	Tucker, GA	Honda Civic Si
2008	Kevin McCormick	Lincoln, CA	Honda Civic Si
2007	Nathan Whipple	Marlborough, MA	Honda Civic Si
2006	Jason Rhoades	San Diego, CA	Nissan 240SX
2005	Ken Motonishi	Orange, CA	Honda Civic Si
2004	Kevin McCormick	Lincoln, CA	Honda Civic Si
2003	Kevin McCormick	Lincoln, CA	Honda Civic Si
2002	Richard West	Richmond, VA	Subaru Impreza RS
2001	Richard West	Richmond, VA	Subaru Impreza RS
2000	Steve Wynne	Redmond, OR	Plymouth Neon
1999	Steve Wynne	Redmond, OR	Plymouth Neon
1998	Matt Grainger	Florrisant, MO	Oldsmobile 442

Super Street Prepared (SSP)

2017	Mitch Fagundes	Clovis, CA	Audi R8
2016	Joe Tharpe	State Center, IA	Chevrolet Corvette Z06
2015	Ryan Johnson	Draper, UT	Lotus Elise
2012	Joe Tharpe	State Center, IA	Chevrolet Corvette Z06

A Street Prepared (ASP)

2017	Tom Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2016	Tom Berry	Alto Loma, CA	Mitsubishi Evolution
2015	Tom Berry	Rancho Cucamonga, CA	Mitsubishi Evolution

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2012	Tom Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2011	Mike Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2010	Eric Stemler	Peoria, IL	Chevrolet Corvette
2009	Eric Stemler	Peoria, IL	Chevrolet Corvette
2008	Michael Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2007	Michael Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2006	Michael Johnson	Glen Allen, VA	Chevrolet Corvette Z06
2005	James Gunn-Wilkinson	San Diego, CA	Porsche 911 GT2
2004	Danny Popp	Cincinnati, OH	Chevrolet Corvette
2003	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2002	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2001	Curt Ormiston	Kirkland, WA	Ferrari 360 Modena
2000	Mark Huffman	Avondale, AZ	Lotus Elan
1999	Doug Hebenthal	Redmond, WA	Porsche 911 RS
1996	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1995	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1994	Dwight Mitchell	Carmichael, CA	Porsche 911
1993	Dwight Mitchell	Carmichael, CA	Porsche 911
1992	Scott Holley	Fishers, IN	Porsche 911
1991	Scott Holley	Noblesville, IN	Porsche 911
1990	Jack Turner	Paducah, KY	Porsche 911
1989	Jack Turner	Paducah, KY	Porsche 911
1988	Jack Turner	Paducah, KY	Porsche 911
1987	Bill Breedlove	Salt Lake City, UT	Datsun 240ZX

B Street Prepared (BSP)

2017	Anthony Porta	Yorba Linda, CA	MazdaSpeed Miata
2016	Anthony Porta	Yorba Linda, CA	MazdaSpeed Miata
2015	Steve O'Blenes	Garden Grove, CA	MazdaSpeed Miata
2012	Jason Uyeda	Canoga Park, CA	Honda S2000
2011	Tom Berry	Rancho Cucamonga, CA	Mitsubishi Evolution
2010	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2009	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2008	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2007	Tom Berry	Alta Loma, CA	Mitsubishi Evolution
2006	Harold Olsen	Folsom, CA	Chevrolet Corvette GS
2005	Lee Piccione	Severn, MD	BMW M3
2004	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2003	Tom Berry	Alta Loma, CA	Chevrolet Corvette
2002	Bill Buetow	Puyallup, WA	Chevrolet Corvette
2001	Bill Buetow	Kent, WA	Chevrolet Corvette
2000	Daniel Popp	Cincinnati, OH	Chevrolet Corvette
1999	Scotty White	Puyallup, WA	Chevrolet Corvette

C Street Prepared (CSP)

2017	Billy Davis	Auburn Hills, MI	Mazda Miata
2016	Billy Davis	New Haven, CT	Mazda Miata
2015	Billy Davis	New Haven, CT	Mazda Miata
2012	Scott Fraser	San Jose, CA	Mazda Miata
2011	Matt McCabe	Omaha, NE	Mazda Miata
2010	Scott Fraser	San Jose, CA	Mazda Miata
2009	Scott Fraser	San Jose, CA	Mazda Miata
2008	Scott Fraser	San Jose, CA	Mazda Miata
2007	Reijo Silvennoinen	Seal Beach, CA	Mazda Miata
2006	Eric Clements	Alta Loma, CA	Mazda Miata

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2005	George Doganis	Lakeside, CA	Mazda Miata
2004	George Doganis	Lakeside, CA	Mazda Miata
2003	Tom Ellam	Livermore, CA	Mazda RX-3
2002	Tom Ellam	Livermore, CA	Mazda RX-3
2001	David Palmquist	Anaheim, CA	Mazda Miata
2000	Tom Berry	Alta Loma, CA	Mazda RX-3
1999	Jason Harnish	York, PA	Honda CRX
1998	Bob Tunnell	Superior, CO	BMW M3
1997	Bob Tunnell	Superior, CO	BMW M3
1996	Neal Sapp	Reistertown, MD	Honda CRX Si
1995	Stacey Despelder	Greenville, MI	Honda Civic
1994	Bob Endicott	San Pedro, CA	Honda CRX Si
1993	Bob Endicott	San Pedro, CA	Honda CRX Si
1992	Bill Lamkin	Louisville, KY	Honda Civic
1991	John Hayes	San Diego, CA	Honda CRX
1990	Grady Wood	Collierville, TN	Honda CRX
1989	Dennis Shell	Salt Lake City, UT	Chevrolet Corvette
1988	Bruce Wentzel	Milford, MI	Chevrolet Corvette
1987	Rod Derrick	Salt Lake City, UT	Chevrolet Corvette
1986	Bruce Wentzel	Howell, MI	Chevrolet Corvette

D Street Prepared (DSP)

2017	Sam Strano	Brookville, PA	BMW 330Ci
2016	Eric Campbell	Canal Winchester, OH	BMW 330Ci
2015	Eric Campbell	Canal Winchester, OH	BMW 330Ci
2012	Doug Rouse	Phoenix, AZ	BMW 330
2011	Eric Campbell	Canal Winchester, OH	BMW 330Ci
2010	Brian Peters	Litchfield Park, AZ	BMW 330i
2009	Mark Alan Smith	Denver, CO	Volkswagen R32
2008	Alex Shchipkov	Albany, NY	BMW 325i
2007	Alex Shchipkov	Albany, NY	BMW 325i
2006	David Fauth	Centennial, CO	BMW 325is
2005	David Fauth	Centennial, CO	BMW 325is
2004	David Fauth	Centennial, CO	BMW 325is
2003	Derek Butts	San Bruno, CA	Lexus IS300
2002	David Fauth	Centennial, CO	BMW 325is
2001	Mark Daddio	Beacon Falls, CT	Dodge Neon
2000	Jim Susko	Findlay, OH	Fiat X1/9
1999	Geoffrey Zimmer	Concord, NC	Volkswagen Rabbit
1996	Tom Berry	Alta Loma, CA	Mazda RX-3
1995	Tom Berry	Alta Loma, CA	Mazda RX-3
1994	Chris Cox	San Jose, CA	Mazda RX-3
1993	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1992	Bill Condrashoff	Fiddletown, CA	Fiat X1/9
1991	Jim Susko	Findlay, OH	Fiat X1/9
1990	Erik Strelnieks	Memphis, TN	Volkswagen Scirocco
1989	Elliott Harvey	Lakeland, FL	Datsun SRL311
1988	Elliott Harvey	Lakeland, FL	Datsun SRL311
1987	Randy Pobst	Melbourne, FL	Toyota FX-16
1986	Chuck Noonan	Barre, MA	Honda CRX

E Street Prepared (ESP)

2017	Bryan Mancuso	Terryville, CT	Infiniti G35
2016	Eric Simmons	Macungie, PA	Ford Mustang
2015	Brian Peters	Litchfield Park, AZ	Ford Mustang

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2014	Greg McCance	Ramona, CA	Subaru WRX
2013	Greg McCance	Ramona, CA	Subaru WRX
2012	Samuel Krauss	Montreal, QC	Eagle Talon TSi
2011	Mark Madarash	Red Oak, TX	Pontiac Trans-Am
2010	Greg McCance	Toledo, OH	Subaru WRX
2009	Mark Madarash	Red Oak, TX	Pontiac Trans Am
2008	Mark Madarash	Red Oak, TX	Pontiac Trans Am
2007	Mark Madarash	Red Oak, TX	Pontiac Trans Am
2006	Sam Strano	Knoxdale, PA	Chevrolet Camaro
2005	Navid Kahangi	Saratoga, CA	Mitsubishi Evolution
2004	Conor Botkin	Jamul, CA	Chevrolet Camaro Z28
2003	David Schotz	Mesa, AZ	Ford Mustang Cobra
2002	Tom Berry	Alta Loma, CA	Chevrolet Camaro
2001	Steve Eguina	Laguna Hills, CA	Chevrolet Camaro
2000	Bob Tunnell	Superior, CO	BMW M3
1999	Joel Schotz	Phoenix, AZ	Pontiac Firebird
1998	Jamey Aebersold	Floyd Knobs, IN	Toyota Supra
1997	John Ames	Colorado Springs, CO	Chevrolet Camaro
1996	Rob Pickrell	Salina, KS	Chevrolet Camaro
1995	Kenneth Mitchell	Roseville, CA	Chevrolet Camaro
1994	Kenneth Mitchell	Roseville, CA	Chevrolet Camaro
1993	Gary Thomason	Vista, CA	Chevrolet Camaro
1992	John Ames	Colorado Springs, CO	Ford Mustang
1991	John Ames	Colorado Springs, CO	Ford Mustang
1990	John Ames	Colorado Springs, CO	Ford Mustang
1989	Dan Livezey	Huntington Beach, CA	Chevrolet Camaro

