



ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM

Effective January 1, 2014

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These regulations are intended to assist in the conduct of national competitions.

ASN territories and regions may adopt these regulations for use within their jurisdictions if they choose to do so including the sole responsibility for the administration thereof.

These regulations are a guide to further general safety and in no way a guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of or compliance with these Regulations.

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ASN Canada FIA is the governing body of motorsport in Canada
appointed by the Fédération Internationale de l'Automobile

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Hosted by Moncton Motor Sport Club

@ Slemon Park PEI August 1 – 3

www.nationalautoslalom.ca



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ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS-AUTOSLALOM

ASN Canada FIA (ASN) reserves the right at any time and from time to time to alter these regulations. Such alterations or additions will be published in the form of revised regulations or bulletins. Changes to these regulations will become effective on the date issued unless amended or revoked by ASN. Questions concerning rule clarification should be directed to the ASN SoloSport Committee.

These regulations were established by the ASN and are intended to assist in the orderly conduct of SoloSport events and to further participant and spectator safety.

The text of these regulations was originally drafted in English and may be translated into other languages. In case of a dispute between the English text and that of any other translation, the English text shall prevail. In this rulebook, any reference to the masculine shall include the feminine, and references to the singular shall include the plural.

By participation in these events, all participants are deemed to have agreed to be bound by this rulebook. The interpretation and determinations of these regulations by ASN officials shall be final and binding. In order to maintain a sporting nature, to achieve prompt competition results, and in consideration of the benefits to them, all members, clubs, officials of ASN hereby agree that:

Determinations by ASN officials are non-litigable;

No litigation shall be initiated against ASN. ASN territories or their members and officials to reverse or modify results of such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and

Where a person initiates or maintains litigation in violation of this provision, that person agrees to reimburse ASN for all costs associated with the legal action.

Items differing from previous editions are indicated by the line border to the left of the revised text.

1. TERMINOLOGY

The following definitions are adopted for use in ASN SoloSport Regulations, Appendices and Supplementary Regulations.

- ASN:** ASN Canada FIA, the National Sporting Authority recognized by the FIA as sole holder of the sporting power in Canada.
- Automobile:** A land vehicle with a minimum wheelbase (measured between front and rear wheel centres) of 152 cm (60 inches) propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; The steering must be ensured by at least two wheels and the propulsion by at least two of the wheels.
- ASN National SoloSport Committee:** A group of nationally appointed individuals responsible for the administration of SoloSport events and enacting the policies adopted by ASN.
- CAC:** ASN Canada FIA Canadian AutoSlalom Championship.
- Category:** Category is a grouping of vehicles based upon their degree of preparation as outlined in this rulebook. Categories shall be named Stock, Street Touring, Street Prepared, Street Modified, Prepared, and Modified.
- Class:** A Class is a grouping of vehicles within a Category that are deemed to have similar performance potential in that Category. Classes are named alphabetically according to the Vehicle Classification Schedule in this rulebook.
- Club:** A body recognized by ASN as a club.
- Competition:** A contest, governed by the applicable event regulations, in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.
- Competitor:** A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.
- Control Line:** A line, at the crossing of which a vehicle is timed: i) start line is the first control line, with or without timing; ii) finish line is the final control line, with or without timing.
- Course:** The route to be followed by competitors in a competition.
- Driver:** A person nominated as the driver of an automobile in any competition.
- Entrant:** A person or organization whose entry is accepted for any competition.
- Event:** A competition event is an event in which an automobile takes part and which has a competitive nature or is given a competitive nature by the publication of results (also see GCR 2.14).
- FIA:** Fédération Internationale de l'automobile, the International Federation of National Automobile Clubs.

- GCRs:** ASN Canada FIA SoloSport National General Competition Rules.
- License:** A certificate of registration issued to any person or body (drivers, entrants, manufacturers, teams, officials, organizers, etc.) wishing to participate or taking part in competitions (also see GCR 2.16).
- National Event:** A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by ASN and conducted under an organizing permit issued by ASN.
- Organizer(s):** A person(s) approved by ASN or ASN territory, invested by the club of record with all necessary powers for the organization of an event and the enforcement of supplementary regulations.
- Program:** A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.
- SoloSport Event:** A SoloSport event is conducted on closed courses in which each competitor completes the course one vehicle at a time. Jurisdiction over SoloSport Events (SoloSprint, AutoSlalom, Time Attack, Lapping and Drifting) is regulated by category specific regulations (also see GCR 2.23).
- Supplementary Regulations:** Compulsory official document issued by the promoters of a sporting competition with the object of laying down the details of a competition.
- Territory:** A Canadian province or group of provinces under the authority of ASN Canada FIA.

2. AUTOSLALOM EVENT REGULATIONS

3.1. GENERAL REGULATIONS

The regulations contained in this section shall apply to AutoSlalom events.

3.1.1. AutoSlalom Event

AutoSlalom: An event generally held on a paved, flat surface where the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course design shall be such as to emphasize vehicle handling skill and maneuverability rather than vehicle performance. The course is appropriately defined so that a test of memory is not required to remain on course. The course will not require the driver to stop and/or reverse between the start and finish box of a given run. Competitors may be required to possess a valid ASN competition licence. For the purposes of this rulebook, the terms AutoSlalom, Autocross, Dual Solo shall mean the same.

Autocross: An AutoSlalom event generally held on graveled, dirt or ice/snow covered, closed courses.

3.1.2. Insurance

ASN requires that all sanctioned events have an event insurance certificate issued through the ASN insurance program. Details on policy coverage and application/report forms are available on the ASN web site (www.asncanada.com). (Also see GCR 4.20)

3.1.3. Waivers

It is a condition of the ASN insurance policy that waivers in the form specified by the insurance company be signed by all persons who participate in an event as an official, instructor, worker, student, competitor, crew member or who are permitted to enter areas normally closed to the public or spectators.

3.1.4. Disclosure

The organizer of an event should ensure that the event insurance certificate is posted at the event.

3.1.5. Incident Reports

All incidents where damage/injury may have occurred must be reported by forwarding a completed incident report form to the ASN within (48) forty-eight hours of the conclusion of the event. The incident report form should be completed for all accidents whether or not a claim is anticipated.

3.2. EVENT PROCEDURES

3.2.1. DRIVER'S MEETING

- a) Instructions to Competitors: The organizer shall call all competitors to a Driver's Meeting prior to the start of the event. All competitors are required to attend this meeting. The Organizer shall cover the following topics:
- Introduce the event officials.
 - Review the course diagram/track layout, and procedures.
 - Make sure all entrants have signed the waiver
 - Describe any penalties to be assessed. (down & out rule, off course, and DNF)
 - Review supplementary regulations: run groups, gridding, flagging, work requirements (marshaling).
- b) Organizers should have a system in place to verify attendance at the Driver's Meeting, to avoid uninformed participants on the course/track. This may be in the form of a roll call, sign off, issuance of stickers or wristbands etc. At the discretion of the Organizers, drivers missing the Driver's Meeting may be excluded, or they must receive all of the information covered, before they will be allowed to participate.

3.2.2. Application for permit for AutoSlalom events

- a) Applications for hosting an AutoSlalom event should follow the procedures set out in the applicable territory's procedures and policies.

Application to Host the ASN Canada FIA Canadian AutoSlalom Championship

The ASN Canada FIA National SoloSport Committee (NSC) has instituted a policy whereby the ASN Canada FIA Canadian AutoSlalom Championship will

alternate between eastern and western Canada yearly. The NSC conducts a bidding process for hosting the event in the early fall. An ASN affiliated club or a promoter wishing to enter a bid to host the following year's event may do so by making application.

3.2.3. Event Supplementary Regulations

- a) For non CAC AutoSlalom events, territory regulations shall govern the timelines.
- b) For CAC events, a draft set of Supplementary Regulations shall be sent to all members of the NSC for approval not later than 90 days prior to the event.

Upon approval by the Committee, the supplementary regulations shall be made available on the event web site not later than 60 days prior to the event. Copies of the approved supplementary regulations shall be sent to ASN, all territories and all members of the NSC

3.2.4. Event Documentation

All of the following are required to be posted on the event notice board:

- Event permit
- Insurance certificate
- Letter showing site authorization
- Supplementary Regulations

3.2.5. Adverse Weather Conditions

The event shall proceed without consideration of weather conditions unless such conditions make it unsafe to conduct the event and warrant special consideration by the Organizer and/or the Event Steward(s).

3.2.6. Order of Running

The vehicles should run by class. The order must not be changed once announced.

3.2.7. Impound

Impound shall be applicable to all competitors. After each run group's final run of the event, all competitor vehicles shall go directly to impound where they will be held for inspection. No work is to be performed on a vehicle between the last run and impound. All vehicles shall have hoods and trunks fully opened. Where applicable, each vehicle shall prominently display the vehicle's Preparation Point Schedule (PPS). Drivers may visually inspect each other's vehicles. The time limit for inquiries concerning eligibility of other entrants, drivers or their vehicles arising from Impound inspections is 30 minutes (GCR 9.5.i). During impound, the following minimum procedures will be administered by the Chief Scrutineer, or his representative(s), on all potential award-winning vehicles (as per unofficial results).

Stock, Super Stock, Street Prepared and Touring- Inspect for confirmation with PPS. Any tires not previously inspected may be subject to inspection here, if applicable.

Modified - Validate minimum weights (where possible) and confirmation with PPS. During weighing, if there is any question as to legality, the vehicle must be weighed in both directions.

ASN reserve the right of its designated representatives to ensure the legality of competing vehicles.

A competitor risks disqualification if he does not follow impound procedures or if his vehicle fails to meet inspection requirements at impound.

3.3. COURSE DESIGN AND EVENT SAFETY

3.3.1. Minimum Standards & Guidelines

The following standards of course design are provided to give organizers direction in designing a course and to ensure that safety precautions are in place.

Organizing an event that complies with these regulations, calls for the exercise of prudent, good judgment and common sense. The protection of participants and property should be the prime factor governing all decisions relating to course design and safety.

Caution and proper attention should be given to the location of property which might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, paddock and grid locations and the like should all be carefully considered.

Surfaces must be paved and in good condition. Gravel or any type of non-stabilized, soft surface must not be used for an AutoSlalom event, with the exception of Autocross events. Attainable speeds on the course should be taken into consideration. Courses with dips that get a vehicle airborne are to be avoided.

Pylons should be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes or gates may be used to increase safety margins at certain points in the course.

Events that require the competitor to leave the vehicle during a timed run or require the competitor to start the event from outside the vehicle are not permitted.

The running of more than one vehicle at a time is permitted, providing the vehicles are separated on the course by adequate time and distance to eliminate the possibility of a passing situation or of two or more vehicles racing with each other.

(It is highly recommended that course designers refer to the following document on designing an AutoSlalom course: Solo2 Course Design by Roger Johnson: See separate document available on the ASN website.

3.3.2. Course Outline

The direction of travel through the course should be clearly defined.

3.3.3. Surface Hazards

Care should be taken to avoid potholes, loose gravel, grates, curbs, oily spots or other such features.

3.3.4. Buildings and Structures

At no time within thirty (30) meters should a course run toward any buildings or spectator areas.

3.3.5. Immovable Objects

The course should not pass closer than eight (8) meters from any permanent object such as a lamp post, planter, curb, or tree nor should such an object be on an exit pathway of a course curve or turn.

3.3.6. Off-Camber Turns

Negative camber turns should be avoided if at all possible.

3.3.7. Minimum Dimensions

Minimum gate width should be no less than four point six (4.6) meters wide as measured between the pylon bases. Minimum distance between cones in a linear slalom should be fourteen (14) meters as measured between the pylon bases. Minimum turn radius should be no less than ten (10) meters and the radius of one turn should not overlap the next turn.

3.3.8. Course Markers

All pylons should be of standard road type, distinctly colored and a minimum of 25cm (10 in.) in height. Pylons should be heavy enough to prevent movements other than those caused by contact with a competing vehicle. Pylon locations should be clearly marked around the entire base of the pylon to assure accurate replacement and assessment of penalties.

3.3.9. Spectator Safety

Spectators should be kept well back from the course, particularly at the outside of turns and at the start/finish area. Unless protected by substantial barriers, spectator areas are to be roped off. Uninformed and misguided spectators are to be expected and adequate marshaling provisions should be made to avoid their intrusion onto the course.

3.3.10. Passengers

Passengers are NOT allowed during official runs of an event. However, passengers (as per 4.1.2 below) and instructors are allowed during non-competition runs of an event. Passengers are only allowed in the front, passenger seat.

3.3.11. Placement of Timers

Care should be taken in the course design with the location of the finish area as well as the design of the final course elements to control the speed over the timing line. The timing equipment and marshals should be placed well clear of the course.

3.3.12. Worker Stations

Adequate marshaling should be provided to staff each worker station to ensure adequate and consistent policing of course infractions. Marshaling stations should be placed so that they are visible from the main timing and scoring area, in appropriate sections of the course which allow workers an unobstructed view of the pylons in their section as well as allowing for fast and easy access to replace pylons. Each worker station should contain a fire extinguisher, a red flag, a means to log pylon penalties and other infractions and a radio in order to be in radio contact with the Clerk of the Course and scoring.

Marshals should also be instructed on their duties and advised that they remain standing while the course is active. Marshals should refrain from using cameras or personal communication devices while on the course.

3.3.13. Noise Limit

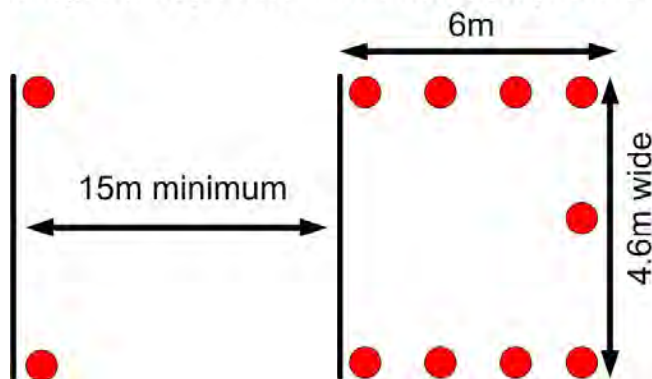
The ASN AutoSlalom noise limit is 96db unless there is an alternate noise limit for that facility/track listed in these regulations, Appendix E or if the territory has a different noise limit. National event organizers may apply to ASN for an alternate noise limit depending on event location, but such application must be approved by ASN prior to event Supplementary Regulations being published.

3.3.14. Finish Area/Stop Box Requirement

All course finishes shall be constructed either in the form of a stop box such that the competitor must come to a full stop before leaving the stop box or with sufficient distance that the competitor can slow to a walking speed within a controlled area before leaving the finish area via the direction indicated by the pylons. In all cases, a sufficient distance past the timing line must be available to safely slow or halt any vehicle from the highest possible speed attainable at the timing line without locking brakes. (A stop box should be constructed so that at least one marker must be removed to allow a vehicle to exit in a forward direction.) The finish area must also be pointed away from all spectator, parking, and staging areas.

3.3.15. Stop Box Specifications for Complete Stop

Stop Box Specifications for Complete Stop

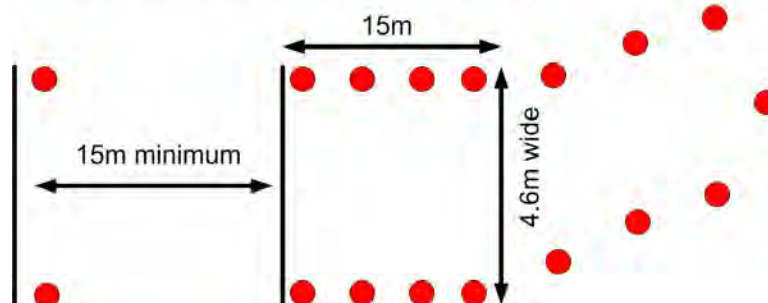


The end of the course must be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m.

The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons

3.3.16. Stop Box Specifications for Slow Rolling Design

Stop Box Specifications for Slow Rolling



The end of the course must be made into a finish box consisting of at least 11 cones arranged in the shown shape. Note: The minimum distance from the stop line to beginning of stop box is

15 meters while the stop box must be a minimum of 6m by 4.6 m with pylons narrowing the box and indicating direction to leave the course.

3.3.17. Course Maps

At or prior to the event, the organizers should provide each competitor with a map of the course(s) to be used. The organizer should post an enlarged course map for easy viewing at the event.

3.3.18. Vehicle Restrictions

No motorized vehicle, bicycle or other such device may be used on the course so as to allow any competitor the advantage of seeing the course at a speed approaching that achieved in competition. The Steward may authorize the use of such a device to facilitate the rapid replacement of markers if deemed appropriate.

3.3.19. Maximum Speed Considerations

The course shall be designed such that maximum speeds on any straight section shall not normally exceed 110km/h for the fastest stock, super stock or street prepared category vehicle. The fastest portion of the course shall be the most remote from spectators and property. There should be no straight longer than one hundred (100) meters.

3.4. TIMING AND SCORING

3.4.1. Vehicle Limits

A competitor may not register more than one vehicle for each event and he may only total points for different vehicles when the vehicles are in the same class. A competitor experiencing a mechanical failure such that it renders his primary vehicle inoperable may petition the Steward(s) to compete in an alternate vehicle that can legally be run in the same vehicle class as his primary vehicle.

3.4.2. Competitor Limits

There shall be not more than two drivers per vehicle per class unless one of the drivers competes in the next higher category or Ladies class where applicable.

3.4.3. Official Number of Runs

There shall be a minimum of two (2) timed runs for each competitor at each event. There shall be no practice runs for any competitor entered in the event. There shall be a time period for Competitors to have an opportunity to walk the course prior to commencement of the first timed run of the event.

3.4.4. Run Limits

No driver may drive the course more than the official number of runs allowed for any other entry (except for re-runs as below)..

3.4.5. Re-runs

Re-runs shall be granted only for timer failure (as described in 3.4 13), persons on course, or hazardous objects on course. The affected competitor shall be shown a red flag on course and shall stop and await the course marshal's instructions. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs. Some competitor actions may be considered sufficient cause for

disqualification by the steward(s). Any pylon penalties from the aborted run shall not carry over to the re-run. Any competitor executing a DNF prior to being 'red-flagged' is not eligible for a re-run.

3.4.6. Consecutive Runs

No driver shall make two runs back to back. There shall be a minimum five-minute space between runs made by the same vehicle either by a second driver or by the same driver, including re-runs.

3.4.7. Run Group Results

After each run group completes a run, the organizer should post the scores including the driver's name, vehicle number and class prior to the next run of the run group.

3.4.8. Scoring Format

A competitor's score for each run shall be recorded as the total time in seconds plus penalties (number of pylons). The corrected time with pylon penalties translated into time shall also be calculated.

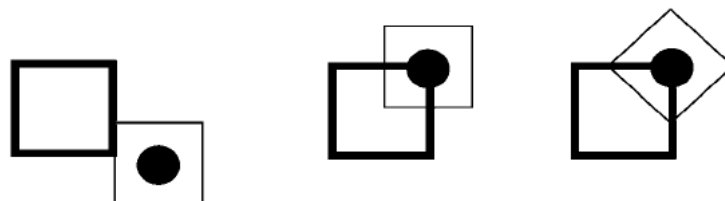
3.4.9. Down-and-Out Rule

If a pylon is not left standing in a vertical position, or is totally displaced outside its marker location, a two-second penalty shall be assessed for each such pylon during a competitor's run. No time penalties are assessed for pylons originally placed in a horizontal position.

Penalty Assessed:



No Penalty Assessed:



3.4.10. Pylon Down on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed directly and slowly off course and will then be granted a re-run. However, if the competitor completes the run, the time will stand. (The displacement of a pylon must be caused by a previous competitor or by a course marshal error.)

3.4.11. Timer Specifications

Timing shall be by electronic, electromagnetic or mechanical methods, readable to one thousandths (0.000s) of a second. Digital readouts must be used in conjunction with the automatic start/stop equipment.

3.4.12. Timer Failure

In the event of a timer failure during a run, the effected competitor(s) shall be red flagged as soon as the timer failure is noticed and a re-run granted. If the regular, approved timing system should experience a comprehensive failure, any back-up system approved by the Steward may be used. All times recorded under the previous timing system shall stand.

3.4.13. Back-up Timing System

In the absence or failure of the timing system, any system using stopwatches shall have at least two watches, readable to at least one hundredths (0.00s), which shall be averaged to determine elapsed time. To reduce the chance of human error and variability, the same operator must be used throughout any run group.

3.4.14. Basis for Scoring

The fastest time recorded for each competitor shall be used as the basis for scoring. If a tie exists, event organizers may only break this tie for the purpose of awarding trophies.

3.4.15. Ties

If identical times are recorded for two or more vehicle in the same class, the competitor's second best times will be compared for the sake of breaking the tie for awarding trophies.

3.4.16. Did Not Finish (DNF)

Any competitor deviating from the prescribed course shall have that run scored as a DNF (Did Not Finish). An airport loop shall be considered sufficient correction of an off course excursion as long as the competitor enters the course in the same spot as he left the course. An airport loop will only be allowed if executed while the competitor is being timed. A DNF will be scored if a competitor executed an airport loop before his vehicle passes the start timing line or after he passes the finish timing line.