F Street Prepared (FSP)

2017	Steven Duckworth		Volkswagen Rabbit
2015	Sir Van Townsend	Arvada, CO	Chevrolet Turbo Sprint
2012	Kevin Wenzel	Longmont, CO	BMW 2002
2011	Kevin Wenzel	Longmont, CO	BMW 2002
2010	Jinx Jordan	Terrell, NC	Honda Civic
2009	Jinx Jordan	Terrell, NC	Honda Civic
2008	Lorin Mueller	Newark, CA	Ford Focus
2007	Lorin Mueller	Newark, CA	Ford Focus
2006	Allen Kugler	Springtown, PA	Honda Demon
2004	Jim Harnish	Prescott Valley, AZ	Honda Civic
2003	Taka Aono	Gardena, CA	Toyota Corolla GTS
2002	Taka Aono	Gardena, CA	Toyota Corolla GTS

Super Street Modified (SSM)

2017	Jake Namer	Brooklyn, NY	Mazda RX-7
2016	Randall Wilcox	Clarksville, TN	Mazda Miata
2015	Randall Wilcox	Clarksville, TN	Mazda Miata
2014	Erik Strelnieks	Cedar Parl, TX	Mazda 3-Rotor RX-7
2013	Carter Thompson	Murfreesboro, TN	Mazda RX-7
2012	Erik Strelneiks	Cedar Park, TX	Mazda 3-Rotor RX-7
2011	Erik Strelneiks	Cedar Park, TX	Mazda 3-Rotor RX-7
2010	Erik Strelneiks	Cedar Park, TX	Mazda 3-Rotor RX-7
2009	Erik Strelnieks	Cedar Park, TX	Mazda 3-Rotor RX-7
2008	Erik Strelnieks	Cedar Park, TX	Mazda 3-Rotor RX-7
2007	Erik Strelnieks	Cedar Park, TX	Mazda 3-Rotor RX-7
2006	Erik Strelnieks	Austin, TX	Mazda 3-Rotor RX-7
2005	Andy McKee	San Jose, CA	Mazda RX-7

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2004	Gary Thomason	Oceanside, CA	Chevrolet Corvette
2003	Scotty White	Puyallup, WA	Chevrolet Corvette Z06
2002	Rene Cardenas	Wrightsville Beach,NC	Chevrolet Corvette

Street Modified (SM)

2017	Daniel Stainback	Northport, NY	Subaru WRX STI
2016	Daniel Stainback	Northport, NY	Subaru WRX STI
2015	David White	Chicopee, MA	Nissan 240SX
2014	Eric Hyman	Fall City, WA	Nissan GT-R
2013	Eric Hyman	Fall City, WA	Nissan GT-R
2012	Eric Hyman	Redmond, WA	Nissan GT-R
2011	Corey Ridgick	Allentown, PA	Mitsubishi Evolution
2010	Craig Wilcox	Blue Springs, MO	Mitsubishi Evolution
2009	David White	Chicopee, MA	Nissan 240SX
2008	Christopher Travis	Carmel, NY	Honda Civic
2007	Mark Daddio	Beacon Falls, CT	Mitsubishi Evolution
2006	Bob Tunnell	Superior, CO	BMW M3
2005	Vic Sias	Santa Clara, CA	BMW M3
2004	Vic Sias	Santa Clara, CA	BMW M3
2003	Bob Tunnell	Superior, CO	BMW M3
2002	Dennis Grant	Windsor, ON, Canada	Eagle Talon AWD
2001	Corey Smith	Santa Clara, CA	Audi S4
2000	Kent Rafferty	Irwin, PA	Toyota Supra

Street Modified FWD (SMF)

2017	Chris Haydu	Dallas, PA	Honda Civic
2016	Travis Robuck	Grabill, IN	Honda Civic
2015	Brian Kuehl	Durham, NH	Honda CRX
2012	Mike Forsythe	Littleton, CO	Honda Civic
2011	Tom Kotzian	Gladstone, OR	MINI Cooper S
2010	Brian Karwan	Frederick, MD	Honda Civic

Street Index 1 (S1 - Street Modified Cagegory Classes)

2019	Craig Wilcox	Grain Valley, MO	Honda Civic
2018	Erik Strelnieks	Cedar Park, TX	Nissan GT-R

Street Index 2 (S2 - SSP, ASP, BSP, and CSP)

2019	Billy Davis	Orion, MI	Mazda Miata
2018	Billy Davis	Orion, MI	Mazda Miata

Street Index 3 (S3 - DSP, ESP, FSP, and STP)

2019	Jeff Wong	Moorpark, CA	Chevrolet Camaro SS
2018	Ryan Otis	Scappoose, OR	Chevrolet Camaro

Street Index 4 (S4 - DS, GS, and STH)

2019	Ron Williams	Topeka, KS	Honda Civic Si
2018	Mark Scroggs	San Ramon, CA	Chevrolet Camaro

Race Index 1 (R1 - Modified Category Classes)

2019	Zak Kiesel	Poway, CA	Raptor F-500
2018	Jason Hobbs	St. Michael, MN	Novakar J9
2017	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2016	Tom Ellam	Livermore, CA	Omnifab Cheetah
2015	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2014	Darren Seltzer	Orlando, FL	Raptor F500
2013	Jonathan Clements	Alta Loma, CA	Monidale FF
2012	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2011	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2010	Jeff Kiesel	Poway, CA	KFR Turbo Sprite

draft

2009	Jeff Kiesel	Poway, CA	KFR Turbo Sprite

Race Index 2 (R2 - Prepared Category)

2019	Pat Washburn	Wausau, WI	Honda Civic Si
2018	Robert Lewis	Tallahasse, FL	Ford Mustang
2017	Fred Zust	Tempe, AZ	Lotus Elise
2016	Erik Strelnieks	Cedar Park, TX	Porsche Boxster
2015	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2014	Troy Acosta	Austin, TX	Porsche Boxster
2013	Fred Zust	Tempe, AZ	Lotus Elise
2012	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS
2011	Christopher Dorsey	Littleton, CO	Toyota Corolla GTS

Kart Modified (KM)

2018	Ryan Lower	State College, PA	CRG Road Rebel-Honda
2017	Larry MacLeod	Ypsilanti, MI	Tony Kart-Honda
2016	Paul Russell	San Diego, CA	Tony Kart-Honda
2015	Paul Russell	San Diego, CA	Tony Kart-Honda
2014	Paul Russell	San Diego, CA	Tony Kart-Honda
2013	Paul Russell	San Diego, CA	Tony Kart-Honda
2012	Paul Russell	San Diego, CA	Tony Kart-Honda
2011	Paul Russell	San Diego, CA	Tony Kart-Honda
2010	Paul Russell	San Diego, CA	Tony Kart-Honda
2009	Alan Sheidler	Rochester Hills, MI	Renspeed-Honda
2008	Deric "Biff" Frisch	Livonia, MI	Renspeed-Honda
2007	Russell Blume	Wichita, KS	Birel CR32
2003	Tom Harrington	Las Vegas, NV	CRG RoadRebel-Honda
2002	Tom Harrington	Las Vegas, NV	CRG Heron-Honda
2001	Paul Russell	San Diego, CA	Mac-Honda
2000	Alan Sheidler	Rochester Hills, MI	Renspeed-Honda

Classic American Muscle Index (CAM)

2019	Justin Peachey	Manheim, PA	Chevrolet Corvette Z06
2018	John Laughlin	Nashville, TN	Ford Mustang GT500
2017	Ryan Otis	Scappoose, OR	Chevrolet Camaro
2016	Dennis Healy	Lake Oswego, OR	Ford Mustang

Ladies 1 (L1)

2019	Shelly Monfort	Saratoga, CA	Chevrolet Corvette GS
2018	Tamra Hunt	Middlefield, CT	Mazda RX-8
2017	Shelly Monfort	Saratoga, CA	BMW 330Ci
2016	Christine Grice	Redondo Beach, CA	Mitsubishi Evolution
2015	Christine Grice	Redondo Beach, CA	Mitsubishi Evolution
2014	Christine Grice	Redondo Beach, CA	Mitsubishi Evolution
2013	Laurie Hyman	Fall City, WA	Nissan GT-R
2012	Beth McClure-Strelnieks	Cedar Park, TX	Porsche Boxster
2011	Barbara LeRoy-Boehme	San Diego, CA	MINI Cooper
2010	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2009	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si
2008	Karen Kraus	Harmans, MD	Subaru Impreza
2007	Jennifer Merideth	Westland, MI	Ford Shelby Mustang
2006	Meredith Brown	Los Alamos, NM	Toyota MR2
2005	Beth McClure-Strelnieks	Austin, TX	MINI Cooper S
2004	Dawn Maxwell	Phoenix, AZ	MINI Cooper
2003	Annie Bauer	Renton, WA	BMW330Ci
2002	Patty Tunnell	Superior, CO	BMW 330Ci
2001	Katie Elder	Folsom, CA	Acura Integra Type R

draft

2000	Renee Eady	Carrollton, GA	Honda Civic
1999	Jerrette Zoner	Clinton, CT	Dodge Neon

Ladies 2 (L2)

2019	Annie Gill	Renton, WA	Honda Civic Si
2018	Jordan Towns	Auburn, AL	Subaru WRX
2017	Jordan Towns	Auburn, AL	Subaru WRX
2016	Jordan Towns	Birmingham, AL	Subaru WRX
2015	Jordan Towns	Birmingham, AL	Subaru WRX
2014	Jocelin Huang	Edina, MN	Porsche 911 GT3
2013	Learic Cramer	Columbia, MD	Nissan 370Z
2012	Learic Cramer	Columbia, MD	Nissan 370Z
2011	Teresa Neidel-McKee	San Jose, CA	Mazda RX-7
2010	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2009	Annie Bauer	Renton, WA	BMW 2002
2008	Annie Bauer	Newport Beach, CA	Subaru WRX
2007	Christine Berry	Alta Loma, CA	Mitsubishi Evolution
2006	Beverlee Larsson	Anaheim, CA	BMW 325is
2005	Danielle Engstrom	Frankfort, IL	Toyota MR2
2004	Paula Whitney	Sherwood, AR	Mazda Miata
2003	Kathy Leicester-Wolfskill	Nederland, CO	BMW 325is
2002	Beth McClure	Leander, TX	Chevrolet Corvette
2001	Beth McClure	Leander, TX	Chevrolet Corvette
2000	Patty Tunnell	Superior, CO	BMW M3
1999	Jodi Fordahl	Bremerton, WA	Porsche 911

Ladies 3 (L3)

2019	Kim Whitener	Fort Worth, TX	Mazda Miata
2018	Kim Whitener	Fort Worth, TX	Mazda Miata
2017	Kim Whitener	Fort Worth, TX	Mazda Miata
2016	Tasha Mikko	Seattle, WA	Mitsubishi Evolution
2015	Kim Whitener	Fort Worth, TX	Honda Civic Si
2014	Kim Whitener	Fort Worth, TX	Honda Civic Si
2013	Kim Whitener	Fort Worth, TX	Honda CRX Si
2012	Leslie Cohen	Cardiff-by-the-Sea, CA	Honda Civic Si

Ladies 4 (L4)

2019	Chris Peterson	Hillsborough, NC	Scion FR-S
2018	Jennifer Bedell	Hillsborough, NC	Scion FR-S

Formula Junior A (JA)

2018	Mason Herrick	McPherson, KS	CRG Santana
2017	Mason Herrick	McPherson, KS	CRG Kart
2016	Riley Heaton	Omaha, NE	Birel Kart
2015	Zak Kiesel	Poway, CA	Tony Kart
2013	Zak Kiesel	Poway, CA	Tony Kart
2012	Julian Garfield	Mount Airy, MD	Arrow AX-9 4S-KT100
2011	Julian Garfield	Mount Airy, MD	Arrow AX-9 4S-KT100
2010	Julian Garfield	Mount Airy, MD	Arrow AX-9 4S-KT100
2009	David Curtis	Salt Lake City, UT	Kosmic Lawnmower
2008	Jonathan Clements	Alta Loma, CA	CRG Santana

Formula Junior B (JB)

2018	Carter Heaton	Omaha, NE	Tony Kart
2017	Carter Heaton	Omaha, NE	Tony Kart
2016	Mason Herrick	McPherson, KS	CRG Santana
2015	Mason Herrick	McPherson, KS	CRG Santana
2013	Trey White	Glen Allen, VA	Invader Kart

draft

2012	Zak Kiesel	Poway, CA	Nelson Special
2011	Zak Kiesel	Poway, CA	Nelson Special
2010	Zak Kiesel	Poway, CA	Nelson Special
2009	Julian Garfield	Mount Airy, MD	CRG Cadet KT100
2008	Julian Garfield	Mount Airy, MD	CRG Cadet KT100

Street-R Rear-Wheel-Drive (SRR)

2014	Tony Savini	Cochranville, PA	Chevrolet Corvette

Street All-Wheel-Drive (SA)

2014	David Spratte	Raleigh, NC	Audi TT

Street Rear-Wheel-Drive (SR)

2014	Eric Peterson	Hillsborough, NC	Toyota MR2 Spyder

Street Front-Wheel-Drive (SF)

2014	Trevor Jones	Onalaska, WI	Ford Focus ST

Street Prepared class A (SPA) (SSP, ASP, & BSP indexed)

2014	Tom Berry		Mitsubishi Evolution

Street Prepared class B (SPB) (CSP, DSP, FSP, & SMF indexed)

2014	Brian Kuehl		Honda CRX

Stock/Street Index 1 (S1 - SSP, ASP, CSP)

2013	Joe Tharpe	State Center, IA	Chevrolet Corvette

Stock/Street Index 2 (S2 - BSP, DSP)

2013	Eric Campbell	Canal Winchester, OH	BMW 330Ci

Stock/Street Index 3 (S3 - GS, STF, FSP, SMF)

2013	James Darden	Brighton, CO	BMW 2002

Stock/Street Index 4 (S4 - AS, FS)

2013	Tom O'Gorman	Mason, OH	Chevrolet Corvette

Stock/Street Index 5 (S5 - CS, DS, ES)

2013	Joe Barbato	Wallingford, CT	Nissan 370Z

Road Tire 2WD Stock Index (RT2)

2013	Stephen Hui	Bellevue, WA	Honda S2000

Road Tire AWD Stock Index (RT4)

2013	Paul Dodd	Albuquerque, NM	Subaru Impreza WRX

B Stock (BS)

2014	Lane Borg	San Angelo, TX	Chevrolet Corvette
2013	Nick Barbato	Wethersfield, CT	Honda S2000
2012	James Yom	Harbor City, CA	Honda S2000 CR
2011	Scott McHugh	Canyon Country, CA	Chevrolet Corvette
2010	Paul Kozlak	Litchfield, ME	Pontiac Solstice GXP
2009	Bryan Heitkotter	Fresno, CA	Mazda RX-8
2008	Carter Thompson	Murfreesboro, TN	Mazda RX-8
2007	Matthew Braun	Northville, MI	Mazda RX-8
2006	Joe Goeke	Kirkland, WA	Mazda RX-8
2005	Ron Bauer	Renton, WA	Porsche 968
2004	Jason Saini	Lake Forest, IL	Honda S2000
2003	Andy McKee	San Jose, CA	Honda S2000
2002	Andy McKee	San Jose, CA	Honda S2000
2001	Tim Aro	Richmond, VA	Toyota MR2
2000	G Warren Hahn	Boca Raton, FL	Mazda Miata
1999	Peter Raymond	Erie, CO	Mazda Miata
1998	Kevin McCormick	Roseville, CA	Mazda Miata
1997	Joe Goeke	Bothell, WA	Mazda Miata
1996	Jeff Reitmeir	Sunnyvale, CA	Porsche 944

Draft D

1995	Jeff Reitmeir	Sunnyvale, CA	Porsche 944
1994	Rich Fletcher	Durango, CO	Toyota MR2
1993	Mark Jones	Rancho Santa Margarita, CA	Toyota MR2 Turbo
1992	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1991	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1990	Mike Losert	Holly, MI	Chevrolet Corvette
1989	Ray Meeseman	Holly, MI	Chevrolet Corvette
1988	Rob Faulkner	Anaheim, CA	Mazda RX-7 Turbo
1987	Paul Kozlak	Broad Brook, CT	Mazda RX-7 GSL
1986	Roger Johnson	Fostoria, OH	Chevrolet Corvette

C Stock (CS)