3.4.17. Airport Loop

An airport loop is considered to have been executed when the vehicle having deviated from the prescribed course, re-enters the course at the point of deviation. Should a vehicle reverse (back-up) at any point between the start line and the finish timing line, this will be classed as an airport loop.

3.4.18. Complete Stop Requirement

Failure to come to a complete stop within the finish box shall be scored a DNF (within the finish box is defined as no part of the vehicle is beyond a line marking the perimeter). The down and out pylon 2-second penalty rule will apply to each of the stop box pylons.

3.4.19. Slow Rolling Requirement

Failure to reduce speed to 15 kph before passing the final directional indicating pylons or hitting one of the directional indicating pylons after the stop box shall be scored a DNF. The down and out pylon 2 second penalty rule will apply to each of the stop box pylons (finish marshal is judge of fact).

3.4.20. Proper Exit from the Course

If a competitor fails to exit directly from the course area after completion of the run via the stop box, his run shall be recorded as a DNF.

3.4.21. Completion of Run

If a competitor fails to complete the entire course, his run shall be recorded as DNF.

3.4.22. Scoring a DNF

A competitor recording a DNF for every timed run will not be scored, but will be used in determining class size.

3.4.23. Did Not Start (DNS)

If a competitor fails to leave the start position, his run shall be recorded as a DNS (did not start). This shall be scored in the same manner as a DNF.

3.4.24. Points Calculation

In 2 day events, the best times from both days shall be added.

3.4.25. Ranking

The Competitor having the lowest time in his vehicle classification shall be designated as a class winner and, in the CAC, National Class Champion.

3.4.26. Ladies Classes

For each vehicle class, there will be a Ladies Class, identified by the letter "L" at the end of the class name. Ladies may choose to compete in the regular class or the Ladies Class, but not both at the same time.

3.4.27. Bumping

Voluntary Class or Category Bumping Is allowed in order to facilitate the combining of classes and or to allow competitors to have a full class to compete in. See Appendix J for the recommended progression to follow when taking advantage of the voluntary class or category bumping rule.

Competitors will be permitted to voluntarily bump to the next higher class if in a non-full class.

Competitors will be permitted to voluntarily bump to the next higher category if in a non-full class, as long as they are in their correct class in that category. For example:

Chevrolet Camaro V8- moves from F/Stock to E/Street Prepared to E/Prepared to D/Modified

Bumping will only continue until the competitor has reached a full class (3 competitors). This applies for bumping class or category

Example:

Bumping Class - you cannot bump from GS to ES if DS is or will become a full class as you bump through

Bumping Category - you cannot bump from CS to CM if CSP is or will become a full class as you bump through

3.4.28. Overall National Champion

The CAC Overall Champion shall be determined by indexing each competitor's lowest time, using the SCCA Performance Adjustment Factors found in Appendix H. The competitor with the lowest time after indexing will be declared the Overall Champion.

3.5. NATIONAL EVENT RESULTS GUIDELINES

3.5.1. Results Format

All results for National events shall meet the following requirements:

Results should be structured in category (Stock, Street Touring, Street Prepared, Street Modified, Prepared, and Modified), with Classes listed alphabetically in each Category;

Class winners shall be listed in order of fastest to slowest. All times are to be displayed as the time plus the number of pylons, and the corrected time (e.g. –competitor A: 65.25 sec + 2 pylons = 69.25 sec);

Ladies Classes will be listed separately from each regular class;

A separate heading shall be used to list the top 10 competitors overall with PAX times;

A separate listing of all competitors with indexed times showing the Overall National Champion rankings.

An indication of the total number of competitors at the event.

3.5.2. Final Results -Presentation Format

All final results for National events shall meet the following requirements and shall be sent to ASN Canada FIA office, all territories, stewards, members of the ASN National SoloSport Committee, sponsors, etc.:

Details concerning the event (name, organizing club, date of event, permit number

Acknowledgement of sponsors, stewards, organizing committee, etc.

Results as per 2.5.1

3.5.3. ASN Canada FIA Canadian AutoSlalom Championship Awards

The organizer shall provide appropriate event trophies according to the following basis unless otherwise provided by supplementary regulations:

1 trophy for 3 competitors in a class;

2 trophies for 4 to 6 competitors;

3 trophies for 7 to 9 competitors;

1 additional trophy for every four additional competitors.

3.5.4. Grievance Procedures and Sportsmanship

While the right to protest in proper cases is undoubted, it should be remembered that SoloSport events are sporting events, to be conducted in a sporting manner and that all events are organized by volunteers who cheerfully give of their time and do their best.

Competitors should expect some imperfections of the organizers and fellow competitors and that, to a reasonable extent, these are part of the chances taken when entering a competition. Competitors are encouraged to discuss the problem with fellow competitors before lodging a formal protest. Inquiry, Protest, and Appeals procedures are outlined in the GCRs.

3. COMPETITOR ELIGIBILITY

4.1. Eligibility to Participate

1. To be eligible to compete as a driver, a driver must:
 - a) Hold a current provincial or state Driver's License (Graduated licenses, where the driver is authorized to drive without another licensed driver being present, are permitted.);
 - b) To enter a National Autoslalom Championship event, a competitor must hold a competition license (or membership card) issued by ASN Canada FIA or an ASN Territory that grants eligibility for AutoSlalom events, or a Day License issued by the organizing club;
 - c) Have signed the ASN Canada FIA General Waiver.
2. To be eligible to participate as a passenger, a person must:
 - d) Have the consent of the organizer;
 - e) Have signed the ASN Canada FIA General Waiver;
 - f) Wear personal safety equipment as required for the driver;
 - g) Keep hands and arms inside the vehicle at all times;
 - h) Not carry items such as food, drink, cameras, video recorders, purses, etc.

The items listed above must be presented at the time of event registration and/or scrutineering inspection.

4.2. Underage Drivers

Participants (drivers or passengers) under the age of majority for the province in which the event is taking place must also present both a completed Parental Consent Waiver and a Minor Participant Waiver at event registration.

In addition, minors participating as passengers must:

- a) Be at least 14 years old;
- b) Be in a vehicle being driven by their parent or guardian;

These waivers are available on the ASN Canada FIA web site (www.asncanada.com).

4.3. US Competitors

American residents holding an SCCA issued membership that grants eligibility for AutoSlalom events will have their memberships recognized for registration in Canadian AutoSlalom events. Additional entry requirements may be imposed, but these additional requirements must be outlined in the event's Supplementary Regulations.

4.4. Numbers

Competitor entering an AutoSlalom event must supply their own number. Each digit making up the number must be a minimum 15 cm high and 2.5 cm wide throughout and meet the approval of the organizers. The organizer should also have number digits for competitors who either do not have numbers or whose numbers do not comply with these regulations. One set of numbers must be clearly displayed on each side of the vehicle (the front doors are the preferred locations) and not more than one set of numbers may be visible at any time during a Competitor's timed run. Each competitor in a given vehicle class must have a unique number. Numbers may be repeated for other vehicle classes.

Example of Properly Identified Vehicle



4.5. Helmets

4.5.1 Helmets meeting the following FIA standards are approved for use in AutoSlalom.

FIA 8860-2004

Snell 2010 SA, 2010SAH, or 2010 M

Snell 2005 SA, or 2005 M

Snell 2000 SA, or 2000 M (both expire Dec 31, 2014)

SFI Foundation 31.1A, 31.2A or 31.1/2005

British Standards Institution BS 6658-85 type A/FR (expires Dec 31, 2013)

4.5.2 Snell 2010 M, 2005 M, or 2000 M rated helmets are not acceptable for vehicles equipped with a roll cage. These drivers require a helmet which meets one of the FIA, Snell SA, SFI or BSI standards listed above.

4.5.3 Helmets may be either open faced or closed face. They must be in good condition both inside and outside and never subjected to a crash or other severe impact.

4.6. Footwear

All competitors, workers, officials and crew members shall wear appropriate footwear that fully covers the foot while driving and working on the course. Appropriate footwear does not include sandals, slippers, open-toed shoes, etc.

4. BASIC VEHICLE PREPARATION

4.1. Basic Vehicle Eligibility

To qualify as eligible to compete in a SoloSport event, each vehicle must comply with the following minimum requirements:

- a) Have a minimum wheelbase (measured between front and rear wheel centres) of 152 cm (60 inches), a minimum front and rear track of 107 cm (42 in.), and a minimum wheel diameter of 25.4 cm (10 in.).
- b) Be propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two wheels and the propulsion by at least two of the wheels.
- c) Have a braking system that works on all four wheels simultaneously.
- d) Have a structure and bodywork that surrounds and protects the driver at least to his waist level when seated in his normal driving position.

4.2. Ineligible Vehicles

- 4.2.1. Vehicles with a high center of gravity and a narrow track, including SUVs, minivans, and 4WD pickups, are not eligible to compete.
- 4.2.2. Any vehicle, which is taller than it is wide, is not eligible for competition.
- 4.2.3. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks).
- 4.2.4. Exception: If the vehicle is listed in Appendix A ASN-SCCA Classes approved list of eligible vehicles, then the vehicle is accepted for competition.
- 4.2.5. With the vehicle tires inflated to the vehicle/tire manufacturer's specifications, the measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the track measurement from outside of tire to outside of tire on the same axle for the Track Width.

4.3. Driver Restraints

- 4.3.1. All participants shall properly wear an OE or an FIA/SFI approved seat belt (restraint system) during the event. The participant has the responsibility to ensure the seat belts in the vehicle are in good condition and properly installed.
- 4.3.2. FIA homologated harness sets must not be used in competition after the expirations date on the label affixed to the harnesses. SFI licensed harness sets must have a date of manufacture label that is no older than two years.
- 4.3.3. An OE or DOT three point restraint system is acceptable for vehicles equipped without roll bars/cages, excluding 'Modified' vehicles. An OE or DOT approved three point restraint system is also acceptable for vehicles, excluding 'Modified' vehicles, equipped with a roll bar provided the head of the competitor cannot

strike the roll bar during an incident. 'CG Lock' or other devices that lock the lap belt portion of the OE seat belt in place are also permitted.

- 4.3.4. A minimum of a four point restraint system is required for all vehicles equipped with a roll bar where the head of the competitor could strike the roll bar during an incident. Such restraint systems must meet one of the following standards: FIA Standard 8853/98, SFI 16.1 or 16.5.
- 4.3.5. A five or six point restraint system is required for all modified vehicles and vehicles equipped with a roll cage. Such restraint systems must meet one of the following standards: FIA Standard 8853/98, SFI 16.1 or 16.5.
- 4.3.6. The lap portion of a racing safety harness is permitted when used in conjunction with the shoulder strap of the original equipment seatbelt.

4.4. Harness Installation

- 4.4.1. (Please note the 'Drawings' mentioned below are to be found on the FIA web site: www.fia.com, under Regulations, then International Sporting Code and Appendices, then Article 253 -2009, Safety Equipment, Article 6)
- 5.4.2 It is prohibited for the seat belts to be anchored to the seats or their supports.
- 5.4.3 A safety harness may be installed on the anchorage points of the series car.
- 5.4.4 The recommended geometrical locations of the anchorage points are shown in Drawing 253-61.
- 5.4.5 In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45° to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10°. The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent.
- 5.4.6 If possible, the anchorage point originally mounted by the car manufacturer on the C-pillar should be used.
- 5.4.7 Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard.
- 5.4.8 In that case, the shoulder straps of 4-point safety harnesses may be installed on the rear seat lap strap anchorage points originally mounted by the car manufacturer.
- 5.4.9 For a 4-point harness, the shoulder straps must be installed crosswise symmetrically about the centre-line of the front seat. (see Drawing 253-61)
- 5.4.10 The lap and crotch straps should pass not over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. Care must be taken that the straps cannot be damaged through chafing against sharp edges.
- 5.4.11 If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear wheels for the shoulder straps.
- 5.4.12 The shoulder straps may also be fixed to the safety cage or to a reinforcement bar by means of a loop, and may also be fixed to the top anchorage points of the rear belts, or be fixed or leaning on a transversal reinforcement welded between the backstays of the cage (see Drawing 253-66).
- 5.4.13 In this case, the use of a transversal reinforcement is subject to the following conditions:
- The transversal reinforcement shall be a tube measuring at least 38 mm x 2.5 mm or 40 mm x 2 mm, made from cold drawn seamless carbon steel, with a minimum tensile strength of 350 N/mm².

- The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed downward with an angle of between 10° and 45° to the horizontal from the rim of the backrest, an angle of 10° being recommended.
- The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see Drawing 253-67 for the dimensions). These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16UNF specification. Each anchorage point must be able to withstand a load of 1470 daN, or 720 daN for the crotch straps.
- In the case of one anchorage point for two straps (prohibited for shoulder straps), the load considered will be equal to the sum of the required loads.
- For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm² and a thickness of at least 3 mm must be used.
- Principles of mounting to the chassis / monocoque:
 - General mounting system: see Drawing 253-62.
 - Shoulder strap mounting: see Drawing 253-63.
 - Crotch strap mounting: see Drawing 253-64.

The restraint system installation is subject to approval of the scrutineer.

5.5 Use of Driver Restraints

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions.

The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained.

The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.

They must also be replaced if metal parts or buckles are bent, deformed or rusted.

Any harness which does not function perfectly must be replaced.

5.6 On-Board Starters

All vehicles must be capable of self starting. Starters shall be operable from the normal driving position by the driver of the vehicle, without requiring outside assistance under normal operation.

5.7 Fluid Containment

All vehicles must be equipped with containment devices for all fluids. Where OEM systems have been removed, approved minimum one litre catch tanks for all fluids must be used.

5.8 Noise Limit

Adequate muffling devices must be installed on all vehicles with a sound level to a **maximum of 96 decibels unless there is a lower noise limit required for that facility/track listed in Appendix I, or in the Supplementary Regulations.** Organizers may apply to ASN for lower noise limits if the facility/track requires. Such limits must be sent out to all competitors in the Supplementary Regulations 60 days in advance of the event and must be posted at the site on the day of the event. Please note that some

facilities require a lower decibel reading and, in order to compete there, vehicles will have to abide by those lower decibel limits.

5.9 Noise Measurement

Measuring shall be done from a distance of fifty feet from the vehicle wherever safe to do so. The final decision as to adequacy shall rest with the Steward. Any vehicle deemed to be excessively loud must not be permitted to compete without acceptable modification being made, regardless of the existing exhaust system. Please note that some facilities have their own measurement procedures and, in order to compete there, vehicles will have to abide by those measurement procedures. Event organizers should include a notice in the event's supplementary regulations when such measurement procedures occur.

5.10 Technical Inspection

A technical inspection for all competing vehicles is to be held at the start of an event. The technical inspection consists of: a self declaration on the preparation standard of the competition vehicle, a check on compliance with mandated safety requirements and vehicle class eligibility..

5.11 Vehicle Preparation Checks

Each vehicle should be checked by the competitor prior to presentation for scrutineering and the completion of the self declaration form. During Scrutineering, scrutineers may verify compliance with any of the following:

5.11.1 Brakes

The brake pedal has a solid feel and does not sink to the floor. Brake fluid (and clutch where applicable) must be sufficient in the master cylinder reservoir and no leaks present when the system is pressurized. Brakes must operate on all four wheels.

5.11.2 Throttle

Throttle return is positive. Where the throttle is electronic, the vehicle must demonstrate throttle return.

5.11.3 Engine Compartment

Engine compartment is in good working order. Fluid containment must comply with 5.5. Belts and hoses are in serviceable condition. There are no excessive fluids (oil, water, brake) present or leaking.

5.11.4 Loose Items

There are no loose items in the interior of the vehicle. Driver's floor mat has been removed or relocated so that it cannot interfere with the operation of the pedals.

5.11.5 Road Wheels

The wheels are securely fastened with all studs/nuts present and functional. Wheels may not be reversed such that the lug hole taper does not mate with the nut/bolt. Wheels may not have missing spokes or cracks in the cast/forged units. Hubcaps, wheel discs, and trim rings that are not bolted, or otherwise permanently attached, to the wheel are removed

Wheel bearings and suspension components are functional and in good operating condition suitable for SoloSport event conditions.

5.11.6 Steering and Suspension

Steering system does not display any evidence of excessive wear or free play when the steering wheel is turned.

5.11.7 Tire Condition

Each tire has measurable tread depth as described in this provision. Measurable tread depth must be obtained at two points on the tread, which are 180 degrees apart around the tire's circumference, and within the center one-half of the tread surface that normally touches the ground, and;

The measurement points must be within tread grooves or measurement holes along a longitudinal or perimeter direction on the tire as typically found on road tires. On slick tires, the measurement points must be along a longitudinal or perimeter direction where measurement holes may be located. (Tread definition, see Section 6.1 7.)

Tires are not re-grooved or recapped.

The Competitor is required to compete on the inspected tires. Failure to do so shall result in refusal of entry or disqualification. Tires may not have cord visible at any time during competition, even if previously approved at scrutineering inspection.

5.11.8 Swing Axle Vehicles

Vehicles with rear swing axles will be prohibited unless they are de-cambered at least to zero (0) degrees or have adequate provision for limiting axle travel or "jacking". Stock axle straps may not be considered adequate.

5.11.9 Tonneau Covers

Tonneau covers are removed.

5.11.10 Batteries

Batteries are securely mounted and have the positive terminal insulated with a non-conductive material. Wet cell batteries moved from their original location are housed in a non-conductive marine type container and secured to the chassis or structure independent of the container. NOTE: This would allow the use of gel-cell batteries without requiring the marine type container.

5.11.11 Roll-over Protection

Roll-over protection is highly recommended for all open vehicles and is required for all A&B modified vehicles. Roll-over protection is required for C&D modified vehicles having 16 preparation points or more. All roll-over protection devices shall be constructed to the requirements outlined in Appendix C or D of these regulations or to the requirements of Article 253 of Appendix J of the FIA.

5.11.12 Closed Vehicle Roll-over Considerations

Bolt-in or welded roll cages or bars are allowed. In Stock and Super Stock classes, the complete assembly must be contained in the passenger compartment.

Reasonable modifications will be allowed in the interior to facilitate installation (such as holes in carpets or trim panels). For the purposes of this rule, the area behind the rear seat in a hatchback or coupe is considered part of the passenger compartment.

5.11.13 Window Requirements

Side windows may be closed or open according to the competitor's preference.

5.11.14 On-board Cameras

The mounting of on-board or in-car cameras is allowed providing the method of mounting satisfies the following conditions:

- The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and;
- The camera and camera mount do not pose a safety concern to the competitor, and;
- Secondary measures to secure the camera shall consist of a strap or similar tie-down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails;
- All remote apparatus such as battery packs, remote recording and/or transmitting devices shall be secured in a similar fashion as i) and ii) where possible. That is, these units shall not be movable during inspection.
- All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized;
- Final approval of camera mounts rests with the chief scrutineer.

5.11.15 Vehicle Modifications

Modifications to the vehicle shall be properly installed or fabricated as per the respective part manufacturer's instructions. Any modification shall be securely fastened so as to allow the proper function of both the modification and the vehicle itself-with no interference or potential interference with moving parts.

5. VEHICLE PREPARATION REGULATIONS:

ASN Canada FIA has adopted the following sections of the SCCA Solo II Rules as part of the National Autoslalom Regulations.

Sections:

12. AUTOMOBILE DEFINITIONS
13. STOCK CATEGORY
14. STREET TOURING CATEGORY
15. STREET PREPARED CATEGORY
16. STREET MODIFIED CATEGORY
17. PREPARED CATEGORY
18. MODIFIED CATEGORY

See Appendix E, F & G of the ASN Canada FIA National Autoslalom Regulations.

7. VEHICLE CLASSIFICATION LIST

ASN Canada FIA has adopted the following Appendix of the SCCA Solo II Rules as part of the National Autoslalom Regulations.

Appendix A Car Classes

Appendix B Classic American Muscle

Appendix J Bumping Order

and SCCA Class PAX Index.

See Appendix A, B, J & H of the ASN Canada FIA National Autoslalom Regulations.

7.1 GENERAL CONSIDERATIONS

7.1.1 It is the responsibility of the competitor to correctly classify his vehicle. A competitor needing assistance in classifying his vehicle should ask the event organizer for help. A competitor incorrectly classifying his vehicle may be excluded by the steward(s).

7.1.2 Unclassified vehicles (those not listed in Appendix A) may be tentatively classified by the event organizer. The NSC may reclassify tentatively classified vehicles.

7.1.3 A competitor or an official may submit a written classification request to the NSC. All requests must include detailed vehicle information and are subject to the following timetable:

Prior to January 1 of the current year, a classification request for the addition or review of any eligible vehicle may be submitted;

After January 1 of the current year, a classification request must be limited to the following:

An existing classified vehicle became available in a configuration, which may appreciably alter its performance potential;

A new model vehicle became available which is not listed in Appendix A;

7.1.4 The NSC shall endeavor to process requests within thirty (30) days of receipt. All classification and amendments shall be published as ASN bulletins.

7.1.5 A competitor must complete a preparation declaration if requested and declare all variations from authorized modifications or standard equipment. A false declaration, voluntary or not, may result in disqualification, even if the vehicle meets the preparation points limit.

7.1.6 The NSC may classify or reclassify vehicles during the year.

7.1.7 The NSC may correct improperly classified vehicles, subject to the grievance procedures contained in ASN Canada FIA SoloSport GCRs.

Appendix are as follows

8. [Appendix A ASN / SCCA Car Classifications](#)
9. [Appendix B ASN / SCCA Classic American Muscle](#)
10. [Appendix C Roll Bar Specifications](#)
11. [Appendix D Roll cage Specifications](#)
12. [Appendix E ASN / SCCA Class Preparation Rules](#)
13. [Appendix F ASN / SCCA Clarifications](#)
14. [Appendix G SCCA to ASN Rule cross reference for Append E](#)
15. [Appendix H ASN PAX Index](#)
16. [Appendix I ASN Noise Limits](#)
17. [Appendix J ASN Class Bumping Rules](#)
18. [Appendix K ASN Champions](#)
19. [Appendix L ASN Contacts](#)



ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM

Appendix A

Automobile Classes

ASN Canada FIA 2155 Leanne Boulevard, Suite 115 Mississauga, Ontario, L5K 2K8, Canada Phone: (905) 403-9000 Fax: (905) 403-8448 www.asncanada.com

These regulations are intended to assist in the conduct of national competitions.

ASN territories and regions may adopt these regulations for use within their jurisdictions if they choose to do so including the sole responsibility for the administration thereof.

These regulations are a guide to further general safety and in no way a guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of or compliance with these Regulations.

ASN does not represent or intend that a car prepared for competition according to these regulations will meet Federal and Provincial motor vehicle regulations or local highway traffic laws. At all times, it is entirely the entrant's/driver's responsibility to ensure that any car operated on public roads is in compliance with all applicable Federal and Provincial motor vehicle regulations and local highway traffic laws.

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Go-karts are not allowed in SoloSport competitions.

ASN Canada FIA is the governing body of motorsport in Canada appointed by the Fédération Internationale de L'automobile

APPENDIX A - AUTOMOBILE CLASSES

APPENDIX A - AUTOMOBILE CLASSES

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

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

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

NOC - Not otherwise classified

N/A - Normally aspirated

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 intake and exhaust valves

APPENDIX A - STREET

STREET CATEGORY

THE FOLLOWING MAKE/MODELS ARE NOT
ELIGIBLE FOR THE STREET CATEGORY:

Audi R8
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
Ferrari (NOC)
Ford GT
Lamborghini (NOC)
Lotus Elan M100
Lotus Elise SC (2008-11)
Lotus Exige S & S/C (2006-11)
Lotus Sport Elise (2006)
MINI Cooper S JCW (2002-05)
Mercedes-Benz Black Edition (all)
Nissan GT-R (2009-14)
Oldsmobile 442 HO W-41 (Sports
package option)
Pontiac Firebird Firehawk
Porsche 911 GT2 (2002-05)
Porsche 911 Turbo AWD
Porsche 911 GT3 RS (997) (2007-08)
Porsche 911 Turbo (996) (2001-05)
Saleen SC (Mustang)

EXCLUDED FROM STREET CATEGORY FOR
REASONS OF STABILITY PER SECTION 3.1:

Dodge Caliber (non-SRT)
Fiat 500 (non-Abarth)
GEO Tracker & Suzuki Sidekick
Jeep CJ series
MINI Countryman
Nissan Juke
Suzuki Samurai
Scion xB (2004-06)
Scion iQ

SUPER STREET CLASS (SS)

Audi
TT RS (2012-13)
BMW
Z8
Chevrolet
Corvette Stingray (C7) (2014)
Corvette ZR1 (2009-13)
Dodge
Viper (NOC)
Ford
Mustang Boss 302 Laguna
Seca (2012-13)
Mustang Cobra R (1993, 1995,
2000)
Lotus
Elise (non-SC) (2005-11)
Evora S (2011-14)
Exige (non-supercharged)
(2005)
Mercedes-Benz
AMG (NOC)
Porsche
911 (991, non-GT3) (2012-14)
911 (997 chassis) (2005-12)
911 GT3 (996 & 997, non-RS)
911 Turbo (930) (1974-89)
Boxster S (2009-14)
Boxster Spyder (2011-12)
Cayman R (2012)
Cayman S (2009-14)
SRT
Viper (2013-14)
Tesla Motors
Roadster (all) (2008-13)

STREET - APPENDIX A

A STREET CLASS (AS)

Acura
NSX Alex Zanardi Signature Edition

Cadillac
XLR

Chevrolet
Camaro ZL1 (2012-14)
Corvette (C6, non-ZR1) (2005-13)
Corvette Z06 (C5) (2001-04)

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

Ford
Mustang Boss 302 (non-Laguna Seca) (2012-13)
Mustang Shelby GT500 (2007-14)

Honda
S2000 CR

Lotus
Esprit Turbo (1996-2004)
Evora (non-supercharged) (2010-14)

Mazda
RX-7 (1993-95)

Pontiac
Solstice GXP (Turbo) (2007-09)

Porsche
911 (996, non-turbo) (1998-2005)
Boxster S (2005-08)
Boxster (non-S, non-Spyder) (2009-14)
Cayman (non-R, non-S) (2009-14)
Cayman S (2006-08)

Saturn
Sky Redline (Turbo) (2007-10)

B STREET CLASS (BS)

Acura
NSX (non-Zanardi Edition)

Audi
RS 4 (2007-08)
RS 5 (2013-14)
RS 6 (C5 chassis) (2003-04)
S4 (2010-14)
S5 (2008-14)
TTS (2009-14)

BMW
1 Series M Coupe (2011-12)
M Coupe & Roadster (2001-02)
M5 (2004-10)
Z4 Coupe (incl. M) (2006-08) & Roadster (incl. M) (2002-13)

Cadillac
ATS (3.6L V6)

Chevrolet
Corvette (C4, all) (1984-96)
Corvette (C5, non-Z06) (1997-2004)

DeTomaso
Pantera
Mangusta

Honda
S2000 (non-CR)

Jaguar
XKR Coupe

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

Mazda
MX-5 Miata MS-R (2007)
Miata Club Sport (2003)

Mercedes-Benz
C32 AMG (2002-04)
CLK55 AMG (2001-06)
SLK32 AMG (2002-04)
SLK350 (2005-14)
SLK55 AMG (2005-10)

Mitsubishi
Lancer Evolution (2003-14)

Nissan
350Z NISMO (2004-2008)
370Z NISMO (2009-14)

APPENDIX A - STREET

BS (CONTINUED)

Pontiac
Solstice (non-turbo) (2007-10)
Porsche
911 (993, non-turbo) (1995-98)
Boxster (986 & 987, non-S)
(1997-2008)
Boxster S (986 chassis) (2000-04)
Cayman (non-S) (2005-08)
Saleen
Mustang (non-supercharged)
Saturn
Sky (non-turbo) (2007-10)
Shelby
Cobra
Subaru
Impreza WRX STI (incl. Special Edition) (2004-14)
Toyota
Supra Turbo (1993½-98)

C STREET CLASS (CS)

BMW
M Coupe & M Roadster (1996-2000)
M3 (E30 & E36 chassis) (1988-91, 1995-99)
Z3 (6-cyl, non-M) (1997-2002)
Chevrolet
Corvette (1963-82)
Chrysler & Plymouth
Prowler
Ferrari
308 & 328
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) (2006-14)
RX-7 Turbo (1987-91)
RX-8
Mercedes-Benz
SLK
Morgan
Plus 8
Nissan
300ZX Turbo (1990-96)
350Z (non-NISMO) (2003-09)
370Z (non-NISMO) (2009-13)
Porsche
356 Carrera (4-cam)
911 (non-turbo, NOC)
911 Club Sport
914 (all)
928 (all)
944 (16v)
944 Turbo (all)

STREET - APPENDIX A

CS (CONTINUED)

968
 Carrera 2 & Carrera 4 (964)
 (1989-94)
 Scion
 FR-S
 Subaru
 BRZ
 Toyota
 MR2 Turbo
 TVR
 V6
 8-cyl

D STREET CLASS (DS)

Acura
 Integra Type R
 Audi
 A3 quattro (3.2L V6, AWD)
 (2006-09)
 A5 (2008-14)
 S4 (2000-03)
 TT quattro (AWD)
 Chevrolet
 Cobalt SS (2.0L Turbo) (2008-10)
 Eagle
 Talon Turbo (AWD)
 Lexus
 SC 400 (1992-2000)
 Mazda
 Mazdaspeed3
 Mazdaspeed6
 MINI
 Clubman JCW (2009-14)
 Clubman S (2008-14)
 Cooper JCW (2006-14)
 Cooper JCW Coupe (2013-14)
 Cooper JCW Roadster (2012-14)
 Cooper S (2002-14)
 Cooper S Coupe (2013-14)
 Cooper S Roadster (2012-14)
 Mitsubishi
 Eclipse Turbo (AWD)
 Lancer Ralliart (2009-14)
 Saab
 9-2X Aero (2.0L Turbo) (2005-06)
 Subaru
 Forester 2.5XT (2004-14)
 Legacy 2.5GT (2005-12)
 Impreza WRX (non-STI) (2001-14)
 Volkswagen
 Golf R (2012-13)
 R32 (Golf chassis) (2004, 2008)

APPENDIX A - STREET

E STREET CLASS (ES)

Alfa Romeo
 2000 Spider
 2000 GTV
 BMW
 Z3 (4-cyl) (1996-98)
 Datsun
 2000
 240Z
 260Z
 280Z
 280ZX (non-turbo)
 Dodge
 Charger Turbo
 GLH Turbo
 Fiat & Bertone
 X1/9
 Mazda
 Mazdaspeed Miata (2004-05)
 Miata (1990-2005)
 RX-7 (non-turbo)
 Morgan
 4/4 & Plus 4
 Pontiac
 Fiero (V6)
 Porsche
 924 Turbo (Audi engine) (1979-81)
 924S (1986-88)
 944 (8v)
 Shelby
 Charger GLH-S (1987)
 Sunbeam
 Tiger
 Triumph
 TR-8
 Toyota
 MR2 (non-turbo) (1985-95)
 MR2 Spyder (2000-05)
 MR2 Supercharged
 TVR
 4-cyl
 inline-6
 V8
 V12

F STREET CLASS (FS)

AMC
 AMX
 Javelin (V8)
 Audi
 A6 (V8) (1997-2014)
 A6 (V6 Supercharged) (2008-14)
 S4 (V8) (2004-09)
 BMW
 128i, 135i, & 135is (2008-13)
 335i (2007-14), 335is (2007-13),
 335i xDrive (2007-14), 335d
 (2009-11)
 3 Series (6-cyl; E30, E46, E9x
 except M3) (1984-93, 1999-
 2013)
 5 series (NOC)
 6 series coupe
 8 series coupe
 M3 (E46 & E90/92/93 chassis)
 (2001-06, 2008-13)
 M5 (1988-93, 2000-03)
 Buick
 Regal & Grand National (Turbo
 V6)
 Cadillac
 ATS (2.0L Turbo) (2013-14)
 CTS & CTS-V
 Chevrolet
 Camaro (V6) (2010-14)
 Camaro (V8 non-supercharged,
 NOC)
 Camaro SS (base car only incl.
 GM-installed 1LE) (1998-
 2002)
 Camaro SS (incl. 1LE) (2010-
 14)
 Corvette (1953-62)
 Chrysler
 300 (incl. SRT8) (2004-14)
 Crossfire
 SRT-6 (2005-06)
 Datsun
 280ZX Turbo
 Dodge
 Challenger (all) (2008-14)

STREET - APPENDIX A

FS (CONTINUED)

<i>Magnum (incl. SRT8) (2005-08)</i>	<i>C320 (2001-05)</i>
<i>Ram SRT10 (2004-06)</i>	<i>C350 (2007-14)</i>
<i>Stealth Turbo</i>	<i>C36 AMG</i>
Ford	<i>C63 AMG (non-Black Series)</i>
<i>Crown Victoria</i>	<i>(2008-14)</i>
<i>Mustang (V8, NOC)</i>	<i>CLK</i>
<i>Mustang Cobra (2003-04)</i>	<i>E55 AMG</i>
<i>Mustang GT (2010-14)</i>	Mercury
<i>Mustang Mach 1 (2003-04)</i>	<i>Capri (V8)</i>
<i>Mustang Shelby GT (T82 & 54U</i>	<i>Cougar (V8 & V6 Super-</i>
<i>factory option package only)</i>	<i>charged)</i>
<i>(2007-08)</i>	Mitsubishi
<i>Mustang SVT Cobra</i>	<i>3000 GT Turbo</i>
<i>Mustang V6 (2011-14)</i>	Nissan
<i>Thunderbird (V8 & V6 Super-</i>	<i>300ZX (non-turbo) (1990-96)</i>
<i>charged)</i>	<i>300ZX Turbo (1984-90)</i>
GMC	Pontiac
<i>Syclone</i>	<i>Firebird (V8, NOC)</i>
<i>Typhoon</i>	<i>Firebird Trans Am & Formula</i>
Hyundai	<i>(WS6, base car only, includ-</i>
<i>Genesis Coupe (4-cyl Turbo)</i>	<i>ing GM-installed 1LE) (1998-</i>
<i>(2013)</i>	<i>2002)</i>
<i>Genesis Coupe (V6) (2010-14)</i>	<i>G8 (V8 & NOC) (2008-09)</i>
Infiniti	<i>GTO (2004-06)</i>
<i>G35 Coupe & Sedan</i>	<i>Trans Am Turbo (V-6)</i>
<i>G37 Coupe & Sedan</i>	Porsche
<i>Q45</i>	<i>Panamera (2010-14)</i>
Jaguar	Shelby
<i>X Type (3.0L) (2002-08)</i>	<i>GT350 (1965-70)</i>
<i>XJ (1998-2014)</i>	<i>GT500 (1967-70)</i>
<i>XJ-S (1976-96)</i>	Tesla Motors
<i>XK8 (1997-2006)</i>	<i>Model S (2012-14)</i>
<i>S-Type (6-cyl)</i>	Toyota
<i>S-Type R</i>	<i>Supra (non-turbo) (1993-98)</i>
<i>Sedan (12-cyl)</i>	<i>Supra Turbo (1987-92)</i>
Lexus	Triumph
<i>IS 250 (2006-14)</i>	<i>Stag</i>
<i>IS 300</i>	<i>V8 sedans, pick-ups, and sedan-</i>
<i>IS 350 (2006-14)</i>	<i>derived convertibles NOC</i>
<i>IS F (2008-14)</i>	
<i>GS 400 (1998-2000)</i>	
Lincoln	
<i>LS (V8) (2000-06)</i>	
<i>Mark VIII (1993-98)</i>	
Mercedes-Benz	
<i>C280 (2001-07)</i>	
<i>C300 (2007-14)</i>	

APPENDIX A - STREET

G STREET CLASS (GS)**Acura**

CL (V6)
 Integra GS-R (1992-2001)
 Legend
 RSX Type S
 TL
 Vigor

Alfa Romeo

164 (non-S) (1991-93)
 1750 & 1750 GTV
 GTV V6
 Milano

Audi

200 Turbo quattro
 5000 Turbo
 A3 (FWD) (2006-13)
 A4 (V6 & 4-cyl Turbo)
 A6 (V6 NOC & 4-cyl)
 A8 & V8 quattro (AWD)
 Quattro (Coupe Turbo)
 S4 (100 CS chassis) (1992-94)
 TT (1.8T, non-quattro/FWD)
 (2000-06)
 TT (2.0T, non-quattro/FWD)
 (2008-12)

BMW

2002
 318i & 318is (1991)
 318ti (1995-99)
 325e (eta engine)
 325i, 325is (1987-91), & 325ix
 (1988-91)
 3 Series (6-cyl E36, non-M)
 (1992-99)

Buick

Reatta

Cadillac

ATS (2.5L 4-cyl non-turbo)
 (2013-14)

Catera

Chevrolet

Camaro (V6) (1980-2002)
 Cobalt Sport (2.4L) (2008)
 Cobalt SS (2.0L SC) (2005-07)
 Cobalt SS (2.4L) (2006-07)
 Corvair (4-carb & Turbo)
 Malibu (all) (2008-14)

Chrysler

Cirrus (V6)
 Conquest Turbo
 Laser Turbo
 PT Cruiser (Turbo) (2003-09)
 Sebring (V6)

Daewoo

6-cyl

Dodge

Avenger (V6)
 Caliber SRT4
 Conquest Turbo
 Daytona IROC R/T
 Daytona Turbo (NOC)
 Lancer Turbo
 Neon (1995-99)
 Shadow (Turbo & V6, NOC)
 Spirit (4-cyl Turbo & V6)
 SRT-4 (Neon chassis)
 Stealth (non-turbo)
 Stratus (V6)

Eagle

Talon Turbo (FWD)

Fiat

500 Abarth (2012-14)

Ford

Contour (V6)
 Fiesta ST (2014)
 Five Hundred
 Focus ST (2013-14)
 Fusion (6-cyl)
 Mustang (4-cyl Turbo & V6)
 (1979-93)
 Mustang (V6) (1994-2010)
 Mustang SVO
 Probe (all) (1993-97)
 Probe (4-cyl Turbo & V6) (1989-92)
 Taurus SHO (1989-99, 2010-14)
 Tempo (V6)
 Thunderbird Turbo
 ZX2 S/R (1999-2003)

General Motors

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

STREET - APPENDIX A

GS (CONTINUED)*Honda*

Accord (V6)
Civic Si (incl. Mugen 2008)
 (1986-87, 2006-14)
CRX Si
Prelude VTEC (1993-96)
Prelude (2.3L DOHC) (1992-96)
Prelude (1997-2001)

Hyundai

Genesis Coupe (4-cyl Turbo)
 (2010-12)
Veloster Turbo (2012-14)

Infiniti

M30

Isuzu

Impulse Turbo (all)

Jaguar

X-Type (2.5L) (2002-05)

Kia

Forte & Forte Koup (2.4L)

Lexus

ES 250
ES 300
GS 300
SC 300 (1992-2000)

Lincoln

LS (V6)

Mazda

323 GT Turbo (sedan)
323 GTX Turbo (AWD)
Mazda6 (V6) (2003-14)
Mazdaspeed Protégé
Millenia S (Supercharged)
MX-6 (4-cyl) (1993-97)
MX-6 (V6 & 4-cyl Turbo)

Mercedes

190E (6-cyl 2.6L & 4-cyl 16v)
280 (1995-2000)
C230 (1999-2007)

Mercury

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

Merkur

XR4Ti

Mitsubishi

3000 GT (non-turbo)
Eclipse (2000-12)
Eclipse Turbo (FWD) (1989-99)
Galant (V6 & 4-cyl Turbo)
Starion Turbo

Nissan

200SX (4-cyl Turbo & V6)
240SX
300ZX (non-turbo) (1984-89)
Altima (2002-14)
Maxima (1992-2014)
NX2000 (1991-93)
Sentra (2.0L) (2000-01)
Sentra SE-R (1991-94, 2002-12)
Sentra SE-R Spec-V (2002-12)

Oldsmobile

Calais W41

Peugeot

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

Plymouth

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

Pontiac

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

Saab

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

Saturn

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

Subaru

Impreza 2.5 (non-turbo)
SVX

Toyota

Camry (V6) (1992-2014)
Celica All-Trac Turbo
Celica GT (1994-2005)
Celica GT-S (1986-93)

APPENDIX A - STREET

GS (CONTINUED)

Celica GTS (2000-03)
Celica ST (1994-99)
Supra (1982-86)
Supra (1986½-92)
 Volvo
 C30
 S60R
 V70R
 Turbo models (NOC)
 Volkswagen
 1.8L Turbo models (NOC)
 (2002-06)
 Beetle & New Beetle (1.8L
 Turbo)
 Corrado
 Golf, GTI & Jetta (16v)
 Golf, GTI & Jetta (1.8L Turbo)
 Golf, GTI & Jetta (VR6 24v)
 (2002-05)
 GTI (2006-14)
 Jetta (2.0L Turbo) (2006-14)
 Passat (1.8L Turbo)
 Passat (V6)
 Passat (W8)
 Scirocco (16v)
 VR6 (FWD, NOC)

H STREET CLASS (HS)

Acura
 CL (4-cyl)
 Integra (non-GS-R, non-Type R)
 (1986-2001)
 RSX (non-Type S)
 TSX
 Alfa Romeo
 1300
 1600
 2000 (4-door sedan)
 Sedan (NOC)
 AMC
 Gremlin (4-cyl & 6-cyl)
 Spirit (4-cyl & 6-cyl)
 Audi
 80
 90
 100 (non-S4)
 4000
 5000 (non-turbo)
 Coupe quattro (non-turbo)
 Austin
 Mini
 Austin-Healey
 (all)
 BMW
 1600
 1800
 2000 CS coupe
 318 (non-318i & 318is 1991)
 320
 7 Series (6-cyl)
 Chevrolet
 Aveo
 Beretta (NOC)
 Camaro (inline-4 & inline-6)
 Chevette
 Cobalt (2.2L, all) (2005-10)
 Corvair (2-carb, non-turbo)
 Cruze
 Nova (FWD) (1986-88)
 Nova (RWD, 4-cyl & 6-cyl)
 (1962-79)
 Sonic (2012-14)
 Spectrum
 Sprint