2014	Jeff Stuart	Santa Barbara, CA	Nissan 370Z
2012	Kenneth Baker	Aledo, TX	Mazda MX-5 Miata
2011	Kenneth Baker	Aledo, TX	Mazda RX-8
2010	Bryan Heitkotter	Fresno, CA	Mazda MX-5 Miata
2009	Dan Pedroza	Round Rock, TX	Mazda MX-5 Miata
2008	Daniel Stone	Sheridan, IN	Pontaic Solstice
2007	Darrin DiSimo	Coral Springs, FL	Mazda MX-5 Miata
2006	Joe Tharpe	Marshalltown, IA	Pontiac Solstice
2005	Kyung Wootton	Austin, TX	Mazda Miata
2004	Steve Telehowski	Auburn Hills, MI	Mazda Miata
2003	Steve Telehowski	Novi, MI	Mazda Miata
2002	Matthew Braun	Farmington Hills, MI	Mazda Miata
2001	Barry Ott	Centennial, CO	Toyota MR2
2000	Randy Chase	San Diego, CA	Toyota MR2
1999	Michael Eckert	Powell, OH	Toyota MR2
1998	Kevin Bailey	Colorado Springs, CO	Toyota MR2
1997	Kevin Bailey	Colorado Springs, CO	Toyota MR2
1996	Jeff Altenburg	Columbia, MD	Mazda Miata
1995	Joe Goeke	Bothell, WA	Mazda Miata
1994	Michael Butler	San Francisco, CA	Mazda Miata
1993	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1992	Neal Sapp	Catonsville, MD	Honda CRX Si
1991	Bill Breedlove	Salt Lake City, UT	Datsun 240Z
1990	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1989	Todd Rupp	Carrollton, GA	Pontiac Fiero
1988	Peter Raymond	Larkspur, CO	Toyota MR2
1987	Peter Raymond	Larkspur, CO	Toyota MR2
1986	Alan McConnell	Millington, TN	Honda Civic Si

H Stock (HS)

2013	Greg Reno	Lawrence, KS	MINI Cooper
2012	Greg Reno	Lawrence, KS	MINI Cooper
2011	Greg Reno	Lawrence, KS	MINI Cooper
2010	Jeff Jacobs	Philadelphia, PA	MINI Cooper
2009	Ron Williams	Topeka, KS	MINI Cooper
2008	Tim Whalen	Williamsville, NY	Mazda3
2007	Matt Murray	Westport, CT	BMW 318i
2006	Marshall Cone	Sterling, VA	MINI Cooper
2005	Alan Dahl	Federal Way, WA	Audi 90 quattro
2004	Michael Potocki	Kenmore, NY	MINI Cooper
2003	Mark Chiles	Rocky Mount, NC	MINI Cooper
2002	Brian Garfield	Eldersburg, MD	MINI Cooper
2001	Chris Kline	St Charles, MO	Honda Civic

draft

2000	Heyward Wagner	Kernersburg, NC	Honda Civic
1999	Todd Swensen	Stow, OH	Toyota Celica
1995	Andy Hollis	Austin, TX	Mazda MX-6
1994	Jack Burns	Sylvania, OH	Mazda MX-6
1993	Jeff Reitmeir	Sunnyvale, CA	BMW 318i

A Stock (AS)

2012	Anthony Savini	Cochranville, PA	Chevrolet Corvette
2011	Anthony Savini	Cochranville, PA	Chevrolet Corvette
2010	Radomin Delgado	Glendale, CA	Porsche Cayman S
2009	Jeff Cashmore	New Berlin, WI	Chevrolet Corvette
2008	Jonathan Roberts	Richmond Hills, GA	Subaru Impreza WRX STI
2007	Jonathan Roberts	Richmond Hills, GA	Subaru Impreza WRX STI
2006	Jonathan Roberts	Richmond Hills, GA	Subaru Impreza WRX STI
2005	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2004	Paul Kozlak	Harleysville, PA	Porsche 911
2003	Matthew Braun	Farmington Hills, MI	Chevrolet Corvette
2002	Scott McHugh	Santa Clarita, CA	Chevrolet Corvette
2001	Carter Thompson	Murfreesboro, TN	Toyota MR2 Turbo
2000	Carter Thompson	Murfreesboro, TN	Toyota MR2 Turbo
1999	Thomas Harrington	Las Vegas, NV	Toyota MR2 Turbo
1998	Carter Thompson	Murfreesboro, TN	Toyota MR2 Turbo
1997	Carter Thompson	Kingsport, TN	Toyota MR2 Turbo
1996	Stacy Reitmeir	Sunnyvale, CA	Porsche 911
1995	Kevin Bailey	Colorado Springs, CO	Toyota MR2 Turbo
1994	John Ames	Colorado Springs, CO	Mazda RX-7
1993	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1992	Jamey Aebersold	New Albany, IN	Toyota MR2 Turbo
1991	Jamey Aebersold	New Albany, IN	Toyota MR2
1990	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1989	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1988	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1987	Roger Johnson	Fostoria, OH	Chevrolet Corvette
1986	Jim Thompson	Kingsport, TN	Porsche 911E

D Stock (DS)

2012	Craig Wilcox	Blue Springs, MO	MINI Cooper S
2011	Eric Simmons	Macungie, PA	Subaru Impreza WRX
2010	James Feinberg	Cary, NC	Acura Integra Type R
2009	Alex Muresan	San Jose, CA	Acura Integra Type R
2008	James Feinberg	Cary, NC	Subaru Impreza WRX
2007	Justin Rest	Westminster, MD	Subaru Impreza
2006	Kinch Reindl	Denver, CO	Acura Integra Type R
2005	Mark Smith	Denver, CO	Volkswagen Golf
2004	GH Sharp	Kernersville, NC	BMW 330ci
2003	Kevin Youngers	Greeley, CO	BMW 330ci
2002	Kevin McCormick	Lincoln, CA	Acura Integra Type R
2001	Russell Blume	Wichita, KS	BMW 318is
2000	Danny Shields	Valrico, FL	Plymouth Neon
1999	Timothy Dennison	Wappinger Falls, NY	Dodge Neon
1998	Mark Daddio	Beacon Falls, CT	Dodge Neon
1997	Mark Daddio	Beacon Falls, CT	Dodge Neon
1996	Mark Daddio	Beacon Falls, CT	Dodge Neon
1995	Bob Tunnell	Superior, CO	BMW318is
1994	Andy Hollis	Austin, TX	Honda CRX Si

draft

1993	Derek Francis	East Windsor, NJ	Honda Civic
1992	Bob Tunnell	Hermosa Beach, CA	Volkswagen Jetta
1991	Alan McConnell	Huntsville, AL	Volkswagen GTI
1990	Neal Sapp	Baltimore, MD	Honda Civic Si
1989	Alan McConnell	Huntsville, AL	Volkswagen Jetta
1988	Todd Rupp	Carrollton, GA	Pontiac Fiero
1987	Dick Varsell	Bristol, CT	Volkswagen GTI

E Stock (ES)

2012	Bartek Borowski	Elmwood Park, IL	Mazda Miata
2011	Scott Thursby	Portsmouth, RI	Mazda Miata
2010	Robert Carpenter	Knoxville, TN	Toyota MR2
2009	Nick Flynn	Morgantown, WV	Mazda Miata
2008	Robert Carpenter	Knoxville, TN	Toyota MR2
2007	Robert Carpenter	Knoxville, TN	Toyota MR2
2006	Paul Brown	Los Alamos, NM	Toyota MR2
2005	Paul Brown	Los Alamos, NM	Toyota MR2
2004	Paul Brown	Los Alamos, NM	Toyota MR2
2003	Jeff Cashmore	New Berlin, WI	Toyota MR2
2002	Randy Noll	Oakland, CA	Toyota MR2
2001	Robert Carpenter	Knoxville, TN	Honda CRX
2000	Ken Rupp	Carrollton, GA	Toyota Celica GT
1999	Mike Johnson	Richmond, VA	Honda Civic Si
1998	Steve Brolliar	Melbourne, FL	Plymouth Neon
1997	Steve Brolliar	Melbourne, FL	Dodge Neon
1996	Steve Brolliar	Cocoa Beach, FL	Dodge Neon
1995	Erik Strelnieks	Atlantic Beach, FL	Dodge Neon
1994	Steve Brolliar	Madison, AL	Dodge Neon
1993	TC Kline	Hilliard, OH	BMW 318
1992	Mark Daddio	Beacon Falls, CT	Chevrolet Camaro IROC-Z
1991	Jeff Altenburg	Catonsville, MD	Pontiac Firebird
1990	Jeff Altenburg	Orlando, FL	Chevrolet Camaro IROC
1989	Jeff Altenburg	Orlando, FL	Ford Mustang
1988	John Ames	Colorado Springs, CO	Ford Mustang LX
1987	John Ames	Colorado Springs, CO	Ford Mustang LX
1986	John Ames	Colorado Springs, CO	Ford Mustang LX

F Stock (FS)