STREET - APPENDIX A

HS (CONTINUED)

Vega & Cosworth Vega Volt (2012-14)	Ford
Chrysler	Aspire
300M (1999-2004)	Contour (4-cyl)
Laser (non-turbo)	Cortina
PT Cruiser (non-turbo) (2001- 2010)	Escort (non-ZX2 S/R)
Sebring (4-cyl)	EXP
Daewoo	Festiva
4-cyl	Fiesta (non-ST) (1976-80, 2011- 14)
Datsun	Focus (non-ST) (2013-14)
1200	Fusion (4-cyl)
1500 & 1600 Roadster	Mustang (inline-4 & inline-6)
210 & B-210	Mustang II (4-cyl & 6-cyl)
310	Pinto
510	Probe (4-cyl non-turbo) (1989- 92)
610	Taurus (non-SHO)
710	Tempo
810	Thunderbird (V6 non-S/C) (1989-97)
F10	ZX2 (non-S/R)
Dodge	Geo
024	Metro
Avenger (4-cyl)	Prizm
Challenger (1978-83)	Spectrum
Charger (non-turbo, FWD) (1981-87)	Storm
Colt (all)	General Motors
Dart (FWD) (2013-14)	FWD models (NOC)
Daytona (4-cyl non-turbo)	RWD V6 models (NOC)
GLH (non-turbo)	Honda
Intrepid	600
Neon (2000-05)	800
Omni	Accord (4-cyl)
Rampage	Civic (non-Si) (2006-14)
Shadow (4-cyl non-turbo)	Civic (NOC)
Spirit (4-cyl non-turbo)	Civic del Sol DX
Stratus (4-cyl)	Civic del Sol S & Si (1994-97)
Eagle	Civic del Sol VTEC
Summit (all)	Civic EX & Civic LX (1988-2014)
Talon (16v non-turbo)	Civic Si (1989-91)
Fiat	Civic Si (1999-2000)
124	Civic Si (2002-05)
128	CRX (non-Si)
131 Mirafiori	CR-Z
850	Fit
Brava	Insight
Strada	

APPENDIX A - STREET

HS (CONTINUED)

<i>Prelude (1979-91)</i>	<i>Mercedes</i>
<i>Prelude S (1992-96)</i>	<i>NOC</i>
<i>Hyundai</i>	<i>Mercury</i>
<i>Accent (1995-2014)</i>	<i>Bobcat</i>
<i>Scoupe</i>	<i>Capri (FWD)</i>
<i>Tiburon</i>	<i>Capri (4-cyl, US)</i>
<i>Veloster (non-turbo) (2012-14)</i>	<i>Capri (4-cyl & V6, German)</i>
<i>NOC</i>	<i>Cougar (4-cyl) (1999-2002)</i>
<i>Infiniti</i>	<i>LN-7</i>
<i>G20</i>	<i>Lynx</i>
<i>Isuzu</i>	<i>Milan (4-cyl)</i>
<i>Impulse (non-turbo)</i>	<i>Mystique (4-cyl)</i>
<i>I-Mark</i>	<i>Sable</i>
<i>Stylus</i>	<i>Scorpio</i>
<i>Jaguar</i>	<i>Topaz (4-cyl)</i>
<i>120</i>	<i>Tracer</i>
<i>140</i>	<i>MINI</i>
<i>150</i>	<i>Clubman (non-S, non-JCW)</i>
<i>Kia</i>	<i>(2008-14)</i>
<i>Forte & Forte Koup (2.0L)</i>	<i>Cooper (non-S, non-JCW)</i>
<i>Optima</i>	<i>(2002-14)</i>
<i>Sephia</i>	<i>Cooper Coupe (non-S, non-</i>
<i>Spectra5</i>	<i>JCW) (2012-14)</i>
<i>Lancia</i>	<i>Cooper Roadster (non-S, non-</i>
<i>Beta</i>	<i>JCW) (2012-14)</i>
<i>Scorpion</i>	<i>Mitsubishi</i>
<i>Lotus</i>	<i>Cordia</i>
<i>Cortina</i>	<i>Eclipse (non-turbo) (1989-99)</i>
<i>Mazda</i>	<i>Galant (4-cyl non-turbo)</i>
<i>323 (non-turbo)</i>	<i>Lancer (non-turbo)</i>
<i>626</i>	<i>Mirage</i>
<i>808</i>	<i>Precis</i>
<i>929</i>	<i>Premier</i>
<i>Cosmo</i>	<i>Starion (non-turbo)</i>
<i>GLC</i>	<i>Tredia</i>
<i>Mazda2 (2011-14)</i>	<i>Nissan/Datsun</i>
<i>Mazda3 (2004-14)</i>	<i>200SX (4-cyl non-turbo)</i>
<i>Mazda6 (4-cyl)</i>	<i>Altima (1993-2001)</i>
<i>Millenia (non-S)</i>	<i>Maxima (1981-91)</i>
<i>MX-3</i>	<i>NX1600</i>
<i>MX-6 (non-turbo) (1988-92)</i>	<i>Pulsar</i>
<i>Protégé (non-Mazdaspeed)</i>	<i>Sentra (non-SE-R) (1982-99,</i>
<i>R100</i>	<i>2002-14)</i>
<i>RX-2</i>	<i>Stanza</i>
<i>RX-3</i>	<i>Versa (2007-14)</i>
<i>RX-4</i>	

STREET - APPENDIX A

HS (CONTINUED)

Opel	Scion
1100	tC (incl. Release Series 5.0,
1900	2009) (2005-14)
GT	xA (2004-06)
Isuzu	xB (2008-12)
Manta	Shelby
Peugeot	Charger (non-turbo)
405 DL & 405 S	Subaru
Pininfarina	Impreza 2.0i
2000	Impreza (NOC)
Plymouth	Legacy (NOC)
Acclaim (4-cyl non-turbo)	Sedan Turbo (NOC)
Arrow	NOC
Champ	Sunbeam
Colt	Alpine
Horizon	Suzuki
Laser (non-turbo)	Esteem GL
Neon (2000-01)	Forenza
Sapporo	Kizashi (2010-13)
Scamp	Swift
Sundance (4-cyl non-turbo)	SX4 sedan (2007-13)
TC3	Toyota
Turismo	Camry (4-cyl)
Pontiac	Camry (V6) (1988-91)
G5 (2.2L) (2007-09)	Celica (FWD; NOC)
Fiero (4-cyl)	Celica (RWD)
Firebird (inline-4 & inline-6)	Corolla
LeMans (FWD) (1988-93)	Cressida
Sunfire	Echo
T-1000	Matrix
Vibe	Paseo
Porsche	Prius (all)
356 (non-Carrera)	Starlet
912	Supra (1979-81)
924 (Audi engine)	Tercel
Renault	Yaris
NOC	Triumph
Saab	GT6
NOC	Spitfire
Saturn	TR2
8v	TR250
Astra (2008-09)	TR3
DOHC model (NOC)	TR4 & TR4A
Ion (non-turbo)	TR6
L series (4-cyl)	TR7

APPENDIX A - STREET

HS (CONTINUED)

Volkswagen
air-cooled engine (all)
diesel engine (non-turbo) (all)
Beetle (2.0L)
Dasher
Fox
Golf, GTI & Jetta (8v, all)
Golf TDI
Jetta (2.5L) (2005-14)
Jetta TDI (2005-06, 2009-14)
New Beetle (NOC)
Passat (4-cyl non-turbo)
Quantum
Rabbit & GTI (all, NOC)
Rabbit (2007-09)
Scirocco (8v)
Volvo
NOC
Yugo
all
RWD pickup trucks (NOC)

draft

STREET R CATEGORY

This category exists to combine Street Category cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. TIRES

Tires must meet the eligibility requirements for Street Category Section 13.3, Tires, with the exception of Sections 13.3.A.1 (minimum UTQG treadwear grade) and 13.3.A.2 (minimum molded tread depth). The list of non-eligible tires in Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of the membership.

No tires currently listed

2. WHEELS (REPLACING SECTION 13.4)

Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than $\pm\frac{1}{4}$ " (± 6.35 mm) from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

3. EXHAUST (REPLACING SECTION 13.10.C)

Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter may be substituted or removed provided the system meets the requirements of Sections 3.5 and 3.3.3.B.15. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of the catalytic converters, thermal reactors, or any other emissions 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 US EPA. Converters must be of the same type and size and used in the same location as the OE 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.

4. PARTICIPATION REQUIREMENT (EFFECTIVE 01/01/2015)

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

STREET-R - APPENDIX A

THE FOLLOWING MAKE/MODELS ARE NOT
ELIGIBLE FOR THE STREET-R CLASSES:

Audi R8
 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
 Ferrari (NOC)
 Ford GT
 Lamborghini (NOC)
 Lotus Elan M100
 Lotus Elise SC (2008-11)
 Lotus Exige S & S/C (2006-11)
 Lotus Sport Elise (2006)
 MINI Cooper S JCW (2002-05)
 Mercedes-Benz Black Edition (all)
 Nissan GT-R (2009-14)
 Oldsmobile 442 HO W-41 (Sports
 package option)
 Pontiac Firebird Firehawk
 Porsche 911 GT2 (2002-05)
 Porsche 911 Turbo AWD
 Porsche 911 GT3 RS (997) (2007-08)
 Porsche 911 Turbo (996) (2001-05)
 Saleen SC (Mustang)

EXCLUDED FROM STREET-R CLASSES FOR
REASONS OF STABILITY PER SECTION 3.1:

Dodge Caliber (non-SRT)
 Fiat 500 (non-Abarth)
 GEO Tracker & Suzuki Sidekick
 Jeep CJ series
 MINI Countryman
 Nissan Juke
 Suzuki Samurai
 Scion xB (2004-06)
 Scion iQ

SUPER STREET-R CLASS (SSR)

Audi
 TT RS (2012-13)
 Chevrolet
 Corvette Stingray (C7) (2014)
 Corvette (C6 chassis, non-ZR1)
 (2005-13)
 Corvette Z06 (C5 chassis)
 (2001-04)
 Dodge
 Viper (non-ACR) (2008-10)
 Viper GTS (1996-2005)
 Viper R/T (1992-2003)
 Viper SRT-10 (2003-07)
 Lotus
 Elise (non-SC) (2005-11) (see
 Appendix F)
 Evora S (2011-14)
 Exige (normally-aspirated)
 (2005)
 Mercedes-Benz
 AMG (NOC)
 Porsche
 911 (991, non-GT3) (2012-14)
 911 (997 chassis)
 911 GT3 (997 chassis, non-RS)
 911 GT3 (996 chassis)
 911 Turbo (930) (1974-89)
 Boxster S (2009-14)
 Boxster Spyder (2011-12)
 Cayman R (2012)
 Cayman S (2009-14)
 Tesla Motors
 Roadster (all) (2008-13)

APPENDIX A - STREET-R

A STREET-R CLASS (ASR)**Not offered after 2014**

BMW
 1 Series M Coupe (2011-12)
 Z4 M Coupe & Roadster (2006-08)
 Cadillac
 XLR
 Chevrolet
 Camaro ZL1 (2012-14)
 Corvette (C5 chassis, non-Z06) (1997-2004)
 Ford
 Mustang Boss 302 (Non-Laguna Seca) (2012-13)
 Mustang Shelby GT500 (2007-14)
 Lotus
 Esprit Turbo (1996-2004)
 Evora (non-supercharged) (2010-14)
 Mazda
 RX-7 (Turbo) (1993-95)
 Porsche
 991 (991, non-GT3) (2012-14)
 911 (996 chassis) (1998-2005)
 Boxster S (2005-08)
 Boxster (non-S, non-Spyder) (2009-14)
 Cayman (non-R, non-S) (2009-14)
 Cayman S (2006-08)

B STREET-R CLASS (BSR)**Not offered after 2014**

Acura
 NSX
 Audi
 RS 4
 RS 5 (2010-14)
 RS 6 (C5 chassis) (2003-04)
 S4 (2010-14)
 S5 (2008-14)
 TTS (2009-14)
 BMW
 M Coupe & Roadster (2001-02)
 M5 (2004-10)
 Z4 Coupe (non-M) (2006-08) & Roadster (2002-13)
 Cadillac
 ATS (3.6L V6) (2013-14)
 Chevrolet
 Corvette (C4 chassis, all) (1984-96)
 DeTomaso
 Pantera
 Mangusta
 Honda
 S2000 (all)
 Jaguar
 XKR Coupe
 Maserati
 Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)
 Mercedes-Benz
 C 32 AMG (2002-04)
 CLK 55 AMG (2001-06)
 SLK 32 AMG (2002-04)
 SLK 350 (2005-13)
 SLK 55 AMG (2005-11)
 Mitsubishi
 Lancer Evolution (2003-14)
 Nissan
 NISMO 370Z (2009-14)
 Pontiac
 Solstice GXP (2007-09)

STREET-R - APPENDIX A

BSR (CONTINUED)

Porsche
 911 (993 chassis, non-turbo)
 (1995-98)
 Boxster (non-S) (2005-08)
 Boxster S (986 chassis) (2000-04)
 Cayman (non-S) (2005-08)
 Saleen
 Mustang (N/A)
 Saturn
 Sky Redline
 Shelby
 Cobra (all)
 Subaru
 Impreza WRX STI (including
 Special Edition) (2004-14)
 Toyota
 Supra Turbo (1993½-98)

C STREET-R CLASS (CSR)

Not offered after 2014

BMW
 M Coupe & M Roadster (1996-2000)
 M3 (E30 & E36 chassis) (1988-91 & 1995-99)
 Z3 (6-cyl, NOC) (1997-2002)
 Chevrolet
 Corvette (1963-82)
 Chrysler & Plymouth
 Prowler
 Ferrari
 308 & 328
 Jaguar
 XKE
 Jensen
 Jensen Healey
 Lotus
 7 & 7A
 Eclat
 Elan (RWD)
 Elan +2
 Elite (1216cc)
 Elite 2+2
 Esprit (non-turbo)
 Europa
 Maserati
 BiTurbo
 Mazda
 Mazdaspeed Miata (2004-05)
 Miata (1.8L) (1999-2005)
 MX-5 Miata (including 2007 MS-R) (2006-14)
 RX-7 Turbo (1987-91)
 RX-8
 Mercedes-Benz
 SLK
 Morgan
 Plus 8
 Nissan
 300ZX Turbo (1990-96)
 350Z (all) (2003-09)
 370Z (2009-14)
 Pontiac
 Solstice (non-GXP) (2006-09)

APPENDIX A - STREET-R

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

D STREET-R CLASS (DSR)

Not offered after 2014

Acura
 Integra Type R
 Audi
 A3 quattro (3.2L V6, AWD)
 (2006-09)
 A5 (2008-14)
 S4 (2000-03)
 TT quattro (AWD)
 BMW
 128i, 135i & 135is (2008-13)
 335i (2007-14), 335i xDrive
 (2007-14), 335is (2007-13), &
 335d (2009-11)
 3 Series (6-cyl, E30, E46, E9x
 except M3) (1984-1993,
 1999-2014)
 Cadillac
 ATS (2.0L Turbo) (2013-14)
 CTS
 Chevrolet
 Camaro (V6) (2010-14)
 Cobalt SS (2.0L Turbo) (2008-
 10)
 Chrysler
 Crossfire
 Dodge
 Challenger (V6) (2009-14)
 Eagle
 Talon Turbo (AWD)
 Ford
 Mustang V6 (2011-14)
 Hyundai
 Genesis Coupe (4-cyl Turbo)
 (2013)
 Genesis Coupe (V6) (2010-12)
 Infiniti
 G35 Coupe & Sedan
 G37 Coupe & Sedan
 Jaguar
 X Type (3.0L) (2002-08)
 Lexus
 IS 250 (2006-14)
 IS 300
 IS 350 (2006-14)
 SC 400 (1992-2000)

STREET-R - APPENDIX A

Mazda

Mazdaspeed3

Mazdaspeed6

Mercedes-Benz

C280 (2001-07)

C 300 (2007-14)

C 320 (2001-05)

C 350 (2007-14)

MINI

Clubman JCW (2009-14)

Clubman S

Cooper JCW (2006-14)

Cooper JCW Coupe (2013-14)

Cooper JCW Roadster (2013-14)

Cooper S (2002-14)

*Cooper S Coupe (2012-14)**Cooper S Roadster (2012-14)*

Mitsubishi

Eclipse Turbo (AWD)

Lancer Ralliart (2009-14)

Saab

9-2X Aero (2.0L Turbo)

Subaru

Forester 2.5XT

Legacy 2.5GT (2005-12)

Impreza WRX (non-STI)

Volkswagen

Golf R (2012-13)

R32 (Golf chassis)

E STREET-R CLASS (ESR)

Not offered after 2014

Alfa Romeo

2000 Spider

2000 GTV

BMW

Z3 (4-cyl) (1996-98)

Datsun

2000, 240Z, 260Z, 280Z, 280ZX
(non-turbo)

Dodge

Charger Turbo

GLH Turbo

Fiat & Bertone

X1/9 (all)

Mazda

Miata (1.6L)

Miata (1.8L) (1994-97)

RX-7 (non-turbo, all)

Morgan

Plus 4, 4/4

Pontiac

Fiero (V6)

Porsche

924 Turbo (Audi engine) (1979-81)

924S

944 (8v)

Shelby

Charger GLH-S (1987)

Sunbeam

Tiger

Triumph

TR-8

Toyota

MR2 (non-turbo) (1985-95)

TVR

4-cyl & inline-6

V8

V12

APPENDIX A - STREET-R

FSR (CONTINUED)**F STREET-R CLASS (FSR)****Not offered after 2014**

AMC	Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
AMX	Mustang SVT Cobra
Javelin (V8)	Thunderbird (V8 & V6 Super- charged)
Audi	GMC
S4 (V8) (2004-09)	Syclone
BMW	Typhoon
5 series (NOC)	Hyundai
6 series coupe	Genesis Coupe (V6) (2013)
8 series coupe (all)	Infiniti
M3 (E46 chassis) (2001-06)	G37 Sedan
M3 (E90/92/93 chassis) (2008- 13)	Q45
M5 (1988-93)	Jaguar
M5 (2000-03)	XJ (1998-2014)
Buick	XJ-S (1976-96)
Regal & Grand National (Turbo V6)	XK8 (1997-2006)
Cadillac	S-Type (6-cyl)
CTS-V	S-Type R
Chevrolet	Sedans (12-cyl)
Camaro SS (base car only incl. GM-installed 1LE) (1998- 2002)	Lexus
Camaro SS (<i>incl. 1LE</i>) (2010- 14)	IS F (2008-14)
Camaro (V8, NOC)	GS400
Corvette (1953-62)	SC300
Chrysler	Lincoln
300 (<i>incl. SRT8</i>) (2004-14)	LS (V8 sedans)
SRT-6 (2005-06)	Mark VIII
Datsun	Mercedes-Benz
280ZX Turbo	C36 AMG
Dodge	C63 AMG (non-Black Series) (2008-14)
Challenger (V8, all) (2008-14)	CLK
Magnum (2005-08)	E55 AMG
Magnum SRT8 (2006-08)	Mercury
Ram SRT10 (2004-06)	Capri (V8)
Stealth Turbo	Cougar (V8 & V6 Super- charged)
Ford	Mitsubishi
Crown Victoria	3000 GT Turbo
Mustang (V8, NOC)	Nissan
Mustang Cobra (2003-04)	300ZX (non-turbo) (1990-96)
Mustang GT (2010-14)	300ZX Turbo (1984-90)
Mustang Mach 1 (2003-04)	

STREET-R - APPENDIX A

GSR (CONTINUED)**Pontiac**

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

Porsche

- Panamera (2010-14)*

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

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

G STREET-R CLASS (GSR)

Not offered after 2014

Acura

- CL (V6)
- Integra GS-R (1992-2001)
- Legend
- RSX Type S
- TL (all)
- Vigor

Alfa Romeo

- 1750 & 1750 GTV
- 164 (non-S) (1991-93)
- GTV V6
- Milano

Audi

- 200 Turbo quattro
- 5000 Turbo
- A3 (FWD) (2006-13)
- A4 (V6 & 4-cyl Turbo)
- A6
- A8 & V8 quattro (AWD)
- Quattro Coupe (Turbo)
- S4 (100 CS chassis) (1992-94)
- TT (non-quattro/FWD) (2000-06)
- TT 2.0 Turbo (non-quattro/FWD) (2008-12)

BMW

- 2002 (all)
- 318i & 318is (1991)
- 318ti (1995-99)
- 325e (eta engine)
- 325i, 325is (1987-91), & 325ix (1988-91)
- 3 Series (6-cyl except M3) (1992-99)*

Buick

- Reatta

Cadillac

- ATS (2.5L 4-cyl non-turbo) (2013-14)*

Catera**Chevrolet**

- Camaro (V6) (1980-2002)
- Cobalt Sport (2.4L) (2008)
- Cobalt SS (2.4L) (2006-07)
- Cobalt SS (2.0L SC) (2005-07)
- Corvair (Turbo & 4-carb)

APPENDIX A - STREET-R

GSR (CONTINUED)

Malibu (all) (2008-14)	FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)
Chrysler	Honda
Cirrus (V6)	Accord (V6)
Conquest Turbo	Civic Si (1986-87)
Laser Turbo	Civic Si (2006-14)
PT Cruiser (Turbo) (2003-09)	Civic Si Mugen (2008)
Sebring (V6)	CRX Si
Daewoo	Prelude VTEC (1993-96)
6-cyl models	Prelude (2.3L DOHC) (1992-96)
Dodge	Prelude (1997-2001)
Avenger (V6)	Hyundai
Caliber SRT4	Genesis Coupe (4-cyl Turbo) (2010-12)
Conquest Turbo	<i>Veloster Turbo</i> (2012-14)
Daytona IROC R/T	Infiniti
Daytona Turbo (NOC)	M30
Lancer Turbo	Isuzu
Neon (1995-99)	Impulse Turbo (all)
Shadow (Turbo & V6, NOC)	Jaguar
Spirit (4-cyl Turbo & V6)	X-Type (2.5L) (2002-05)
Spirit R/T	Kia
SRT-4 (Neon chassis)	Forte & Forte Koup (2.4L)
Stealth (non-turbo)	Lexus
Stratus (V6)	ES 250
Eagle	ES 300
Talon Turbo (FWD)	GS 300
Fiat	SC 300 (1992-2000)
500 Abarth (2012-14)	Lincoln
Ford	LS (V6 sedans)
Contour (V6)	Mazda
<i>Fiesta ST (2014)</i>	323 GT Turbo (sedan)
Five Hundred	323 GTX Turbo (AWD)
Focus ST (2013-14)	Mazda6 (V6) (2003-14)
Fusion (6-cyl)	Mazdaspeed Protégé
Mustang (4-cyl Turbo & V6) (1979-93)	Millenia S (Supercharged)
Mustang (V6) (1994-2010)	MX-6 (4-cyl) (1993-97)
Mustang SVO	MX-6 (V6 & 4-cyl Turbo, all)
Probe (all) (1993-97)	Mercedes
Probe (4-cyl Turbo & V6) (1989-92)	190 (16v)
Taurus SHO (1989-99, 2010-14)	190 (2.6L)
Tempo (V6)	280 (1995-2000)
Thunderbird Turbo	C 230 (1999-2007)
ZX2 S/R (1999-2003)	Mercury
General Motors	Capri (4-cyl Turbo & V6, US)
	Cougar (V6)

STREET-R - APPENDIX A

GSR (CONTINUED)

Milan (6-cyl)	Toyota
Montego	Camry (V6) (1992-2014)
Mystique (V6)	Celica All-Trac Turbo
Topaz (V6)	Celica GT (1994-2005)
Merkur	Celica GT-S (1986-93)
XR4Ti	Celica GTS (2000-03)
Mitsubishi	Celica ST (1994-99)
3000 GT (non-turbo)	Supra (1982-86)
Eclipse (2000-12)	Supra (1986½-92)
Eclipse Turbo (FWD)	Volvo
Galant (V6)	C30
Galant VR4	S60R
Starion Turbo	V70R
Nissan	Turbo models (NOC)
200SX (4-cyl Turbo & V6)	Volkswagen
240SX (all)	1.8L Turbo models (NOC)
300ZX (non-turbo) (1984-89)	(2002-06)
Altima (2002-14)	Beetle & New Beetle (1.8L
Maxima (1992-2014)	Turbo)
NX2000 (1991-93)	Corrado (all)
Sentra (2.0L) (2000-01)	Golf/GTI & Jetta (16v)
Sentra SE-R (1991-94)	Golf/GTI & Jetta (1.8L Turbo)
Sentra SE-R (2002-12)	Golf/GTI & Jetta (VR6 24v)
Sentra SE-R Spec-V (2002-12)	(2002-05)
Oldsmobile	GTI (2006-14)
Calais W41	Jetta (2.0L Turbo) (2006-14)
Peugeot	Passat (1.8L Turbo)
405 Mi16 (1989-92)	Passat (V6, all)
505 (1979-91)	Passat (W8)
Pontiac	Scirocco (16v)
Firebird (V6)	VR6 (FWD, NOC)
G5 GT (2.4L) (2007-08)	
G8 (V6) (2008-09)	
Plymouth	
Acclaim (V6 & 4-cyl Turbo)	
Neon (1995-99)	
Sundance (V6 & 4-cyl Turbo)	
Saab	
900 (V6) (1994-97)	
9-2X Linear (2.5L)	
Turbo models (NOC)	
Saturn	
ION Redline	
L series (6-cyl)	
Subaru	
Impreza 2.5 (non-turbo)	
SVX	

APPENDIX A - STREET-R

HSR (CONTINUED)**H STREET-R CLASS (HSR)****Not offered after 2014**

Acura

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

Alfa Romeo

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

AMC

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

Audi

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

Austin

Mini (all)

Austin-Healey

100/4
 100/6
 3000
 Sprite (all)

BMW

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

Chevrolet

Aveo
 Beretta (NOC)
 Camaro (inline-4 & inline-6)
 Chevette
 Cobalt (2.2L, all) (2005-10)
 Corvair (2 carb, non-turbo)

Cruze

Nova (4- & 6-cyl, RWD) (1962-79)

Nova (FWD) (1986-88)

Sonic (2012-14)

Spectrum (all)

Sprint (all)

Vega & Cosworth Vega

Volt (2011-14)

Chrysler

300M (1999-2004)

Laser (non-turbo)

PT Cruiser (non-turbo) (2001-2010)

Sebring (4-cyl)

Daewoo

4-cyl models

Datsun

1200

1500 & 1600 Roadsters

210 & B-210

310 & 310 GX

510

610

710

810

F10

Dodge

024 (1.7L)

Avenger (4-cyl)

Challenger (2.6L)

Charger (non-turbo, FWD) (1981-87)

Colt (1600, FWD)

Colt (1.8L 16v) (1993-94)

Colt (1.4L & 1.5L, FWD)

Colt (RWD)

Colt Turbo (1984-88)

Colt Turbo (16v)

Dart (FWD) (2013-14)

Daytona (4-cyl non-turbo)

GLH (non-turbo)

Intrepid

Neon (2000-05)

Omni (1.7L & 2.2L)

Rampage (2.2L)

Shadow (4-cyl non-turbo)

STREET-R - APPENDIX A

HSR (CONTINUED)

Spirit (4-cyl non -turbo)	Civic (2006-14)
Stratus (4-cyl)	Civic (NOC)
Eagle	Civic del Sol DX
Summit (1.8L 16v) (1993-96)	Civic del Sol S & Si (1994-97)
Summit (non-turbo, NOC)	Civic del Sol VTEC
Summit Turbo (16v)	Civic EX & Civic LX (1988-2014)
Talon (16v non-turbo)	Civic Si (1989-91)
Fiat	Civic Si (1999-2000)
124 (all)	Civic Si (2002-05)
128	CRX (non-Si)
131 (Mirafiori)	CR-Z
850 (all)	Fit
Brava	Insight
Strada	Prelude (1979-91)
Ford	Prelude S (1992-96)
Aspire	Hyundai
Contour (4-cyl)	Accent (1995-2014)
Cortina (all)	Scoupe (all)
Escort (non-ZX2 S/R)	Tiburon (all)
EXP (all)	<i>Veloster (non-turbo) (2012-14)</i>
Festiva	NOC
Fiesta (non-ST) (2011-14)	Infiniti
Fiesta (1976-80)	G20
Focus (non-ST) (2013-14)	Isuzu
Fusion (4-cyl)	Impulse (non-turbo)
Mustang (Inline-4 & Inline-6)	I-Mark (all)
Mustang II (4-cyl & 6-cyl)	Stylus (all)
Pinto	Jaguar
Probe (4-cyl non-turbo) (1989-92)	120
Taurus (NOC)	140
Tempo	150
Thunderbird (V6 non-S/C) (1989-97)	Kia
ZX2 (non-S/R)	Forte & Forte Koup (2.0L)
Geo	Optima
Metro	Sephia (1.8L)
Prizm	Spectra5
Spectrum	Lancia
Storm (all)	Beta (all)
General Motors	Scorpion
FWD models (NOC)	Lotus
RWD V6 models (NOC)	Cortina
Honda	Mazda
600	Mazda2 (2011-14)
800	Mazda3 (2004-14)
Accord (4-cyl)	323 (1.6L 8v)
	6 (4-cyl)
	626 (all)

APPENDIX A - STREET-R

HSR (CONTINUED)

808	Galant (4-cyl non-turbo)
929	Lancer (non-turbo)
Cosmo	Mirage (all)
GLC (all)	Precis
Millenia (non-S)	Premier (all)
MX-3 (all)	Starion (non-turbo)
MX-6 (non-turbo) (1988-92)	Tredia (all)
Protégé MP3 (2001)	Nissan/Datsun
Protégé (NOC)	200SX (4-cyl non-turbo)
R100	Altima
RX-2	Maxima (NOC)
RX-3	NX1600
RX-4	Pulsar (all)
Mercedes	Sentra (1982-2014) (NOC)
NOC	Stanza
Mercury	Versa (2007-14)
Bobcat	Opel
Capri (FWD)	1100
Capri (4-cyl & V6, German)	1900 (all)
Capri (4-cyl, US)	GT
Cougar (4-cyl) (1999-2002)	Isuzu
LN-7 (all)	Manta
Lynx (all)	Peugeot
Milan (4-cyl)	405 DL & 405 S
Mystique (4-cyl)	Pininfarina
Sable	2000
Scorpio	Plymouth
Topaz (4-cyl)	Acclaim (4-cyl non-turbo)
Tracer (all)	Arrow
MG	Champ
MGA	Colt (1.5L)
MGB & MGB-GT	Colt (1.8L 16v) (1993-94)
MGC	Horizon
Midget (all)	Laser (non-turbo)
"T" Series	Neon (2000-01)
MINI	Sapporo
Clubman (non-S, non-JCW)	Scamp (2.2L)
(2008-14)	Sundance (4-cyl non-turbo)
Cooper (non-S, non-JCW)	TC3
(2002-14)	Turismo
Cooper Coupe (non-S, non-	Pontiac
JCW) (2012-14)	G5 (2.2L) (2007-09)
Cooper Roadster (non-S, non-	T-1000
JCW) (2012-14)	Fiero (4-cyl)
Mitsubishi	Firebird (inline-4 & inline-6)
Cordia (all)	LeMans (FWD) (1988-93)
Eclipse (8v & 16v, non-turbo)	

STREET-R - APPENDIX A

HSR (CONTINUED)

Sunfire (2.2L)	Prius (<i>all</i>)
Vibe	Starlet
Porsche	Supra (1979-81)
356 (non-Carrera)	Tercel
912	Yaris
924 (Audi engine)	Triumph
Renault	GT6
NOC	Spitfire
Saab	TR2
NOC	TR250
Saturn	TR3
8v	TR4
Astra (2008-09)	TR4A
DOHC models (NOC)	TR6
Ion	TR7
L series (4-cyl)	Volkswagen
Scion	air-cooled models (<i>all</i>)
tC (incl. Release Series 5.0, 2009) (2005-14)	diesel models (<i>all</i>)
xA (2004-06)	Beetle (2.0L)
xB (2008-12)	Dasher
Shelby	Fox
Charger (non-turbo)	Golf/GTI & Jetta (8v, <i>all</i>)
Subaru	Golf TDI
Impreza 2.0i	Jetta (2.5L) (2005-14)
Impreza (NOC)	Jetta TDI (2005-06, 2009-14)
Legacy (NOC)	New Beetle (NOC)
Sedan Turbo (NOC)	Passat (4-cyl non-turbo)
NOC	Quantum
Sunbeam	Rabbit & GTI (<i>all</i> , NOC)
Alpine (4-cyl)	Rabbit (2007-09)
Suzuki	Scirocco (8v)
Esteem GL	Volvo
Forenza	P1800
Kizashi (2010-13)	NOC
Swift (<i>all</i>)	Yugo
SX4 sedan (2007-13)	<i>all</i>
Toyota	RWD pickup trucks (NOC)
Camry (4-cyl)	
Camry (V6) (1988-91)	
Celica (FWD; NOC)	
Celica (RWD)	
Corolla (<i>all</i>)	
Cressida	
Echo	
Matrix (<i>all</i>)	
Paseo	

APPENDIX A - STREET TOURING®

STREET TOURING® CATEGORY**STREET TOURING® FWD (STF)**

Acura	Impreza 2.0i (2012-13)
RSX	Toyota
TSX	Corolla (2003-13)
Chevrolet	Matrix (2003-13)
<i>Cobalt (2.2L, N/A)</i>	Yaris
<i>Cruze (2008-14)</i>	Volkswagen
<i>Sonic (non-turbo) (2012-14)</i>	Golf (2.5L)
Volt (2011-14)	Golf & Cabrio (2.0L, 8v) (1998-2006)
Chrysler/Plymouth/Dodge	Golf & Jetta TDI (1999-2006)
Neon (NOC) (2001-04)	<i>Beetle (2.0L, 8v) (1998-2005)</i>
Fiat	<i>Beetle (2.5L 5-cyl)</i>
500 (non-turbo) (2012-13)	<i>Jetta (2.0L, 8v) (2000-04)</i>
Ford	<i>Jetta (2.5L 5-cyl)</i>
Fiesta (non-ST) (2011-13)	
Focus (non-ST)	
Honda	
Accord (4-cyl) (1998-2013)	
Civic (non-Si) (2006-12)	
Civic (all) (2001-05)	
CR-Z	
Fit	
<i>Hyundai</i>	
<i>Veloster (non-turbo) (2011-14)</i>	
Kia	
Forte	
Forte Koup	
Mazda	
Mazda2	
Mazda3	
Mazda6	
MINI	
Cooper (non-S)	
Mitsubishi	
Lancer (non-turbo)	
Saturn	
Astra	
Scion	
iQ CVT	
tC	
xA	
xB	
Subaru	

STREET TOURING® - APPENDIX A

STREET TOURING® COMPACT (STC)

Acura	Celica (non-turbo) (1986-2005)
Integra (1986-2001)	Corolla (1984-91)
Audi	Volkswagen
A4 (1.8T)	Beetle (1.8T & TDI)
TT Coupe & Roadster (FWD)	Golf (1.8T)
Chevrolet	Golf & Jetta (TDI) (2007-13)
<i>Sonic (Turbo) (2012-14)</i>	Jetta (1.8T)
Sprint (1985-88)	Passat (1.8T & TDI)
Chrysler/Plymouth/Dodge	Rabbit, Golf, GTI, Cabrio (1974-92)
Neon (all) (1995-2000)	Volvo
Neon R/T & ACR (2001-04)	S40 (non-T5)
Fiat	V40
500 Abarth	Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; up to 3.1L normally-aspirated)
500 Turbo (2013-14)	
Ford	
Escort GT (1991-96)	
ZX2 & Excort ZX2 (1998-2003)	
Honda	
Civic (1984-2000)	
Hyundai	
Accent (2012-13)	
Tiburon (V6) (2003-08)	
Kia	
Rio (2012-13)	
Lexus	
SC300	
Mazda	
323, 323 GT, & 323 GTX	
Protégé (NOC) (1999-2003)	
Protégé MP3	
Nissan	
200SX SE-R (1995-98)	
240SX	
Sentra SE (1998-2001)	
Sentra SE-R (1991-94)	
NX2000 (1991-94)	
Saturn	
SL	
SW	
SC	
Subaru	
Impreza (1.8L, FWD) (1993-96)	
Impreza 2.5 RS (1998-2001)	
Legacy (1990-94)	
Toyota	

APPENDIX A - STREET TOURING®

STREET TOURING® SPORT (STS)

BMW
 Z3 (4-cyl)
 Honda
 CRX
 del Sol & Civic del Sol
 Mazda
 Miata (non-Torsen differential)
 (1990-97)
 RX-7 (non-turbo, NOC)
 Pontiac
 Fiero (4-cyl)
 Toyota
 MR2 (non-supercharged) (1985-
 89)
 MR2 (non-turbo) (1991-95)

STREET TOURING® XTREME (STX)

Acura
 Integra Type R
 Audi
 A3
 A4
 TT quattro
 BMW
 128i (2008-13)
 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, &
 2.0L T)
 Dodge
 SRT-4 (2003-05)
 Eagle
 Talon Turbo (AWD)
 Ford
 Focus ST
 Honda
 Civic Si (2006-12)
 Infiniti
 G35 Sedan
 Lexus
 IS 250
 IS 300
 IS 350
 Mazda
 MazdaSpeed3
 MazdaSpeed6
 MazdaSpeed Protégé
 RX-8
 MINI
 Cooper S & Cooper S JCW
 (incl. 2004-05 dealer-in-
 stalled)
 Mitsubishi
 Eclipse Turbo (AWD)
 Nissan
 300ZX (non-turbo) (1990-96)
 Sentra SE-R Spec V
 Saab
 9-3 (non-Viggen) (1998-2012)

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STREET TOURING® - APPENDIX A

STX (CONTINUED)

Scion
FR-S
Subaru
BRZ
Forester XT (2003-08)
Impreza WRX (non-STI) (2002-08)
Legacy GT (2005-08)
Toyota
Supra (non-turbo) (1993-98)
Volkswagen
Beetle (2.0T)
Corrado (all)
Golf (2.0T)
Golf R (2.0T)
GTI (2.0T)
Jetta (2.0T)
Passat (2.0T)
R32
Volvo
C30
Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; 3.1L to 5.1L normally aspirated or up to 2.0L forced induction)

STREET TOURING® ULTRA (STU)

Audi
S4
TTS quattro (2008-14)
BMW
135i
3 Series (E9x chassis, NOC incl. M3) (2006-13)
M3 (E36, non-LTW) (1995-99)
M3 (E46) (2000-05)
Chevrolet
Camaro (N/A)
Corvette (C5, non-Z06) (1997-2004)
Ford
Mustang (N/A)
Hyundai
Genesis (2.0L Turbo 4-cyl) (2010-13)
Genesis (V6)
Infiniti
G35 Coupe
G37
Lexus
IS F
Mercedes-Benz
CLK430 (1999-2003)
CLK55 (2001-06)
Mitsubishi
Lancer Evolution
Lancer Ralliart (2008-10)
Nissan
350Z (non-NISMO)
Pontiac
GTO
Firebird (N/A)
Subaru
Impreza WRX STI
Impreza WRX (2009-13)
Volvo
S60R
Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; over 5.1L normally aspirated or 2.0L to 3.1L forced induction)

APPENDIX A - STREET TOURING®

STREET TOURING® ROADSTER (STR)

BMW

M Roadster & M Coupe (1998-2002)

Z3 (6-cyl, non-M)

Z4 (non-turbo, non-M)

Datsun

240Z

260Z

280Z

280ZX (non-turbo)

Honda

S2000

Mazda

Miata (non-turbo) (1994-2005)

MX-5 Miata (2006-13)

RX-7 GSL

RX-7 GSL-SE

RX-7 GXL

RX-7 GTU (1988)

Nissan

370Z (*non-NISMO*) (2009-14)

Pontiac

Fiero (V6)

Solstice (non-turbo)

Porsche

911 Carrera (3.2L) (1984-89)

911 SC (3.0L) (1978-83)

924

944 (non-turbo)

968

Toyota

MR2 Spyder

Saturn

Sky (non-turbo)

APPENDIX A - STREET MODIFIED

STREET MODIFIED CATEGORY

ENGINE CLASSIFICATIONS

1. Four-stroke cycle and two-stroke cycle naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. Supercharged or 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.

STREET MODIFIED CLASS (SM)

ELIGIBLE VEHICLES:

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

EXCLUDED VEHICLES:

Porsche (all)
 Lotus (all)
 Nissan/Datsun Z-car 2+2; pre-1990
 Honda CRX
 MGB GT
 Triumph (all)

MINIMUM WEIGHT CALCULATIONS (WITHOUT DRIVER):

FWD: 1550 lbs + 125 lbs per liter

STREET MODIFIED - APPENDIX A

RWD: 1800 lbs + 200 lbs per liter

AWD: 1800 lbs + 300 lbs per liter

Supercharged or Turbocharged SM engines: Add 1.4L to the actual displacement.

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

Solid axle RWD: -25 lbs per liter

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

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

SUPER STREET MODIFIED CLASS (SSM)

ELIGIBLE VEHICLES:

All two-seat cars not excluded below.

All SM eligible sedans/coupes excluded from SM.

All SM eligible vehicles.

EXCLUDED VEHICLES:

Lotus (all except Elise, Exige, & Esprit)

Vehicles not meeting minimum weights

MINIMUM WEIGHT CALCULATIONS (WITHOUT DRIVER):

FWD: 1350 lbs + 125 lbs per liter

RWD: 1600 lbs + 200 lbs per liter

AWD: 1600 lbs + 300 lbs per liter

Supercharged or Turbocharged SSM engines: Add 1.4L to the actual displacement.