2012	Mark Daddio	Beacon Falls, CT	Ford Mustang Shelby GT
2011	Mark Daddio	Beacon Falls, CT	Ford Mustang Shelby GT
2010	Sam Strano	Knoxdale, PA	Ford Mustang GT
2009	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2008	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2007	Sam Strano	Knoxdale, PA	Ford Mustang Shelby GT
2006	Jason Burns	York, PA	Ford Mustang
2005	David Schotz	Simi Valley, CA	Chevrolet Camaro
2004	David Schotz	Granada Hills, CA	Ford Mustang
2003	Lynne Rothney-Kozlak	Harleysville, PA	Chevrolet Camaro Z-28
2002	Sam Strano	Brookville, PA	Chevrolet Camaro
2001	Paul Kozlak	Harleysville, PA	Chevrolet Camaro IROC
2000	Kevin Youngers	Greeley, CO	Pontiac Turbo TransAm
1999	Alek Tziortzis	Glenview, IL	Chevrolet Camaro
1998	Alek Tziortzis	Skokie, IL	Chevrolet Camaro
1997	Lynne Rothney-Kozlak	Harleysville, PA	Chevrolet Camaro
1996	Scott McHugh	Santa Clarita, CA	Pontiac Firebird

draft

1995	Mark Daddio	Seymour, CT	Chevrolet Camaro
1994	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1993	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1992	Dean Sapp	Catonsville, MD	Chrysler Conquest
1991	Steve Brolliar	Madison, AL	Chrysler Conquest
1990	Steve Brolliar	Madison, AL	Chrysler Conquest
1989	Paul Brown	Los Alamos, NM	Plymouth Conquest
1988	Steve Brolliar	Madison, AL	Dodge Daytona T
1987	Steve Brolliar	Madison, AL	Dodge Shadow
1986	Randy Pobst	Melbourne, FL	Volkswagen Jetta

G Stock (GS)

2012	Mark Valera	Fresh Meadows, NY	Chevrolet Cobalt SS
2011	Morgan Trotter	Temecula, CA	Dodge SRT-4
2010	Kenny Sorenson	Prince Frederick, MD	Nissan Sentra SE-R
2009	Anthony Savini	Cochranville, PA	MINI Cooper S
2008	Anthony Savini	Cochranville, PA	MINI Cooper S
2007	Ron Williams	Topeka, KS	MINI Cooper S
2006	GH Sharp	Kernersville, NC	MINI Cooper S
2005	Brian Garfield	Mount Airy, MD	MINI Cooper S
2004	Mark Chiles	Rocky Mount, NC	MINI Cooper S
2003	Brian Priebe	Mislawaka, IN	Toyota Celica
2002	Brian Priebe	Granger, IN	Toyota Celica
2001	David Fauth	Aurora, CO	Acura Integra Type R
2000	Kevin McCormick	Rocklin, CA	Acura Integra Type R
1999	John McIver	Northville, MI	Mitsubishi Eclipse
1998	Mark Allen	Jacksonville, FL	Mistubishi Eclipse
1997	David Schotz	Phoenix, AZ	Mazda MX-6
1996	Dean Sapp	Catonsville, MD	Chevrolet Camaro
1995	Danny Shields	Valrico, FL	Mazda MX-6
1994	Danny Shields	Valrico, FL	Mazda MX-6
1993	John Ames	Colorado Springs, CO	Ford Probe GT
1990	Andy Hollis	Baldwin, MD	Honda CRX Si
1989	Steve Brolliar	Madison, AL	Dodge Shadow

Ladies 4 (L4)

2012	Linda Duncan	Topeka, KS	MINI Cooper

Road Tire Stock Class (RT)

2012	Andrew Barrette	Old Greenwich, CT	Subaru Impreza WRX

HONDA® TUNER CHALLENGE CHAMPION

2010	Andy Hollis	Austin, TX	Honda Civic Si
2009	Ian Baker	Herndon, VA	Honda CRX Si
2008	Kevin McCormick	Lincoln, CA	Honda Civic
2007	Joe Tharpe	Marshalltown, IA	Honda S2000
2006	Andy Hollis	Austin, TX	Mazda Miata
2005	Joshua Sortor	Glendale, AZ	Subaru Impreza
2004	Vic Sias	Santa Clara, CA	BMW M3
2002	Dennis Grant	Windsor, ON, Can	Eagle Talon AWD
2001	Corey Smith	Santa Clara, CA	Audi S4

Prepared 1 (P1)

2008	Keith Brown	Des Moines, WA	Mazda Miata
2007	Keith Brown	Des Moines, WA	Mazda Miata
2006	Tracy Ramsey	Hinckley, IL	Toyota MR2
2005	John Brown	Maynardville, TN	Toyota MR2
2004	John Brown	Maynardville, TN	Toyota MR2

draft

1998	John Thomas	Meridian, MS	Honda Civic
1997	John Thomas	Meridian, MS	Honda Civic
1996	John Thomas	Meridian, MS	Honda Civic
1995	Wayne Snyder	Grand Rapids, MI	SRE Spitfire
1994	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1993	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1992	Craig Nagler	Agoura, CA	Mazda RX-7 Turbo
1991	Mark Shuler	West Hills, CA	Mazda RX-7 Turbo
1990	Kevork Derderian	Lake Forest, IL	Triumph TR-8
1989	Kevork Derderian	Lake Forest, IL	Chevrolet Corvette
1988	Kevork Derderian	Chicago, IL	Chevrolet Corvette
1987	Kevork Derderian	Barrington, IL	Chevrolet Corvette
1986	Bob Jardine	West Covina, CA	Sunbeam Tiger

Modified 1 (M1)

2008	Jeff Kiesel	Poway, CA	KFR Turbo Sprite
2007	Jeff Kiesel	Poway, CA	3 Rotor Sprite
2006	Gary Godula	Farmington Hills, MI	Reynard 88F
2005	Gary Godula	Farmington Hills, MI	Reynard FF
2004	Tom Harrington	Las Vegas, NV	CRG/Honda
1998	Guy Ankeny	Simi Valley, CA	Tiga S2000
1997	John Engstrom	Mt Prospect, IL	Formula 500
1996	Josh Sirota	Mountain View, CA	Citation FF
1995	Guy Ankeny	Simi Valley, CA	Ralt RT-5
1994	Guy Ankeny	Simi Valley, CA	Ralt RT-5
1993	George Bowland	Gahanna, OH	BBR Special
1992	Bud Imming	Sierra Vista, CA	Ralt RT-5
1991	George Bowland	Fairfax, VA	Special
1990	Colan Arnold	Des Moines, IA	Lola T-252
1989	Todd Bowland	Fairfax, VA	Legrand Supervee
1988	George Bowland	Fairfax, VA	Legrand Supervee
1987	Bill Goodale	Milford, MA	TUI BG-5
1986	Bill Goodale	Milford, MA	Lola JF-85

Bonus Challenge

2006	Harold Olsen	Folsom, CA	Chevrolet Corvette Grand Sport

A Prepared (AP)

2003	Chris Cox	Morgan Hill, CA	BMW M3

B Prepared (BP)

2003	Steve Oblenes	Garden Grove, CA	Mazda RX-7 Turbo
2002	Steve Oblenes	Garden Grove, CA	Mazda RX-7 Turbo
2001	Steve Oblenes	Garden Grove, CA	Mazda RX-7 Turbo

C Prepared (CP)

2003	Tracy Sandberg	Winterset, IA	Chevrolet Camaro
2002	Vesko Kazarov	Salt Lake City, UT	Ford Mustang
2001	Tommy Regan	Leander, TX	Chevrolet Camaro

D Prepared (DP)

2003	Chris Lindberg	Utica, MI	Mazda Miata
2002	Chris Lindberg	Shelby Township, MI	Mazda Miata
2001	Stan Whitney	Grapevine, TX	Mazda Miata
2000	Stan Whitney	Grapevine, TX	Mazda Miata
1999	Stan Whitney	Grapevine, TX	Honda CRX

E Prepared (EP)

2003	Chris Dorsey	Colorado Springs, CO	Honda CRX

Draft

2002 John Thomas	Meridian, MS	Honda Civic
2001 John Thomas	Meridian, MS	Honda Civic
2000 Tom Lombardo	Oxford, MS	Honda Civic
1999 Grady Wood	Heber Springs, AR	Honda CRX

C Modified (CM)

2003 Gary Godula	Farmington Hills, MI	Reynard FF
2002 Gary Godula	Lake St Louis, MO	Reynard FF
2001 Gary Godula	Lake St Louis, MO	Reynard FF
2000 Gary Godula	Novi, MI	Reynard FF88
1999 Gary Godula	Novi, MI	Reynard FF88

D Modified (DM)

2003 Kyle Watkins	Broomfield, CO	Lotus Super 7
2002 Del Long	Cedar Rapids, IA	CMC Locost 7

E Modified (EM)

2003 Benny Dement	Bonnerdale, AR	Mazda/Healey Sprite
2001 Benny Dement	Bonnerdale, AR	Mazda/Healey Sprite

F Modified (FM)

2003 Chuck Voboril	Fountain Hills, AZ	Zink Z19
2002 Chuck Voboril	Fountain Hills, AZ	Zink Z19

Street Touring® R (STR - R-Compound Tire)

2001 Grady Wood	Heber Springs, AR	Honda Civic Si
2000 Grady Wood	Heber Springs, AR	Honda Civic SI
1999 George Perinis	Leesburg, VA	Nissan Sentra SE-R

A Modified (AM)