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

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

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

APPENDIX A - STREET MODIFIED

STREET MODIFIED CLASS FRONT WHEEL DRIVE (SMF)

ELIGIBLE VEHICLES:

All FWD vehicles.

MINIMUM WEIGHT CALCULATIONS (WITHOUT DRIVER):

1750 lbs + 125 lbs per liter

Supercharged or Turbocharged SMF engines: Add 1.0L to the actual displacement.

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

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

draft

APPENDIX A - STREET PREPARED

STREET PREPARED CATEGORY**SUPER STREET PREPARED (SSP)**

Chevrolet

Corvette (C5 chassis) (1997-2004)

Corvette (C6 chassis) (2005-13)

Dodge

Viper

Elva

Courier

Ferrari

355

360

Dino 206 & 246 (all)

F430 (all)

Ford

GT

Griffith

(all)

Lamborghini

Gallardo (all) (2003-11)

Lotus

7 & 7A

Elan (RWD)

Elan M100 (FWD, all)

Europa (all)

Elise, Exige, & Exige S (2005-11)

Elite 2+2 & Elcat

Esprit (4-cyl, all)

Esprit (V8)

Evora

Morgan

V8 (all)

+4 (2138cc, all)

Nissan

GT-R (R35)

Porsche

911 Turbo (AWD) (2001-13)

911 GT2 (996 & 997 chassis, all)

911 GT3 (996 & 997 chassis, all)

Tesla

Roadster (2008-12)

TVR

4-cyl & 6-cyl (all)

V8 (all)

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

STREET PREPARED - APPENDIX A

A STREET PREPARED (ASP)

Acura	911 Turbo (964 chassis) (1990-94)
NSX (1990-2005)	911 Turbo (993) (1996-97)
Audi	911 (996, 997 chassis) (1999-2012)
S4 (2000-13)	Boxster, Cayman (all)
BMW	Shelby
128, 135, 1 Series M (2008-13)	Cobra 289
328, 335 (2006-13)	Subaru
M3 (2007-13)	Impreza WRX STI (2004-07)
Z4 sDrive35i, sDrive35is (2012-13)	Impreza GT, WRX, WRX STI (2008-13)
Z8	Sunbeam
Bricklin	Tiger (260, 289)
Chevrolet	Toyota
Camaro ZL-1 (2012-13)	MR2 (all incl. Turbo) (1991-95)
DeLorean	Supra Turbo (1993½-98)
DeTomaso	
Mangusta (all)	
Pantera (all)	
Dodge	
Stealth Turbo	
Ferrari	
250 (non-LM)	
275	
308 Coupe, Spider	
330	
365 Daytona GTB, GTC	
348	
Jaguar	
E-type (all)	
Mazda	
RX-7 (1993-95)	
Mercedes-Benz	
CLK 320, CLK 32 AMG	
SLK55 AMG (R171 chassis) (2004-11)	
Mitsubishi	
Lancer Evolution (VIII, IX) (2003-07)	
Lancer Evolution (X), Ralliart (2008-13)	
3000GT Turbo	
Nissan	
370Z (all) (2009-13)	
Pontiac, Saturn	
Solstice GXP, Sky Redline	
Porsche	
911 Turbo (1976-89)	

APPENDIX A - STREET PREPARED

B STREET PREPARED (BSP)

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

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

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

Chrysler
 Crossfire SRT6

Honda
 S2000

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

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

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

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

Saleen
 Mustang S281E & Mustang
 (NOC)

Triumph
 TR-8

Volkswagen
 Golf R (2012-13)

STREET PREPARED - APPENDIX A

C STREET PREPARED (CSP)

BMW
 Z3 (4-cyl)
 M3 (E30 chassis)
 Datsun
 Roadster (1500, 1600, & 2000)
 Fiat
 Abarth (all)
 124 Spider (1975-78) & 2000
 Spider (non-turbo)
 2000 Spider Turbo
 Honda
 Civic & CRX (1988-91)
 Jensen-Healey
 Lancia
 Scorpion
 Lotus
 Cortina
 Elite (1216cc)
 Mazda
 MX-5 Miata (1990-2005)
 MX-5 (2006-13)
 RX-2 & 616
 RX-3, RX-3SP, & 808 Mizer
 RX-7 (non-turbo) (1978-85)
 RX-7 (non-turbo) (1986-92)
 Mercedes-Benz
 190E (16v)
 Morgan
 4/4
 Pininfarina
 2000
 Pontiac/Saturn
 Solstice & Sky
 Porsche
 356 & 1600
 924S & 944 (8v)
 Carrera (4-cyl)
Scion & Subaru
 FR-S & BRZ (2013-14)
 Toyota
 MR-2 & MR-2 Supercharged
 (1st gen) (1985-89)
 MR2 Spyder (2000-05)

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

Sedans over 1.7L & under 3.0L not
 otherwise classified.
 Sports cars under 2.0L not other-
 wise classified.

APPENDIX A - STREET PREPARED

D STREET PREPARED (DSP)

Acura	Shadow (4-cyl Turbo & V6)
Integral (1990-93)	Shelby Charger Turbo
Integral (incl. Type R) (1994-01)	Spirit (4-cyl Turbo & V6)
RSX (all)	SRT-4
TSX	Sundance Turbo
Alfa Romeo	Dodge & Mitsubishi
GTV V6 (all)	Colt Turbo & Mirage Turbo
Milano	(1984-88)
Audi	Colt Turbo & Mirage Turbo
A3 (2005-13)	(1989-92)
A4 (1.8T, FWD & quattro) (1995-01)	Eagle
A4 (1.8T, FWD & quattro) (2002-05)	Summit Turbo (16v) (1989-90)
Coupe GT & Quattro (1980-88)	Fiat
BMW	500 Abarth (2012-13)
318 (16v) & 325 (E30 chassis)	Ford & Mercury
318 (E36 chassis)	Capri (4-cyl & 6-cyl) (1971-77)
323, 325, & 328 (E36 chassis)	Capri (1991-95)
323, 325, 328 & 330 (E46 chassis, non-M3)	Contour SVT
3 Series (16v, NOC)	Cougar (1999-2002)
Bavaria	Fusion & Milan (6-cyl) (2006-13)
Chevrolet, Pontiac, Buick, Oldsmobile, & Geo	Probe (Turbo & V6)
Cobalt SS (N/A) (2005-07)	Honda
Cobalt SS Supercharged (2005-07)	Civic Si (1999-2000)
Cobalt SS Turbo (2008-10)	Civic Si (2002-05)
HHR SS Turbo	Civic Si (2006-12)
J Body (4-cyl Turbo, Quad 4 DOHC, & V6)	Del Sol (DOHC)
L Body (Quad 4 & V6)	Prelude 4WS
N Body (4-cyl Turbo, Quad 4, & V6)	Prelude (1992-2001) (NOC)
Spectrum Turbo (1985-89)	Hyundai
Storm GSi (1985-89)	Tiburon
X Body (V6)	Isuzu
Chrysler, Plymouth, & Dodge	I-Mark LS (16v & Turbo, FWD) (1985-89)
Acclaim (V6 & Turbo)	I-Mark RS (16v & Turbo, FWD)
Charger GLH-S	Impulse RS Turbo (AWD) (1990-93)
Conquest & Starion (non-turbo)	Impulse Turbo & RS (RWD) (1983-89)
Crossfire (non-SRT-6)	Impulse XS (16v non-turbo) (1990-93)
Daytona Turbo	Impulse (16v & Turbo)
Daytona (V6)	Stylus XS & RS (16v) (1990-93)
GLH-S & GLH Turbo	Kia
Laser Turbo (NOC) & K-car Turbo	Forte Koup (2010-12)
	Lexus
	IS 300
	Maserati
	BiTurbo

STREET PREPARED - APPENDIX A

DSP (CONTINUED)

Mazda	99, 99 EMS, & 99 Turbo
323 GT & GTX (AWD)	900 & 900 Turbo (1979-93)
Mazda6 (6-cyl)	900 & 900 Turbo (1994-98)
Mazdaspeed3	Saturn
Mazdaspeed Protege	Ion (all) & NOC
MX-6 (Turbo & V6)	Subaru
RX-8	Impreza (non-RS) (1993-2001)
Spec Miata (See 15.0 for preparation allowance requirements)	Impreza (2.5L) (NOC)
Mercedes	Legacy & Outback (6-cyl, all) (1998-2004)
190 (all) (1984-93)	Legacy & Outback (6-cyl, all) (2005-13)
C230	Toyota
Merkur	Camry V6
XR4Ti	Celica (2000-05)
MINI	Celica All-Trac (all)
Cooper S (all including JCW & 2006 JCW GP except Countryman)	Corolla FX16
Mitsubishi	Supra (1979-81)
Cordia Turbo	Supra (1982-86)
Eclipse (2000-12)	Volkswagen
Galant (all)	Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)
Tredia Turbo	Golf, GTI, GLI, & Jetta (2.0T) (2006-13)
Nissan & Datsun	New Beetle Turbo
200SX Turbo	Passat VR6
200SX (V6)	R32
240SX	Volvo
Altima (2007-13)	240 Series Turbo (all)
Maxima	C30 (2006-09)
Pulsar (16v)	S40 (1995-2004)
Pulsar NX Turbo	S40 (2005-11)
Sentra (2.0L) (2000-01)	6-cyl (n/a) & 4-cyl (mechanically forced-induction) 2WD sedans under 3.0L not otherwise classified.
Sentra (B15 chassis) (2002-06)	(See Section 15.1.C for update/backdate limitations.)
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	

APPENDIX A - STREET PREPARED

E STREET PREPARED (ESP)

AMC	Colt, Mirage, & Summit (1989-92)
AMX & Javelin (all)	Colt, Mirage, & Summit (1993-96)
Audi	Mirage (1997-2002)
5000 Turbo, 5000 Turbo quattro, 200, & 200 quattro	Eagle
A8 & A8 quattro	Talon Turbo (all) (1989-99)
RS4 (2007-08)	Ferrari
V8 quattro	400 America (all)
BMW	500 Superfast (all)
2500 & 2800 (all)	Ford & Mercury
3.0S & CS (all)	Cougar (1965-70)
528, 530, & 533 (non-turbo)	Cougar (1971-74)
633i & 733i (all)	Mustang (1964 ¹ / ₂ -66)
Chevrolet, Pontiac, Buick, & Oldsmobile	Mustang & Cougar (1967-68)
Camaro & Firebird (1967-70)	Mustang & Cougar (1969-70)
Camaro & Firebird (1970 ¹ / ₂ -81)	Mustang & Cougar (1971-73)
Camaro, Firebird, & Firehawk (1982-92) (3rd gen)	Mustang II (all) (1974-78)
Camaro, Firebird, SS, Firehawk, & WS6 (1993-2002) (4th gen)	Mustang, SVO, Cobra, Cobra R (1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
Camaro (2010-13)	Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
Chevelle (1964-67)	Mustang (S197 chassis incl. Boss 302 & Leguna Seca) (2005-13)
Chevelle (1968-72)	Taurus SHO
Corvair Yenko Stage I, II, & III (all)	Thunderbird & Cougar (1983-88)
Lumina	Thunderbird & Cougar (1989-97)
Monza (V8) & Skyhawk (V6)	Hyundai
Reatta	Genesis (2009-12)
Regal(1980-88) (V6 & V8, RWD)	Infiniti
Starfire & Sunbird (V6, all)	G35
Trans Am Turbo (1982-92)	G37
Chrysler, Plymouth, & Dodge	M30
Barracuda (1965-69) & Dart, Duster, & Valiant (1963-76) (A-body)	Q45
Barracuda & Challenger (E-body) (1970 -74)	Jaguar
Challenger (2008-13)	Sedans (6-cyl & 12-cyl)
Challenger (6-cyl & V8, NOC)	XJS (all)
Charger (2006-13)	XK 120, 140, 150, & 160
Conquest Turbo	Lexus
Laser (Turbo, all) (1989-99)	ES 250
Stealth (non-turbo)	GS 400, LS 400, & SC 400
Dakota (1997-04)	Mazda
Dodge, Mitsubishi, & Eagle	929
Colt & Mirage (1984-88)	

STREET PREPARED - APPENDIX A

ESP (CONTINUED)

MazdaSpeed6
 Mercedes
 230SL, 250SL, & 280SL (all)
 350SL, 380SL, & 450SL (all)
 220, 230, 250, & 280 Sedans
 (all)
 280 (4.5L, all) & 300 (6.3, all)
 Sedans
 Mitsubishi
 3000 GT (non-turbo)
 Eclipse Turbo (1989-99)
 Starion Turbo
 Nissan
 300ZX (non-turbo) (1984-89)
 300ZX (non-turbo) (1990-96)
 Peugeot
 405
 Saab
 SPG (16v & Turbo)
 Saleen
 Mustang 302 & 351 (non-super-
 charged) (1984-93)
 Shelby
 GT350 (1965-66)
 GT350 & GT500 (1967-70)
 Subaru
 Forester 2.5XT
 Legacy 2.5GT (2005-12)
 Impreza WRX (non-STI) (2002-
 07)
 Toyota
 Supra (all) (1986½-92)
 Supra (non-turbo) (1993-96)
 Volvo
 700 Series (all)
 800 Series (all)
 S60 & V70
 Volkswagen
 Passat W8 4Motion

American 6-cyl & V8 sedans &
 pick-ups not otherwise classified.
 Other sedans over 3.0L not other-
 wise 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
 Chevrolet, Pontiac, Buick, Oldsmo-
 bile, Geo, & Suzuki
 Beretta (4-cyl)
 Camaro (4-cyl) (1982-86)
 Chevette & T1000
 Citation & Omega
 Corvair (non-Yenko)
 Fiero (4-cyl)
 Firebird (4-cyl) (1982-86)
 Metro & Swift (1985-88)
 Metro & Swift (1989-93)
 Monza (NOC), Starfire, Omega,
 Astre, & Skyhawk (RWD)
 Phoenix & Skylark
 Prism
 S-10 (1994-2004)

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FSP (CONTINUED)

Spectrum (1.5L non-turbo) (1985-89)	Escort, Escort GT, & Tracer (1991-96)
Spectrum (NOC)	Escort, ZX2, & Tracer (1997- 2002)
Sprint & Sprint Turbo	Festiva
Storm (all)	Fiesta (1976-80)
Sunbird (4-cyl)	Focus (all) (1999-2007)
Vega & Cosworth Vega	Fusion & Milan (4-cyl)
Chrysler, Plymouth, & Dodge	Mustang II (4-cyl) (1974-78)
Acclaim (4-cyl non-turbo)	Mustang & Capri (4-cyl non- turbo)
Arrow 1600, 2000, & 2600	Pinto & Bobcat (1600, 2000, & 2300)
Champ (non-turbo, all)	Pinto Wagon (2000, 2300, & 2600)
Colt (non-turbo, FWD)	Probe (4-cyl non-turbo)
Colt (8v non-turbo)	Honda
Colt (1600 & 2000, RWD)	Accord (1976-81)
Daytona (non-turbo)	Accord (1982-12)
Horizon, TC3, & Turismo (1.7L, 1.8L, & 2.2L)	Civic (1973-79)
Laser (non-turbo) (1989-99)	Civic (1980-83)
Neon (all) (1994-05)	Civic & CRX (all) (1984-87)
Omni, 024, & Charger	Civic (1992-95) & Del Sol (1992- 96) (SOHC)
Rampage (2.2L)	Civic (non-Si) (1996-2000)
Sapporo (1600, 2000, & 2600)	Civic (non-Si) (2001-05)
Shelby (2.2L non-turbo) (1983- 84)	Civic (non-Si) (2006-12)
Spirit (4-cyl non-turbo)	Prelude (1979-82)
Dodge, Mitsubishi, & Eagle	Prelude (1983-87)
Colt & Mirage (non-turbo) (1984-88)	Prelude (1988-91)
Colt, Mirage, & Summit (non- turbo) (1989-92)	Hyundai
Colt, Mirage, & Summit (non- turbo) (1993-96)	Elantra
Eagle	Excel
Talon (non-turbo) (1989-99)	Scoupe
Fiat & Bertone	NOC (all)
124 (1966-74)	Infiniti
128	G20
131 & Brava	Isuzu
850 Sedan	I-Mark (1.5L non-turbo)
850 Coupe & Spider	FWD models (1985-89)
Strada	I-Mark RS (16v) (1985-89)
X1/9 (all)	I-Mark (RWD) (1980-85)
Ford & Mercury	Impulse (non-turbo) (1983-89)
Capri II (1976-77)	Stylus S (12v) (1990-93)
Cortina	Kia
Escort, EXP, Lynx, & LN7 (1981- 90)	Spectra (1.8L 4-cyl)
	Lancia
	Beta & Zagato (1975-83)

STREET PREPARED - APPENDIX A

FSP (CONTINUED)**Mazda**

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)

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, & Sen-
 tra SE-R (1991-94)

Pulsar & Pulsar NX (non-turbo,
 all)

Sentra (2.0L) (1995-99)

Stanza (all)

Opel

1900 & Manta
 GT 1100
 GT 1500 & 1900
 Kadett 1100
 Kadett 1500 & 1900

Pontiac & Toyota

Corolla, Matrix, & Vibe (2003-
 08) (NOC)

Peugeot

405 DL & 405 S

Porsche

912
 912E
 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

APPENDIX A - STREET PREPARED

FSP (CONTINUED)

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
 Triumph
 GT-6
 Herald (all)
 Spitfire
 TR-2 & TR-3
 TR-4 & TR-4A
 TR-250 & TR-6
 TR-7
 Volkswagen
 Beetle (RWD)
 Cabriolet (1985-92)
 Corrado (all)
 Dasher & Quantum (4-cyl, all)
 Fox GL
 Golf & Jetta (all, A2 chassis) (1985-93)
 Golf, Jetta, & Cabrio (8v, A3 chassis) (1993-98)
 Golf & Jetta (VR6, A3 chassis)
 Golf & Jetta (VR6, NOC, A4 chassis)
 Golf, Jetta, & Beetle TDI
 Karmann Ghia
 Passat (all, NOC)
 Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (all, A1 chassis) (1975-92)
 Rabbit (2.5L 5-cyl, A5 chassis) (2006-09)

Volvo
 120 Series (all)
 140 Series (all)
 160 Series (all)
 1800, P1800, & ES1800 (all)
 240 Series (non-turbo, all)
 260 Series (all)
 700 Series (all)
 Yugo
 (all)
 Sedans under 1.7L not otherwise classified.
 4-cyl & rotary RWD mini-pickups.
 (See Section 15.1.C for update/backdate limitations.)

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 17.A.2, listed in another Prepared class in Appendix A, specifically listed in CP, DP, EP, FP, or GP that is not required to run at 17.11.A specified weights or listed below is eligible for XP. 17.11.A does not apply. "In-excess" cars per 17.11.A are not eligible for XP.

1. BODYWORK AND STRUCTURE

- a. Chassis components attached by removable fasteners (e.g., bolt-on subframes) may be modified or replaced without penalty.
- b. Front hoods, engine covers, trunk lids, hatches, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. Fenders may be flared as per Section 17.2. Unibody fender may be replaced as described in Section 17.2.S. Non-metallic fender liners may be modified, replaced, or removed. Body panels may be attached with removable fasteners (e.g., Dzus®).
- c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to two (2). Wings designed to be adjustable while the car is in motion must be locked in a single position.

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 cm²) each and the number of endplates is limited to a maximum of two (2). For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the wing's point of attachment to the body of the vehicle. In the event that a convertible/roadster with no roof or a targa-top with no rear window retains the OE windshield frame with a windshield of any material that meets 17.2.K.1, the top of the windshield frame shall be considered the top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.

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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 12.10. Canard area may not exceed 1.2 sq. ft. (0.11148 m²). Canard endplate surface area is limited to 100 sq. in. (645.2 cm²) each and the number of endplates is limited to a maximum of two (2).

Front splitters are allowed and shall be installed parallel to the ground (within $\pm 3^\circ$ fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

- d. Steering wheel, pedals, and driver's seat must be completely to the left or right of vehicle centerline.
- e. Exhaust may exit through the bodywork. Rocker panels may be modified for exhaust routing.
- f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.
- g. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.
- h. Non-OE replacement bodies are allowable for the Factory Five Roadster/Challenge Car and Superformance MKIII. Replacement bodies must not confuse the identity of the vehicle.
- i. Minimum track width is 55" (139.7 cm).

2. WHEELS

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

3. SHOCK ABSORBERS AND SPRINGS

- a. Section 17.5.B, which restricts the type of shocks authorized by 17.5.C.3, does not apply.
- b. Active/reactive suspension systems incur a minimum weight adjustment, including standard parts.

4. BRAKES

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

5. SUSPENSION CONTROL

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

6. ELECTRICAL SYSTEM

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

7. ENGINE AND DRIVETRAIN

- a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.
- b. Drivetrain and related systems (e.g., induction, ignition, fuel, electrical, cooling, oiling) and components (e.g., mounts, clutch, flywheel) are unrestricted except as noted.
- c. The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal).
- d. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.
- e. Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

8. OTHER

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

9. MINIMUM WEIGHTS

a. ENGINE CLASSIFICATIONS

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

b. MINIMUM WEIGHT CALCULATIONS

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. EXAMPLE: Weight for a RWD car w/ 1796 cc Turbo engine behind the driver is $1200 + [(1.796 \times 1.4) \times (200 + 20)] = 1753$ lbs.

ENGINE DISPLACEMENT LESS THAN 4.0L

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

ENGINE DISPLACEMENT OF 4.0L OR GREATER

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

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

WEIGHT ADJUSTMENTS	POUNDS
Cars with ABS	+ 50
Cars with traction/stability control	+ 50
Cars with active/reactive suspension	+ 100
Cars with engine behind driver	+ 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:

FWD	1575 lbs.
RWD	1700 lbs.
AWD	1825 lbs.

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

Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

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

MT900S

MT900R XP

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

M12

M12GTO

M400

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

Q1

Shelby

Cobra (1963-67)

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

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

TVR

Griffith Series 200 & Series 400

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-produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular corporation may be interchanged with any pushrod (OHV), DOHC, or SOHC engine offered by that corporation. Examples of swaps allowed include a Chevrolet engine would be allowed in a Pontiac, a Ford "Coyote" 5.0L would be allowed in any year Mustang, a GM LS1 would be allowed in any year Camaro or Firebird, and a Ford 3.7L DOHC V6 from a 2011+ Mustang would be allowed in any other Mustang. 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 $\pm 1/2$ " (± 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) used shall be of the same configuration (number of valves per cylinder and valve actuation method - OHV or OHC) as the originals and shall be direct replacement type.

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

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

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then

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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. There is no allowance for non-standard heat extraction vents.

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

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

Minimum weight (lbs.):

V8 engines greater than 5100 cc	3000
V8 engines equal to or less than 5100 cc	2700
6-cyl engines, maximum 4500 cc	2450
Turbocharged 6-cyl engines, maximum 4500 cc	2550
Turbocharged 4-cyl engines	2450

Maximum weight on the rear of the car shall be 51% of the total weight of the car. Exceptions to this rule: Corvair, Yenko Stinger.

Wheel size allowances are as per 17.4

AMC

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

Chevrolet

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

Chrysler, Dodge & Plymouth

300 (*all*) (2006-14)
 A-body – Valiant, Dart, Duster, Demon, etc, (1963-67), & Barracuda (1965-69)
 Dakota 2WD (1987-96)
 Dakota 2WD (1997-2004)
 Challenger (2008-14)
 Charger (2006-14)
 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)

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- 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) (2005-13)
- Thunderbird (V6 & TurboCoupe) (1983-88)
- Thunderbird (V6 & SuperCoupe) (1989-97)
- General Motors
 - Chevelle, El Camino, Tempest, etc. (A-body) (1964-67)
 - Chevelle, Cutlass, El Camino, GTO, etc. (A-body) (1968-72)
 - LeMans, Cutlass, Chevelle, El Camino, etc. (A-Body) (1973-77)
 - Malibu, Cutlass, El Camino, etc. (A-body) (1978-81)
 - Monte Carlo, Grand Prix, Regal, El Camino, etc. (A-body)(1982-88)
 - S10, S15, & Sonoma (6-cyl) (1982-93)
 - S10 & Sonoma (6-cyl) (1994-04)
- Mercury
 - Capri (6-cyl & 8-cyl) (1979-93)
 - Capri Turbo (4-cyl) (1979-93)
 - Comet (6-cyl & 8-cyl) (1971-77)
- Merkur
 - XR4Ti (1985-88)
- Pontiac
 - Firebird & TransAm (1967-69)
 - Firebird & TransAm (1970-81)
 - Firebird & TransAm (1982-92)
 - Firebird & TransAm (1993-2002)
 - Trans-Am Turbo (1989)
 - GTO (2004-06)
- Saleen
 - Mustang (w/o IRS or forced induction) (1979-93)
- Shelby
 - GT350 & GT500 (1965-70)
- Yenko
 - Stinger (1965-69) weight (lbs.): 1850
- US Sedans (6-cyl and 8-cyl, NOC)

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D PREPARED (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes and track dimensions are as per Section 17. Any model listed in Prepared class G (GP) is eligible for Prepared class D (DP) under the DP allowances and weight formulas.

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

WEIGHT FORMULAS (LBS):

Engines with displacement less than or equal to 1667 cc:

1.06 x displacement (cc)

Engines with displacement greater than 1667 cc:

0.91 x displacement (cc) + 250 lbs.

Alfa Romeo

Giuletta Sprint & Spider (1570 cc)

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

Alt body part: Niki Lauda Edition Spoiler

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

Alt body part: Niki Lauda Edition spoiler

Austin-Healey

100-4 (2660 cc)

Alt part: louvered hood

BMW

Z3 (4-cyl)

Datsun

SPL 310 (1497 cc), SPL 311/311U (1600 cc), & SRL 311 Roadster (1982 cc)

Elva

Courier (1600, 1800)

ATB 7224 MGA axle housing assembly

Fiat

124 Spider (1600, 2000) & 124 Spider Abarth (1995 cc)

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)

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

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

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

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

Saturn
Sky (non-turbo)

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

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

Turner
950S
1500

TVR
1800

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

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

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E PREPARED (EP)

Wheel size allowances are as per Section 17.4.
Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

WEIGHT FORMULAS (LBS.):

Piston Engines: 1.00 x displacement (cc)

Rotary Engines: 0.85 x listed displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than 2200 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Acura

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

Audi

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

Austin / Morris

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

Alfa Romeo

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

BMW

1600 (1966-77)
2002, 2002ti, & 2002tii (1968-76)
2000ti (1966-72)
320i
3 Series E21 (4-cyl) (1975-83)
3 Series E30 (4-cyl) (1984-93)

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- 3 Series & M3 (8v & 16v, E30 chassis)
 - 530i (1975-78)
 - Sedans NOC
- Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents
 - Beretta (4-cyl & V6) (1987-96)
 - Chevette (1976-87)
 - Citation (1980-85)
 - Nova (FWD)
 - Sonic (non-turbo) (2012-13)
 - Spectrum (1985-88)
 - Sprint (non-turbo) (1985-91)
 - Vega & Cosworth Vega (1971-77)
- Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
 - Colt & Champ (1971-78)
 - Colt & Champ (non-turbo) (1979-83)
 - Colt & Mirage (non-turbo) (1984-88)
 - Colt, Mirage, & Summit (non-turbo) (1989-92)
 - Colt & Mirage (non-turbo) (1993-96)
 - Daytona & Laser (2.2L non-turbo) (1984-90)
 - Eclipse, Laser, & Talon (16v & 8v non-turbo, FWD) (1982-90)
 - Neon
 - Neon (non-turbo) (1995-2005)
 - Omni, Horizon, 024, & TC3 (1978-90)
 - Shadow & Sundance (2.2L) (1986-94)
 - Shelby Charger (pre-1979)
 - Shelby Charger (1983-87)
 - Spirit & Acclaim (4 cyl) (1989-95)
 - Sedans NOC
- Fiat
 - 124 Coupe & Sedan (1966-74)
 - 128 Coupe SL & 3P (1290) (1969-79)
 - 131 & Brava (1974-84)
 - 500 (2011-12)
- Ford & Mercury
 - Anglia Super (1962-67)
 - Cortina (1964-68)
 - Escort (1997-2002)
 - Escort, EXP, Lynx, & LN7 (1982-88)
 - Escort & Lynx (1968-81)
 - Escort GT & ZX-2 (1991-96)
 - Escort GT (1981-90)
 - Escort Mexico
 - Escort Super & 1300 GT
 - Festiva (1984-97)
 - Fiesta (1976-83)
 - Focus (1998-2010)
 - Mustang II (2.3L) (1974-78)
 - Alt 2.3L cyl head: SVO P/N M-6049-A230

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

Honda

Accord (4-cyl)
 Alt cyl head: P/N 12100-P05-010 or 12100-P05-020
 Civic (1170 cc)
 Civic (1237 cc)
 Civic (1984-87)
 Alt cyl head: 1342 cc – P/N 12100-PE2-000, 121000-PE7-000, or
 12100-PE3-000; 1488 cc – P/N 12100-PE3-010 or 121-XA1-0084
 Civic (1988-91)
 Civic (1992-95)
 Civic (non-Si) (1996-2000)
 Civic (2001-05)
 Civic (2006-10)
 Civic (1488 cc) (1980-83)
 Alt cyl head: P/N 12100-664-010 (2v per cyl)
 Civic (1988-91)
 Civic (non-DOHC VTEC) (1996-2000)
 Civic Si (1.6L DOHC VTEC) (1999-2000)
 CRX (1984-87)
 Alt cyl head: 1342 cc – P/N 12100-PE2-000, 121000-PE7-000, or
 12100-PE3-000; 1488 cc – P/N 12100-PE3-010 or 121-XA1-0084
 Alt body parts: Mugen front bumper/spoiler, front fender, rear fender,
 & rear bumper
 CRX (1988-91)
 DelSol (1993-96)
 Fit (2009-13)
 Prelude (1978-2001)
 Alternate cyl head: P/N 12100-PC7-000, 12100-PC7-010, or 12100-
 PC7-020

Hyundai

Sonata (1989-2005)

Infiniti

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

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Isuzu

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

Lancia

- Beta
- Zagato

Mazda

- 323 & GLC (non-turbo, FWD) (1980-95)
- GLC
 - Alt cyl head: P/N E515-10-100B
- 626 (non-turbo, 2WD) (1979-2002)
- Cosmo (1976-78)
 - Alt cyl head: P/N E515-10-100B
- GLC (RWD) (1977-83)
- Mazda2 (2011-13)
- MX-6 (non-turbo, 2WD) (1988-97)
 - Alt engine: 12A Rotary (no peripheral port)
- RX2 (1971-74)
 - Specified Displacement: 2292 cc
 - Alternate Specification: no peripheral port
- RX3 (1971-78)
 - Specified Displacement: 2292 cc
 - Alt Spec: No peripheral port
- RX4 (12A) (1974-78)
 - Specified Displacement: 2292 cc
 - Alt Spec: No peripheral port
- Sedans (non-turbo, 2WD, NOC)

Mercedes

- 190E (1983-93)

MINI

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

Mitsubishi

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

Nissan/Datsun

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

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- 200SX (S110 chassis) (1980-83)
 - Alt cyl head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 1041-21901, or 11041-N7120
 - Alt engine: L20B or NAPS-Z
 - 200SX (S12 chassis) (1984-88)
 - Alt cyl head: P/N 11041-N7120.
 - Engine: L20B or NAPS-Z
 - 240SX (1989-98)
 - Alt engine: L20B with cyl head P/N 11041-N7120/22010 or 11041-V9182/U0600A
 - Hood may be modified for engine clearance.
 - 510 (1.6L, 1.8L, & 2.0L, PL510 chassis) (1968-73)
 - Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
 - 510 (A10 chassis) (1979-81)
 - Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
 - 610 (1973-76)
 - Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
 - 710 (1974-77)
 - Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
 - 720 (2WD) (1980-86)
 - 810 (1976-80)
 - 810 Maxima (1981-83)
 - B110 (1171, 1237, 1288, 1397, & 1488 cc) (1970-73)
 - B210 (1171, 1237, 1288, 1397, & 1488 cc) (1974-78)
 - Alt cyl head: P/N 11041-H2300, 11041-25720, 11041-H1001, 11041-18001, 11041-H2303, 11041-H5704, or 11041-H9204
 - NX (B13 chassis) (1991-93)
 - Pulsar (N12 chassis) (1983-86)
 - Alt cyl head: P/N 11041-15M00
 - Pulsar (16v, N13 chassis) (1987-90)
 - Alt cyl head: P/N 11041-15M00
 - Alt engine: A14
 - Sentra (B11 chassis) (1983-86)
 - Alt cyl head: P/N 11041-15M00
 - Sentra (1.6L, B12 chassis) (1987-90)
 - Alt cyl head: P/N 11041-15M00
 - Alt engine: L16
 - Sentra (1.6L, B13 chassis) (1991-94)
 - Alt cyl head: P/N 11041-H5704
 - Versa (2010-13)
 - Sedans NOC
- Opel
- Ascona & Ascona SportWagon (1900) (1971-75)
 - Manta Sport Coupe & Manta Rallye (1900) (1971-75)
 - Kadett (1100 & 1900 cc) (1964-72)

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- Peugot
405 (non-turbo) (1987-91)
- Renault
Alliance, Encore, R-9, & R-11 (1982-89)
Alt cyl head: P/N 77005972627
LeCar & R-5 (non-turbo, FWD) (1978-96)
Alt cyl head: P/N 7700597627 – firewall modifications when using
alternate cylinder head
R17 Gordini (1971-77)
Sedans NOC
- Saab
96 (non-turbo, FWD) (1960-80)
99 (non-turbo, FWD) (1969-84)
900 (non-turbo, FWD) (1979-94)
Sedans NOC (non-turbo, 2WD)
- Saturn
S & L series (1991-2005)
ION (non-supercharged) (2003-07)
- Subaru
GL Coupe (non-turbo, FWD)
Sedans NOC (non-turbo, 2WD)
- Suzuki
Swift GA, GL, GTi, & GT (1985-2001)
- Toyota
Celica (non-turbo, 2WD) (1970-77)
Celica (non-turbo, 2WD) (1978-81)
Celica (non-turbo, 2WD) (1982-85)
Celica (non-turbo, 2WD) (1986-89)
Celica (non-turbo, 2WD) (1990-93)
Celica (non-turbo, 2WD) (1994-99)
Celica (non-turbo, 2WD) (2000-05)
Corolla (non-turbo, 2WD) (1968-70)
Corolla (non-turbo, 2WD) (1971-74)
Corolla (non-turbo, 2WD) (1975-79)
Corolla (non-turbo, 2WD) (1980-83)
Corolla (non-turbo, 2WD) (1984-87)
Corolla (non-turbo, 2WD) (1988-92)
Alt engine: 4A-C
Corolla (non-turbo, 2WD) (1993-97)
Corolla (non-turbo, 2WD) (1998-2002)
Corolla (non-turbo, 2WD) (2003-08)
Paseo (non-turbo, 2WD) (1991-97)
Starlet (non-turbo, 2WD) (1981-84)
Alt engine: 4A-G 1.6L w/ cyl head P/N 11101-16010 or 11101-16030
Tercel (non-turbo, 2WD) (1980-82)
Tercel (non-turbo, 2WD) (1983-86)
Tercel (non-turbo, 2WD) (1987-90)

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- Tercel (non-turbo, 2WD) (1991-94)

- Tercel (non-turbo, 2WD) (1995-99)

- Yaris

- Sedans NOC (non-turbo, 2WD)

Volkswagen

- Beetle (1300) (1965-66)

- Beetle (1300, 1500, & 1600) (1967-69)

- Beetle (1600) (1970-77)

- Corrado (16v non-supercharged) (1988-95)

- Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, 8v) (1975-92)

- Golf & Jetta (A2 chassis) (1985-93)

- Golf, GTI, & Jetta (1.8L & 2.0L non-turbo, A3 chassis) (1993-98)

- Golf, GTI, & Jetta (2.0L non-turbo, A4 chassis) (1999-2005)

- Golf, GTI, & Jetta (2.5L 5-cyl, A5 chassis) (2006-09)

- New Beetle (2.0L non-turbo & 2.5L 5-cyl) (1998-2010)

- Sedans NOC (4-cyl normally-aspirated)

Volvo

- 122S (1956-70)

 - Alt part: front axle cross member

 - Alt engine kit: 2127 cc

- 142S & 142E (1967-74)

 - Alt part: front axle cross member

 - Alt engine kit: 2174 cc

- Sedans NOC

Yugo (1986-92)

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

APPENDIX A - PREPARED

F PREPARED (FP)

Wheel size allowances are as per Section 17.4.
Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

WEIGHT FORMULAS (LBS.):

- Piston Engines: $0.75 \times \text{displacement (cc)}$
- Rotary Engines: $0.70 \times \text{listed displacement (cc)}$
- Forced Induction: $+0.450 \times \text{displacement (cc)}$
- Peripheral Port Rotary: $+0.050 \times \text{displacement (cc)}$
- AWD: $+0.100 \times \text{displacement (cc)}$
- FWD: $-0.100 \times \text{displacement (cc)}$
- Weight Adjustments: Equipment, Weight (lbs.)

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

WEIGHT CALCULATION EXAMPLE

- Subaru 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: $1.3 \times 2457 = 3195$ lbs. (exceeds maximum limit).
- 2700 lbs. (maximum calculated weight) + 100 lbs. (wheel width over 10" weight adjustment) = 2800 lbs. (total competition weight).

Acura

NSX (1990-2005)

Alfa Romeo

GTV V6 (1981-86)

Audi

4000, 4000 Quattro, Coupe Quattro, Coupe (1981-87)

90 Coupe, 90 Quattro Coupe & Sedan (1990-91)

TT

Austin-Healey

3000 (1959-67)

100-6 (1956-59)

BMW

1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-10)

3 Series (6-cyl 12v, E30 chassis) (1984-90)

3 Series (6-cyl 24v, E36 chassis) (1992-98)

3 Series (6-cyl all, E46 chassis) (1999-2005)

3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-10)

Chevrolet

Sprint Turbo

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Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi

Colt Turbo
 Daytona/Laser (Turbo) (1984-89)
 Omni Turbo
 Shadow & Sundance (Turbo) (1987-94)
 SRT-4 (Neon chassis) (2003-05)
 Talon & Laser (Turbo, FWD & AWD) (1989-94)
 Conquest & Starion Turbo

Ferrari

Dino 246
 Dino 246 GT
 308 (all)

Honda

S2000 (2000-09)

Isuzu

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

Jaguar

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

Lexus

IS300 (2001-05)

Lotus

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

Mazda

MazdaSpeed Protégé (2003)
 MazdaSpeed MX-5 Miata (2004-05)
 MX6 GT Turbo
 RX4 (13B) (1974-78)
 Specified displacement: 2616 cc
 Alternate Specification: No peripheral port
 RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)
 Alternate engine: Renesis
 Calculated displacement: 12A - 2292 cc; 13B & Renesis - 2616 cc
 RX-7 (13B, bridge or peripheral porting allowed) (1986-91)
 Alternate Engine: Renesis
 Calculated displacement: 13B & Renesis - 2616 cc
 RX-8 (bridge or peripheral porting allowed)
 Alternate engines: 12A or 13B
 Calculated displacement: 12A - 2292 cc; 13B & Renesis - 2616 cc
 Standard intake manifold may be used.

MINI

Cooper S (2002-10)

Mitsubishi

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

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- Morgan
Plus 8
- Nissan & Datsun
240Z, 260Z, 280Z (incl. 2+2) (1970-78)
280ZX (incl. 2+2) (1979-83)
300ZX (Z31 chassis) (1984-89)
Alt part: headlight covers
300ZX (non-turbo, Z32 chassis) (1990-96)
Alt part: rear facing hood scoop (3.5" max height)
350Z
370Z (2009-14)
- Pontiac
Fiero (V-6, 2.8L)
Alt suspension: rear double A-arm
Air cleaner may protrude through engine hatch
Solstice GXP
- Porsche
911 (3.6L & under, non-turbo)
Alt cyl heads: twin plug
914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl)
Alt cyl heads: twin plug
924S (1986 -88)
Alt cyl head: P/N 933.104.302.50 with 36 mm ex. valves
924 Turbo
944 (non-turbo, all) (1982-91)
968 (1992-95)
Boxster & Cayman
- Saab
99 (1968-84)
900 Turbo & 900 SPG Turbo 16v (1979-88)
- Saturn
Sky Red Line
- Subaru
Impreza (AWD)
SVX (1992-97)
WRX (all) (2002-2010)
Sedans/Coupes NOC (Turbo)
- Suzuki
Swift Turbo
- Toyota
Celica All-Trac (1988-89)
Celica All-Trac (1990-93)
Celica All-Trac (1994-99)
Celica Supra (1979-81)
Celica Supra (1982-86)
Supra (non-turbo) (1986½-92)
Supra (non-turbo) (1993-98)

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MR2 Supercharged (Mk1 chassis) (1988-89)

Alternate parts: 1985-89 chassis

MR2 Turbo (1991-95)

Triumph

TR6 (1969-76)

TR8 (215 c.i. or 4L)

TR250 (1967-68)

TVR

6-cyl

Volkswagen

Corrado (VR6 or 1.8L Supercharged w/ 54 mm inlet restrictor) (1990-95)

Golf, GTI, & Jetta (TDI or VR6, A3 chassis) (1993-98)

Golf, GTI, & Jetta (1.8T, TDI, or VR6, A4 chassis) (1999-2005)

Golf, GTI, & Jetta (2.0T or TDI, A5 chassis) (2006-10)

New Beetle (1.8T or TDI) (1998-2010)

R32 (3.2L V6, AWD) (2004)

Sedans NOC (4-cyl forced induction & 6-cyl)

G PREPARED (GP)

LEVEL 1 (FULL PREPARATION) VEHICLES

Induction System – Carburetors

1. The stock carburetor(s) may be used without modification.
2. Carburetor(s) may be replaced. Use of carburetor(s) which is/are not specifically listed for a car in these listings and which does not comply with the limits of paragraph 3 herein will increase minimum weight by 10%.
3. Non stock carburetor(s) – This includes modified stock carburetors.
 - a) Shall incorporate a butterfly-type throttle plate for engine speed control.
 - b) Float(s) shall not be removed or altered to produce (a) float-less carburetor(s).
 - c) Where Weber or Weber-type carburetor are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
 - d) Where Weber carburetors are specified herein, Weber-type carburetors may be substituted. The following are examples of approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.
 - e) When a maximum size carburetor or venturi is listed, any size carburetor(s) or venturi(s) up to the maximum size is allowed.
 - f) Unless specified herein, there is no limitation to the number of carburetors.
 - g) Where the number of carburetors is specified herein, that number is the maximum.