2001 John Engstrom	Mt Prospect, IL	Corellian Pod Racer

OVERALL CLUB CHAMPION

1999 Nat'l Series - Glen Hernandez	Bothell, WA	Porsche 924S
1998 Scotty White	Puyallup, WA	Chevrolet Corvette
1997 Kumar Viswalingam	Cincinnati, OH	Mazda Miata
1996 Open - Rad Vach	Plymouth, MI	Mazda Miata
Ladies - Beverly Vach	Plymouth, MI	Mazda Miata

Pro 1 (P1)

1999 John Thomas	Tampa, FL	Honda Civic

Pro 2 (P2)

1999 Tom Berry	Alta Loma, CA	Mazda RX-3

Pro 3 (P3)

1999 Gary Thomason	Oceanside, CA	Chevrolet Corvette

Pro 4 (P4)

1999 Carter Thompson	Murfressboro, TN	Toyota MR2 Turbo

Pro 5 (P5)

1999 Alan Dahl	Federal Way, WA	Mazda Miata

Pro 6 (P6)

1999 Mark Daddio	Beacon Falls, CT	Dodge Neon

Pro ST (PST)

1999 Mark Allen	Jacksonville, FL	Acura Integra

B Modified (BM)

1999 Paul Russell	San Diego, CA	MAC

Ladies Class (L)

1999 Kay Bailey	Colorado Springs, CO	Toyota MR2
1998 Kay Bailey	Colorado Springs, CO	Toyota MR2
1997 Kay Bailey	Colorado Springs, CO	Toyota MR2

Draft

1996	Renee Eady	Carrollton, GA	Mazda Miata
1995	Sally Brown	Danville, CA	Porsche 911
1994	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet Camaro
1993	Lynne Rothney-Kozlak	Broad Brook, CT	Chevrolet Camaro
1992	Stacy Reitmeir	Sunnyvale, CA	Porsche 914
1991	Stacy Reitmeir	Mountain View, CA	Porsche 914

Index Street Prepared (ISP)

1998	Curt Ormiston	Huntington Beach, CA	Porsche 911
1997	Daniel Popp	Cincinnati, OH	Chevrolet Corvette

Club Class:

1996	Open - John Engstrom	Mt Prospect, IL	Red Devil 440
	Ladies - Katie Elder	Kensington, CA	Mazda Miata

Modified 2 (M2)

1994	Peter Raymond	Erie, CO	Citation Formula Ford
1993	Jeff Altenburg	Catonsville, MD	Ralt RT-5
1992	David Johnson	San Diego, CA	Tiga S2000
1991	Peter Raymond	Erie, CO	Citation FF
1990	Fred Miranda	Ventura, CA	Triumph Spitfire
1989	Bryan Kinser	Elgin, IL	Austin-Healey Sprite
1988	Bob King	Fresno, CA	Austin-Healey Sprite
1987	Bob King	Fresno, CA	Austin-Healey Sprite
1986	Harry Gompf	Lexington, KY	Porsche 914/6

Modified 3 (M3)

1994	Wayne Snyder	Grand Rapids, MI	SRE Spitfire
1993	Peter Raymond	Erie, CO	Citation FormulaFord

Prepared 2 (P2)

1993	John Thomas	Memphis, TN	Honda Civic
1992	Bill Cadenhead	Hespera, CA	Volkswagen Bug
1991	Chuck Sample	Ft Wayne, IN	Fiat X1/9
1990	Leonard Baptiste	Hacienda Heights, CA	Datsun 510
1989	Chuck Sample	Ft Wayne, IN	Fiat X1/9
1988	Randy Herrick	Topeka, KS	Austin-Healey Sprite
1987	Wayne Snyder	Grand Rapids, MI	Triumph Spitfire
1986	Bill Cutrer	Topeka, KS	Fiat X1/9

Mini Sport (MS)

1992	Dan Cadenhead	Alpine, CA	Toyota Paseo

Truck Sport (TS)/Solo® Truck (ST)

1991	Tony Mashburn	Carrollton, GA	Toyota Pick-up
1990	Tony Mashburn	Carrollton, GA	Toyota Pick-up

III. NATIONAL SOLO1® CHAMPIONSHIPS 1986 - 1990

SSGT Solo I®

1990	Paul Davis		Chevrolet Camaro Z-28

SSGT Solo II®

1990	Ron Baker	Carson City, NV	Ford Mustang

SSB Solo I®

1990	Mark Ishikawa	San Francisco, CA	Honda CRX Si

SSB Solo II®

1990	John Beckwith	Oakland, CA	Honda CRX Si

SSX

1990	Eric Eckman	Indianapolis, IN	Pontiac Fiero

draft

ITA

1990	Rob DeBardeleben	Orlando, FL	Mazda RX-3
1989	Luis Rivera	Littleton, CO	Mazda RX-2
1986	Louise Langdon	Northridge, CA	Mazda RX-3

ITC

1990	Ken Kimbell		Ford Fiesta
1989	Rob Heiser		Toyota Corolla

A Street Prepared

1990	Scott Holley	Noblesville, IN	Porsche 911S
1986	Bill Breedlove	Salt Lake City,UT	Datsun 240Z

B Street Prepared

1990	Tommy Saunders	Roanoke, TX	Chevrolet Corvette
1986	Joseph Ulman	Mississauga, Canada	Chevrolet Corvette

C Street Prepared

1990	Jinx Jordan	Vernon, CT	Honda CRX
1986	Mark Chiles	Palm Bay, FL	Dodge Omni GLH

D Street Prepared

1990	Kevin Taylor	Dolton, IL	Suzuki Swift GT
1986	Donald Gerhard	Weatherly, PA	MG B

E Street Prepared

1990	John Ames	Colorado Springs, CO	Ford Mustang

B Prepared

1990	Barry Schonberger	Evansville, IN	Sunbeam Tiger
1986	Rodney Derrick	Salt Lake City, UT	Chevrolet Corvette

F Prepared

1990	Gary Wigglesworth, Sr	Dover, PA	Porsche 914/6
1986	Hal Kelley	St Petersburg, FL	Porsche 911

A Modified

1990	Robert Maurer	Pella, IA	Lola T-320

E Modified

1990	Corky Sayles	Amarillo, TX	Porsche 914/6
1986	Bob King	Fresno, CA	Austin-Healey Sprite

GT1

1990	Craig Nagler	Agoura Hills, CA	Mazda RX-7 Turbo II
1989	Larry Park	Fremont, CA	Chevrolet Corvette
1988	Larry Park	Fremont, CA	Chevrolet Corvette
1987	Kevork Derderian	Barrington, IL	Chevrolet Corvette
1986	Rob DeBardeleben	Orlando, FL	Porsche 911

GT2

1990	John Aitken	Lexington, KY	Porsche 914/6
1989	Scott Holley	Noblesville, IN	Porsche 911S
1987	Tony Giordano	Overland Park, KS	Datsun 240Z
1986	Ray Hill	Union City, GA	Mazda RX-7

GT3

1990	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1989	Bob Langdon	Lacanada, CA	Mazda RX-4
1988	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1987	Charlie Clark	Lenexa, KS	Chevrolet Corvair
1986	Charlie Clark	Lenexa, KS	Chevrolet Corvair

GT4

1990	Chuck Noonan	Barre, MA	Honda Civic

draft b

1988	James Harvey	Oliver Springs, TN	Datsun 510
1987	James Harvey	Oliver Springs, TN	Datsun 510

E Production

1989	Ken Kimball		Alfa Romeo Spider

F Production

1990	Duane Dunham	Woodstock, GA	Triumph Spitfire
1989	Duane Dunham	Woodstock, GA	Triumph Spitfire
1988	Randy Herrick	Topeka, KS	Austin-Healey Sprite

G Production

1990	Duane Dunham	Woodstock, GA	Triumph Spitfire
1989	Duane Dunham	Woodstock, GA	Triumph Spitfire
1988	Duane Dunham	Woodstock, GA	Triumph Spitfire
1987	Duane Dunham	Woodstock, GA	Triumph Spitfire
1986	Duane Dunham	Woodstock, GA	Triumph Spitfire

Formula Atlantic

1990	Greg Scharnberg	Urbandale, IA	Ralt RT-5
1989	Scott Liebler	Manhattan, KS	Swift
1988	Scott Liebler	Manhattan, KS	Ralt RT-4
1987	Scott Liebler	Manhattan, KS	Ralt RT-4
1986	Bruce Cambern	Birmingham, MI	March 78B

Formula Ford

1990	Danny Thomas		Autodynamics
1988	Joe Ketcherside	Kansas City, MO	Citation
1987	Tom Crawford	Fairway, KS	Hawke

Formula Vee

1990	Larry Metz	Fishers, IN	Albatross 78
1989	MD Rogers	Nederland, TX	Caldwell D-13
1988	Bob Qualkinbush	Blue Springs, MO	Lynx B
1987	MD Rogers	Nederland, TX	Caldwell
1986	MD Rogers	Nederland, TX	Caldwell D-13

Formula 440

1990	John Kinney		Zink Z-19
1989	Bill Fisher	Tucson, AZ	KBS Ramblebee

C Sports Racer

1990	Joe Garner		LolaT440
1989	Ken Steffens		Preston
1988	Harry Mann	Merrimack, NH	Brama
1987	Randy Pobst	Melbourne, FL	Toyota FX-16

D Sports Racer

1990	Charles Smith	Pleasant Hill, MO	LeGrand
1989	Ken Steffens	Wichita, KS	Preston
1987	Mike Wright	Des Moines, IA	Lotus 7
1986	Duck Waddle	Hutchinson, KS	

SGT

1989	Eric Eckman	Indianapolis, IN	Pontiac Fiero
1986	Grant Byers	Ventura, CA	Chevrolet Corvette

SSA

1989	Greg Amy		Shelby CSX
1986	Chris Berns	Fleetwood, PA	Dodge Omni GLH

SSB

1989	David Muramoto	Parker, CO	Honda CRX Si

draft

1986	David Guinn	Dodge City, KS	Chevrolet Citation

ITS

1989	Gene Mezger	South Bend, IN	Porsche 914 2.0
1986	Bob Booth	Oakland, CA	Mazda RX-7

ITB

1989	David Guinn		Volkswagen Rabbit
1986	Randy Pobst	Melbourne, FL	Volkswagen Rabbit

A Sports Racer

1989	Bill Pratt		Ralt
1988	Colan Arnold	Des Moines, IA	Lola T252
1987	Colan Arnold	Des Moines, IA	Lola T252

Stock 1

1988	Steve Zink	Farmington, UT	Chevrolet Corvette
1987	Grant Byers	Ventura, CA	Chevrolet Corvette

Stock 2

1988	Lindsay Lowe	Marietta, GA	Porsche
1987	David Muramoto	Denver, CO	Honda CRX Si

Stock 3

1988	Ruth Ann Plut	Bountiful, UT	Datsun 280Z
1987	Lindsay Lowe	Marietta, GA	Porsche 944

Stock 4

1988	Erick Eckman	Indianapolis, IN	Pontiac Fiero
1987	Mark McGowan	Toledo, OH	VW Golf GTI

Stock 5

1988	John Ames	Colorado Springs, CO	Ford Mustang LX
1987	John Ames	Colorado Springs, CO	Ford Mustang LX

Stock 6

1988	Mark Ishikawa	San Francisco, CA	Ford Mustang SVO
1987	Mark Ishikawa	San Francisco, CA	Ford Mustang SVO

Street Prepared 1

1988	Scott Holley	Noblesville, IN	Porsche 911S
1987	Scott Holley	Noblesville, IN	Porsche 911S

Street Prepared 2

1988	Wilson Wright	Stockbridge, MA	Chevrolet Corvette
1987	Rod Derrick	Salt Lake City, UT	Chevrolet Corvette

Street Prepared 3

1988	Elliott Harvey	Lakeland, FL	Datsun SRL311
1987	Bill Breedlove	Salt Lake City, UT	Datsun 280ZX

E Prepared

1988	Bill Breedlove	Salt Lake City, UT	Datsun
1986	Bob Langdon	Lacanada, CA	Mazda RX-3

Formula Continental

1988	Jack Tovey	Plainfield, IN	Dream T-86

Spec Racer

1988	Terry Templeton	Kearney, MO	

B Stock

1986	Lindsay Lowe	Marietta, GA	Porsche 944

E Stock

1986	Danny Shields	Valrico, FL	Volkswagen Rabbit

draft b

G Stock

1986 Bob Osborne	Springfield, IL	Toyota Supra

H Stock

1986 Art Trier	Port Jefferson, NY	Dodge Colt

D Prepared

1986 Rocky Entriken	Salina, KS	Triumph Spitfire

Sports 2000

1988 Bob Henson	Lee's Summitt, MO	Tiga

IV. SOLO® LADIES CLASSES 1973-1978

Ladies A

1978 Charlotte King	Fresno, CA	Tui Super Vee
1977 Jeanie Brandon	Tulsa, OK	Caldwell D9
1976 Cindy Hart	Galloway, OH	Tojiero FB

Ladies B

1978 Saundra Kline	Baltimore, MD	Porsche 914/6
1977 Saundra Kline	Baltimore, MD	Porsche 914/6
1976 Saundra Kline	Baltimore, MD	Porsche 914/6

Ladies C

1978 Rene Dunham	Metamora, IL	Triumph Spitfire
1977 Patricia Kelly	Pleasanton, CA	Lotus 7A
1976 Judy James	Lakewood, NJ	Honda Civic

Ladies D

1978 Sandra Schneider	Plantsville, CT	Chevrolet Corvette
1977 Kathy Martin	Ridgecrest, CA	Lotus Europa
1976 Elsie Haninger	Gahanna, OH	Porsche 911S

Ladies E

1978 Dee Schweikle	Lexington, KY	Alfa Romeo
1977 Hillary Allen	Marion, TX	Porsche 914
1976 Pam Sanborn	Needham, MA	Porsche 914

Ladies 1

1975 Karen Flippo	Oklahoma City,OK	Porsche 911T

Ladies 2

1975 Karen Gurley	Huntsville, AL	Porsche 914

Ladies 3

1975 Jane Haymie	Tulsa, OK	Austin Cooper S

Ladies 4

1975 Patricia Kelly	Pleasanton, CA	Lotus 7A

Ladies Class

1974 Saundra Kline	Baltimore, MD	Porsche 914
1973 Dee Schweikle	Lexington, KY	Alfa Romeo

V. SPECIAL AWARDS

Solo® Cup Recipients

To the SCCA® member who has made an outstanding contribution to the Solo® Events Program. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large.

2019 Jim Garry
2018 Steve Hudson
2017 Paul Brown
2016 Berry family – Tom & Theresa, Christine, Heather, and Lisa
2015 Eric & Mari Clements

draft b

2014 Robert Chrismas
2013 Doug Gill
2012 Marcus Merideth
2011 Jeff Jacobs
2010 Bill Goodale
2009 Sandi Brown
2008 Raleigh & Velma Boreen
2007 Bob Tunnell
2006 Paula Baker
2005 Lynn DeHart
2004 Al Mitchell
2003 Roger H. Johnson
2002 Lindsay Wilson
2001 Kathy Barnes
2000 Chuck & Jeanette Sample
1999 Tasha Goodale
1998 Colan Arnold
1997 Ron & Karen Babb
1996 TC Kline
1995 Andy Andrews
1994 Greg & Sam Scharnberg
1993 Howard Duncan
1992 Gregg Lee
1991 John & Pat Kelly
1990 Phil Schmidt
1989 Roger Johnson
1988 Dave and Joyce Looman
1987 Terry Bassett
1986 Lloyd Loring & Jeanne Ruble
1985 Charlie Clark
1984 Art Trier
1983 Bob Leard
1981 Rocky Entriken
1980 Pete Woodruff
1979 Bill Miller
1978 Marc Gerstein, Grant Reynolds, & Vern Jacques

Solo® Driver of Eminence Award

To the Solo® driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large. Previous winners may not be nominated again.

2019 Frank Stagnaro
2018 Tom Ellam
2017 Mike Maier
2016 Jinx Jordan
2015 Brian Peters
2014 Shelly Monfort
2013 Mark Madarash
2012 Sam Strano
2011 Mike “Junior” Johnson
2010 Jeff Cashmore
2009 Tom Berry
2008 Andy McKee
2007 Erik Strelnieks

draft b

2006 Tommy Saunders
2005 George Doganis
2004 Gary Thomason
2003 John Thomas
2002 Bob and Patty Tunnell
2001 Grady Wood
2000 Mark Daddio
1999 Roger Johnson
1998 Tom Bootz
1997 Gary Milligan
1996 Chris O'Donnell
1995 John Ames
1994 Paul Kozlak
1993 Jim McKamey
1992 Chuck Sample
1991 Bill Martin
1990 Karen Babb
1989 William Goodale
1988 Ron Flier
1987 Grant Byers
1986 Claire Ball
1985 Mary Rice
1984 Joyce Looman

Solo® Driver of the Year

To the Solo® driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo® National Championship. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large.

2019 Brian Heitkotter
2018 Jonathan Lugod
2017 Daniel McCelvey
2016 Cindy Duncan
2015 Carol Kolk
2014 Andrew Pallotta
2013 Tom O'Gorman
2012 Scott Fraser
2011 Brianne Corn
2010 Jinx Jordan
2009 Clemens Burger
2008 Sam Strano
2007 Ian Stewart
2006 Kevin Wentzel
2005 Ryan Buetzer
2004 Tim Aro
2003 Matthew Braun
2002 Andy McKee
2001 Paula Whitney
2000 Eric Pettigrew
1999 Kurt Janish
1998 Shauna Marinus
1997 John Thomas
1996 Brian Priebe
1995 Michael Butler and Jane Willis-Dickey
1994 Wade Scannell

draft b

1993 Lynne Rothney-Kozlak
1992 Bruce Domeck
1991 Tom Kline
1990 Stuart Lumpkin
1989 Bruce Dickey
1988 George Bowland
1987 Elliott Harvey
1986 Charlie Clark
1985 Wayne Snyder
1984 Ed Haigh

Solo® Rookie of the Year

Outstanding performance at a first Solo® National Championship by a driver with limited competition experience. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large.

2019 Ken Roller
2018 Ryan Field
2017 Mark Dudek
2016 Nicholas Chu
2015 Tamra Hunt
2014 Mark Scroggs
2013 Darren Seltzer
2012 Tristan Littlehale
2011 Jonathan Lugod
2010 Andrew Pallotta
2009 Katy Nicholls
2008 Stephen Yeoh
2007 Jason Collett
2006 Bryan Heitkotter
2005 GJ Dixon
2004 Andy Aust
2003 Shawn Mundis
2002 Mary Medicus
2001 Randy Noll
2000 Kyung An
1999 Lori Robertson
1998 Kelly Bowland
1997 Mike Maier
1996 Rob Luis
1995 Michael Plumer
1994 Kim Knapp
1993 Richard Coffey
1992 Roy Melling
1991 Mal Kooiman
1990 Tom Kotzian
1989 Steve Hoelscher
1988 Mark Daddio
1987 Stacy Lynd
1986 Dan Livezey
1985 Lou Albertson
1984 Betsy Blackburn

Triad Award

A driver must accomplish three feats in a single class: win one of the States Championship National Tour, win a Tire Rack® Divisional Championship (2009-11) or a

draft b

regular Tire Rack® National Tour (2012), and win the Tire Rack® Solo® National Championship events.

2019 Jenefer Bedell, Brian Karwan, Mike Leeder, Josh Luster, David Marcus, Philip Mitchell, Alex Piehl, Grant Reeve
2018 Jeremy Foley, Tara Johns, Jonathan Lugod, Larry MacLeod, Andrew Pollotta, Randall Wilcox
2017 Mike King, Jonathan Lugod, Daniel McCelvey, Brian Peters, Mark Scroggs, Sam Strano, Randall Wilcox
2016 Jinx Jordan, Deanna Kelly, Daniel McCelvey, Dennis Sparks, Robert Thorne, James Yom, Jeff Wong
2015 Laura Harbour, Rachel Kerswill, Steve O'Blenes, Dave Ogburn, Brian Peters, Patrick Salerno, Mark Scroggs
2014 Lane Borg, Lee Chhit, Gwen Habenicht, Laurie Hyman, Dave Montgomery, Eric Peterson
2013 Geoff Clark, Learic Cramer, Jason Frank, Jeff Kiesel, Aaron Miller, Shelly Monfort, Nick Myers, Tom O'Gorman, Brian Peters, Joe Tharpe, Carter Thompson, Robert Thorne, David Whitener, Kim Whitener, Fred Zust
2012 Lane Borg, Bartek Borowski, Clemens Burger, Andy Hollis, Tara Johns, Jeff Kiesel, Mark Madarash, Shelly Monfort, Joe Tharpe, Carter Thompson, Kim Whitener
2011 Bartek Borowski, Geoff Clark, Donald Elzinga, Jeff Kiesel, Mark Madarash, Andy McKee, Doug Rowse, David White, Fred Zust
2010 Bartek Borowski, Clemens Burger, Matthew Braun, Jeff Cashmore, John Ma, Brian Peters, Sam Strano, Dan Wasdahl, Craig Wilcox
2009 Clemens Burger, Jeff Cashmore, Mark Madarash, Michelle Seelig

Johnson Spirit of the Sport Award

To the SCCA® Solo® community member that brings the spirit of fun to their fellow members, as symbolized by the message engraved on the perpetual award: "Johnson Spirit of the Sport Award, presented annually by the Royal Order of the Sheep to a member of the flock that upholds the spirited virtues of FUN, CAMARADARIE, and TOM-FOOLERY. This award is named in honor of the inaugural recipient, the Exalted Grand Shepherd, Roger E. Johnson." The award is selected annually by the previous three recipients.

2019 Bryan Hayes
2018 The Eh Team
2017 Tim White
2016 Eric & Laurie Hyman
2015 Perry Bennett
2014 Van Townsend
2013 Charlie Davis
2012 Danny Kao
2011 Atlanta Brotherhood
2010 Road Trip Racing Team
2009 Mike McClintock
2008 Tommy Saunders
2007 Ron Bauer and Kevin Dietz
2006 Team Underdog
2005 Howard Duncan
2004 Scotty B White
2003 Mike "Junior" Johnson
2002 Patty Tunnell
2001 Dean Sapp
2000 Dick Berger
1999 Sandi Brown-Wood

draft

1998 Roger H Johnson
1997 Roger E Johnson

Dick Berger Perseverance Award

The award recognizes someone each year who is undaunted by limited success over many National Championship events, but keeps coming back to enjoy the camaraderie, community, and hopes for a trophy in competition.

2019 Raleigh Boreen
2018 Bob Barone
2017 Charlie Davis
2016 Rocky Entriken
2015 Dick Berger and Jim Murphy

Kelly Cup

To the SCCA® member who has shown extraordinary dedication and contribution to a Regional Solo® Events Program. The Kelly Cup is named in honor of John and Pat Kelly for their tireless leadership efforts in developing a strong and sustainable Solo® program in the San Francisco Region. Kelly Cup finalist are chosen by the Solo® Development Coordinators from nominations submitted by the membership at large, with the recipient selected by the Solo® Events Board. The award is to be presented at the Region's annual banquet, Regional convention, or other similar event in the recipient's Region.

2018 Lloyd Loring
2017 Perry Aidelbaum
2016 John & Pat Kelly

Rothney-Kozlak Cup

This award is presented annually to the top finishing female driver participating in an open class at the SCCA® Solo® National Championships. The recipient will either have the widest margin of victory in an open class (if one or more female drivers win) or the closest margin to the winner of an open class (if no female driver wins an open class) regardless of where she placed in the class.

The cup is named in honor of Lynne Rothney-Kozlak for her leap of faith into open class competition at the SCCA® Solo® National Championships in 1994, decades of sustained competition in open classes, and mentoring other women to advance their driving skills by competing against the top drivers in SCCA® Solo®.

2019 Tamra Hunt
2018 Tamra Hunt
2017 Tamra Hunt

Solo® Nationals FTD Trophy presented by Small Fortune Racing

2018 Larry MacLeod
2017 Marshall Grice
2016 Marshall Grice
2015 Matthew Ellam
2014 Dan Wasdahl
2013 Dan Wasdahl
2012 Dan Wasdahl
2011 Michael Stanley
2010 Dan Wasdahl
2009 Clemens Burger
2008 Dan Wasdahl
2007 Jeremiah McClintock
2006 Todd Bowland
2005 George Bowland
2004 Chuck Sample
2003 George Bowland

Draft

2002 Gary Milligan
2001 John Engstrom
2000 Gary Milligan
1999 William Goodale
1998 Gary Milligan

Solo1® Event of the Year

To the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large.

1997	Solo® Trials Nationals	Colorado Region
1995	Chimney Rock Hillclimb	Central Carolinas Region
1994		Central Carolinas Region
1989		Blue Mountain Region
1987		Central Carolinas Region
1985		Atlanta Region

Solo® Divisional of the Year

To the host region of an event of singular high quality, including inventive and enjoyable concept, smooth organization and execution, and consideration for the competitor. The winner is selected by the Solo® Events Board from nominations submitted by the membership at large.

2011	Southern Pacific Division	California Sports Car Club
2010	Great Lakes Division	
2009	Central Division	
2008	Northern Pacific & Southern Pacific Div	California Sports Car Club
2007	Great Lakes Division	
2006	Northeast Division	Finger Lakes & Western New York Regions
2005	Southwest Division	Texas Region
2004	Midwest Division	Oklahoma Region
2003	Northern Pacific Division	Reno Region
2002	Northeast Division	
2001	Central Division	
2000	Midwest Division	St Louis Region
1999	Central Division	
1998	Midwest Division	Kansas Region
1997	Southwest Division	Delta Region
1996	Northeast Division	New England Region
	Southeast Division	Atlanta Region
1995	Northern Pacific Division	San Francisco Region
	Southeast Division	Dixie Region
1994	Northern Pacific Division	Northwest Region
	Southwest Division	Lone Star Region
	Midwest Division	Salina Region
1991	Midwest Division	Des Monies Valley Region
1990	Southwest Division	Texas Region
1989	Central Division	Southern Indiana Region
1988	Southern Pacific Division	California Sports Car Club
1987	Midwest Division	Nebraska Region
1986	Northeast Division	Susquehanna Region
1985	Central Division	Milwaukee Region

Regional Solo2® of the Year

1986	Speed Week Opener	Glen Region

draft

Street Solo2® of the Year

1986	Bayfield Grand Prix	Colorado Region
	Vallejo Grand Prix	San Francisco Region
1985	Rabbit Fest Copperas Cove	Texas Region

draft b