Induction System - Fuel Injection

1. Non-standard fuel injection, or standard fuel injection modified beyond the limits stated herein is prohibited.
2. All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following:
 - a) Cars utilizing fuel injection under this allowance shall use the factory manifold and throttle body.
 - b) Throttle body bore size shall remain stock.
 - c) Manifold and throttle body may be ported polished. The manifold may be cut apart to facilitate this work. When such a disassembly is re-welded, the external dimensions of the manifold shall remain unchanged.
 - d) The number of injectors shall remain the same as stock and relative mounting position and injection point shall be unchanged.
 - e) The fuel injection is unrestricted except the original type (electrical, mechanical, etc.) shall be maintained.

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- f) External throttle linkage to the standard fuel injection may be modified or changed.
- g) Non-original fuel injection (includes stock fuel injection modified beyond 17.10.C.2) shall incorporate a butterfly-type throttle plate for engine speed control. The use of a slide throttle on a non-stock fuel injection system is prohibited.
- h) Use of a fuel injection system which is not specifically listed for a car in Appendix A and which does not comply with the above requirements is prohibited.

Maximum valve size is standard if not listed below.

There is no minimum track requirement for GP; Section 17.8.B.5 does not apply.

MAKE	MODEL (VARIANT)	MIN WEIGHT (LBS.)	WHEELS MAX DIA/WIDTH	VALVE HEAD DIA IN./EX. (IF APPLICABLE)	MAX TRACK F/R (IN.)
	INDUCTION SYSTEM (IF APPL) ALT. SPEC (IF APPL)				
Alpine	A108	1300	16x8		
	1000	1300	16x8		
	1100	1300	16x8		
Austin Morris	Cooper 1275	1470	14x8		58/58
	Alternate engines (cc):				
	850	1050			
	970, 997, 998	1100			
	1071, 1098	1200			
Austin-Healey	100-4	2200	16x8	1.73/1.142	54.5/56.5
	Alternate part: louvered hood				
Austin-Healey & MG	Sprite/Midget 948	1125	14x8	1.10 or 1.16/1.00	52/50.5
	(2) 1.25" SU or 1.25" Stromberg				
	Sprite/Midget 1098	1325	14x8	1.31/1.16	52.5/51
	(2) 1.25" SU or Stromberg				
	Sprite/Midget 1275	1550	14x8	1.31/1.16	52.5/51
	(2) 1.25" SU HS2 or 1.5" SU				
	Sprite/Midget 1500	1550	14x8	1.44/1.17	52.5/51
	(1) 1.5" Zenith CD4, 1.5" Stromberg SD, or 1.5" SU				
Datsun	SPL 310-U		14x7	1.65/1.26	51.5/50.7
	1488cc	1550			
	(2) Hitachi HJB-38W				

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SPL 311/311-U	1700	14x7	1.66-1.69/1.26-1.38	53.7/50.7
1595cc	1700			
(2) Hitachi HJB-38W-3 or (2) SU HS-4 1.5"				
Fiat & Bertone				
850 all (inc. Abarth)	1125	14x8	1.146/1.028	51.5/53.5
(1) Weber 30DICA downdraft, one Weber 4226434 (30mm pri/sec), or Weber 34DMSA 1/100				
X1/9 1290	1500	14x8	1.43/1.21 or 1.23	58.5/59
(1) Weber 32DMTR (32mm pri/sec) or one Weber 32DATRA/100 (32mm pri/sec)				
X1/9 1498	1650	14x8	1.43/1.31	58/58.5
(1) Weber 34DMTR (34mm pri/sec)				
Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter				
MG				
MGA Twin Cam	1588	16x8	1.59/1.44	52/53.5
Allowed to replace wood floorboards with metal				
MGA		16x8	1.56/1.34	52/53.5
1500 (1469 cc)	1469			
1600 (1588 cc)	1588			
1622 (1622 cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28"				
Replace wood floorboards with metal				
MGB, MGB-GT	1798	16x8	1.57 or 1.63/1.3	54/54.5
Morgan				
4/4 MkIV 2138 cc	2138	16x8	1.37/1.19	52.5/53.5
Replace wood floorboards with metal				
4/4 MkV 2138 cc	2138	16x8	1.44/1.19	52.5/53
Replace wood floorboards with metal				
Opel				
GT 1900	1897	14x8		61/61
(2) 45mm sidedraft				
GT 1100	1350	14x8	1.26/1.06	54/55
Porsche				
356, except Carrera and 1500, 1600				
	1700	16x8	1.57 or 1.63/1.35	55/55.5
(2) 1.5" SU HS-4 or (2) SU or Stromberg				
1300	1550	16x8	1.50/1.20	57/56
(2) Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				
Saab				
93 & 96 Sedan		16x8		61/61
843 cc (2-stroke)	1200			
Sonett		16x8		61/61
1498 cc	1600			
1699 cc	1800			

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Sunbeam

Alpine		14x8		56.5/55
	In. valve dia: 1.500", 1.480", 1.432", or 1.436"			
	Ex. valve dia: 1.210", 1.180", 1.172", or 1.176"			
1494 cc	1494			
1592 cc	1592			
1725 cc	1725			

Triumph

Spitfire 1147	1405	14x8	1.30/1.15	55/54
	(2) 1.25" SU or Stromberg			
Spitfire 1296 MkIII	1550	14x8	1.30/1.17	56/55
	(2) 1.25" or 1.50" Stromberg or SU or (1) 1.50" CDSE Stromberg or SU			
Spitfire 1296 MkIV	1550	14x8	1.44/1.17	56/57
	(2) 1.25" or 1.50" Stromberg or (2) 1.25" or 1.50" SU			
Spitfire 1493	1550	14x8	1.44/1.17	56/57
	(1) 1.5" Stromberg-type SU or SU			
TR-2 & TR-3	1991	16x8	1.56/1.30	54/53.5
TR-4 & TR-4A (beam axle)				
	2138	16x8	1.56/1.30	56/55
TR-4A (IRS)	2138	16x8	1.56/1.30	56/55

Turner

950	1125	14x8	1.10/1.16	51/51
1500	1550	14x8	1.45/1.20	51/51
	Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm chokes, or (1) 40 DCNF w/ 30mm chokes			
	Alternate crankshaft: 125 E			

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 G (GP).

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

Permitted optional carburetors, for single carburetor cars, are:

- A. Weber 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

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MAKE	MODEL	WEIGHT (LBS.) (MIN)	WHEELS (IN.) (MAX)	VALVE SIZE (IN.) IN./EX. (MAX)	TRACK (IN.) F/R (MAX)
	ENGINE DISPLACEMENT				
	INDUCTION				
	ADDITIONAL SPECIFICATIONS				
BMW	1600 (1968-71)		13x7	1.65/1.38	56.5/56.5
	1574 cc	1575			
	Carb				
	Comp ratio to 11.0:1, valve lift to 0.450"				
	Alt intake manifold #CAM-6618				
Fiat	124 Sport Coupe		13x6.5	1.64/1.43	56.7/55.4
	1592 cc	1590			
	1608 cc	1610			
	(1) 40DCNF w/32mm chokes				
	Comp ratio to 11.0:1, valve lift to 0.425"				
Ford	Fiesta (1978-80)		13x7	1.41/1.24	56.0/55.5
	1598 cc	1600			
	(1) 40DCN, 40DCNF, or 40IDF				
	Comp ratio to 11.0:1, valve lift to 0.450"				
	Festiva (1988-93)		13x7	1.26/1.10	60.1/59.5
	1324 cc	1325			
	Fuel Inj or Carb				
	Comp ratio to 10.5:1, valve lift to 0.450"				
Geo	Metro 13BA (1989-94)		13x7	1.42/1.18	58.4/57.4
	1298 cc	1300			
	Fuel Inj				
	Comp ratio limited to 11.0:1, valve lift to 0.450"				
Honda	Civic, Civic Si, CRX, & CRX Si (1984-87)		13x6	1.07/1.30	58.8/59.1
	1488 cc	1490			
	Fuel Inj or Carb				
	Comp ratio to 11.0:1, valve lift to 0.390"				
	Civic 1.5 (1988-91)		13x6	1.14/0.98	59.8/60.0
	1493 cc	1495			
	Fuel Inj				
	Comp ratio to 11.0:1, valve lift to 0.390"				
	CRX (1988-91)		13x6	1.14/0.98	59.8/60.0
	1493 cc	1495			
	Fuel Inj				
	Comp ratio to 11.0:1, valve lift to 0.390"				

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Nissan & Datsun

210 ('79-'82) 13x6 1.46 or 1.38/1.18 56.0/54.7

1397 cc 1400

1488 cc 1490

(1) 40DCNF, 40DCN, or 40IDF w/28mm chokes

Comp ratio to 10.5:1, valve lift to 0.450"

Alt diff assembly H165

PL510 13x7 1.65/1.30 54.5/54.5

1595 cc 1595

(1) 40DCN or 40DCNF w/32mm chokes or (1) 36DCNVH

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

Porsche

914-4 15x7 1.61/1.34 56.5/58.2

1795 cc 1795

Fuel Inj

Comp ratio to 10.5:1, valve lift to 0.420"

Cyl barrels of alt material allowed

Renault

Alliance/Encore (1984-87) 15x7 1.50/1.28 58.7/56.3

1721 cc 1720

Fuel Inj

Comp ratio to 10.5:1, valve lift to 0.450"

Suzuki

Swift GA (1989-94) 13x7 1.42/1.18 58.4/57.4

1298 cc 1300

Fuel Inj

Comp ratio limited to 11.0:1, valve lift to 0.450"

Toyota

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

1588 cc 1590

Carb

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

Volkswagen

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

1780 cc 1780

Fuel Inj

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

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

1780 cc 1780

Fuel Inj

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

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

1715 cc 1715

Fuel Inj

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

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Rabbit GTI (8v) ('83-'84)	15x7	1.57/1.30	58.9/57.2
1780 cc	1780		
Fuel Inj			
Comp ratio limited to 12.0:1, valve lift to 0.420"			
Rabbit	13x7	1.34/1.22	58.9/57.2
1588 cc	1590		
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj			
Comp ratio to 11.0:1, valve lift to 0.450"			
Scirocco ('81-'84)	14x7	1.34/1.22	58.9/57.2
1715 cc	1715		
Fuel Inj			
Comp ratio to 11.0:1, valve lift to 0.450"			
Scirocco (8v) ('83-'88)	14x7	1.57/1.30	58.9/57.2
1780 cc	1780		
Fuel Inj			
Comp ratio to 12.0:1, valve lift to 0.420"			
Scirocco	13x7	1.34/1.22	58.9/57.2
1457 cc	1460		
1471 cc	1470		
1457: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes or Fuel Inj			
1471: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes			
Comp ratio to 11.0:1, valve lift to 0.450"			
Scirocco	13x7	1.34/1.22	58.9/57.2
1588 cc	1590		
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj			
Comp ratio to 11.0:1, valve lift to 0.450"			

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MODIFIED CATEGORY

All listed weights are with driver except where noted otherwise. Weights not listed default to the appropriate Club Racing GCR reference. "Car" is defined in Section 12.1. In the Solo® Rules sections where preparation allowances are specified and if there are conflicts with the GCR allowances, the Solo® Rules shall take precedence.

A MODIFIED (AM)

Cars with a minimum weight of 900 lbs with driver and a minimum 72-inch wheelbase, plus Formula SAE as specified in Section 18.5. Club Racing GCR-compliant Formula S and A Sports Racer vehicles may compete in this class.

B MODIFIED (BM)

All Formula Cars or Sports Racers compliant under the 2013 Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics:
 1. 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: 1020 lbs.
 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.
Minimum Weight with driver 1110 lbs.
 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2- stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
Minimum weight with driver 1180 lbs.
 4. May use any naturally-aspirated engine up to 3000 cc.
Minimum weight with driver 1285 lbs.
 5. Minimum rim width: none.
 6. Maximum allowed rim width: 15 in.
- D. Formula 2000, classed in Formula Continental per GCR/FCS:
 1. Minimum weight with driver 1090 lbs.
 2. Rim width: unrestricted.
 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not exceed 8 sq. ft. The current GCR CSR/DSR 45% flat bottom rule and all

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other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

- F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the 2013 Club Racing GCR with the following Solo® allowances:
1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer maximum height (45.25" per GCR 9.1.9).
 2. Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the Club Racing FA specs with the exception that endplate gurney lips are not included. Endplate Gurney lips shall not exceed 2.75" additional width per side and shall not deviate more than 10° from vertical.
 3. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
 4. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.
- G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.

C MODIFIED (CM)

- A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), Formula F (FF), & Sports 2000 (S2). Within the limitations of the GCR, additional frame bracing, suspension and steering changes, relocation of ancillary components (radiators, batteries, etc.), and their associated mounting brackets is permitted. Nothing in these rules is to be construed as overruling any GCR construction requirements or limitations except for those safety items which the Solo® Rules do not require. The purpose of these rules is to maintain the value of these cars for Club Racing and therefore their market value, and to prevent special Solo®-only Formula F vehicles.

Exceptions to the Club Racing GCR for all cars in this class:

1. Spec tire requirements do not apply.
2. S2000 minimum weight with driver:

<i>Cast iron cyl head and standard camshaft</i>	1310 lbs.
<i>Aluminum cyl head and standard camshaft</i>	1335 lbs.
<i>Cast iron cyl head and alternate camshaft</i>	1335 lbs.

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Mazda MZR engine 1335 lbs.

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, Le-Grand, Lola, Lotus, March, Merlyn, Mondiale, *Piper*, PRS, Reynard, Royale, *Stohr*, Swift, Tiga, Titan, Van Diemen, Winkleman, and Zink. Only cars produced by the following manufacturers are eligible for S2000 in this class: Bobsy, Chevron, Daedalus, KBH-Mariah, Lola, March-Apache, Reynard, Royale, Shrike, Swift, and Tiga. The SEB may add to this list at any time, effective upon notification of the membership.
- 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 Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the Club Racing GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.
1. ENGINE CHOICES
- a) Any standard 1600 cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.
 - 1) Solo® Vee engines may increase compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40.0 mm intake and 35.5 mm exhaust. Port location may not be changed from OE standard. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide centers shall remain OE standard. OE standard heads shall be used; however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44 mm carburetors with 28 mm venturis. If a balance tube is used between manifolds runners, it shall be restricted to one ½" (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

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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 on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

- b) There shall be no mixing of allowances (e.g., carburetors from 1 above and displacement from 2 above).

2. ENGINE COMPONENTS

- a) Mixing of parts between different air-cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.
- b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.
- c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.
- d) The flywheel from either the alternate engine or from the 1200 cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.
- e) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.
- f) Counterweighted crankshaft and eight-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. (2.37L) additional capacity is permitted. The installation of baffles housed completely within

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the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are permitted. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (e.g., Accusump) may be fitted.

- h) Camshaft and valve train components are unrestricted with the following exceptions:
1. Pushrods shall be made of metal.
 2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.
 3. Roller camshafts are prohibited.
 4. Rocker arms shall be standard ratio VW.
 5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.
- i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angles are unrestricted.
- j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (e.g., Helicoil®) is permitted providing that the spark plug centerline is not changed.
- k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.
- l) Voltage regulator, generator, and/or generator stand may be removed.
- m) One or more batteries may be used.
- n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.
- o) Valve covers are unrestricted and may be bolted on.
- p) Electric radiator/engine cooling fan(s) may be installed.
3. TRANSAXLE
- a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.
 - b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.

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- c) A device for locking-out reverse gear may be used.
- d) 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 may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.
- b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.
- c) Removal of the shock towers above the upper H-beam tube centerline.
- d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.
- e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.
- f) Replacement of torsion bar rubbers with spacers of another material.
- g) Installation of any ride height adjuster(s).
- h) Removal of the drum brake backing plates.
- i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.
- j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.
- k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.
- l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced

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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.
- 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 up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.
- b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.
- c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. BRAKING SYSTEM - FRONT AND REAR

- a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.
- b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.
- c) Any type lining or pad material may be used.
- d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.
- e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.
- f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.
- g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.
- h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.
- i) Brake lines may be of any suitable material, including steel braided lines.

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9. WEIGHT

Minimum weight with driver 1000 lbs.

D MODIFIED (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 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- & 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight w/ driver vs. Displacement

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

C. Performance Adjustments

AWD Add 200 lbs.
 Modified Tub Add 40 lbs.

D. Weight Bias Adjustment w/ driver sitting in the driver's seat

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

E MODIFIED (EM)

Modified Production and GT cars as follows:

A. Weight w/ driver vs. Displacement

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

B. Performance Adjustments

AWD Add 300 lbs.
 Modified Tub Add 50 lbs.

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

F MODIFIED (FM)

- A. GCR-compliant Formula 500 (F5) with the following exceptions (listed weights are with driver):
1. F5 cars manufactured prior to the current requirement for rubber vibration isolation need not conform to F5 specification E.3.C.
 2. F5 cars manufactured prior to January 1, 1990 need not comply with crushable structures as defined in Section E.7 of the current GCR/FCS.
 3. F5 cars manufactured prior to January 1, 1990 which utilize a 73" wheelbase may compete even though the driver's feet extend beyond the front edge of the wheel rims.
 4. Minimum weights with driver

Wheelbase greater than 73"	750 lbs.
Wheelbase of 73"	725 lbs.
AMW or Rotax engine	Add 50 lbs.
 5. Rotax-powered cars are permitted to use 34 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 with minimum weight with driver of 850 lbs. Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in

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each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

8. All F440 & F500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used. Electric water pumps may be used.
9. F440 & F500 cars in FM are not required in Solo® to have the sidepods now mandated by Club Racing if they were manufactured prior to 1984 in which that requirement was added to the GCR. Sidepods may not be removed from a car which was originally manufactured with them. The measurements for the height, the maximum width (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork E.9 2nd paragraph, shall have an allowance from the GCR of +/- one inch. It is the intent of this allowance to maintain the ability of the sidepod(s) to continue to hold such items as fuel tanks, battery, and radiator(s), but not to allow sidepods to be used for ground effects to achieve aerodynamic downforce on the vehicle.
10. Electric radiator/engine cooling fan(s) may be installed.

B. DWARF CARS®, 600 RACING INC LEGENDS CARS®, AND BABY GRAND CARS®

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

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

1. Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:
 - a) Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.
 - b) Any differential and final drive 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 w/ driver1250 lbs.
2. WSDCA®, US Legend Cars®, and *Baby Grand*® specific items not required are as follows:

APPENDIX A - MODIFIED

- a) INEX-approved manufactured metal seat. Mounting guidelines still apply.
 - b) Seatbelt harness dating requirements.
 - c) Quick-release steering wheels.
 - d) Fire extinguishers.
 - e) Fire-retardant driver suit and gloves.
 - f) Neck braces.
 - g) Head and neck restraints (HNR).
3. Current Solo® Rules override WSDCA®, US Legend Cars®, and *Baby Grand*® rules for the following items:
- a) Helmets.
 - b) Car number and class designation.
 - c) Exhaust system, muffler, and tailpipe.

draft



ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM

Appendix B

Classic American Muscle

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These regulations are intended to assist in the conduct of national competitions.

ASN territories and regions may adopt these regulations for use within their jurisdictions if they choose to do so including the sole responsibility for the administration thereof.

These regulations are a guide to further general safety and in no way a guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of or compliance with these Regulations.

ASN does not represent or intend that a car prepared for competition according to these regulations will meet Federal and Provincial motor vehicle regulations or local highway traffic laws. At all times, it is entirely the entrant's/driver's responsibility to ensure that any car operated on public roads is in compliance with all applicable Federal and Provincial motor vehicle regulations and local highway traffic laws.

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Go-karts are not allowed in SoloSport competitions.

ASN Canada FIA is the governing body of motorsport in Canada appointed by the Fédération Internationale de L'automobile

CAM - APPENDIX B

APPENDIX B - CLASSIC AMERICAN MUSCLE (CAM)

Rationale: *The purpose of CAM is to attract automobile enthusiasts to SCCA who are currently interested in and/or participating in the Goodguys® Autocross events or other similar events for “classic” vehicles (e.g., Street Machine, Muscle Car, Hot Rod, Truck, Street Car, Late Model, etc.) built in North America by manufacturers based in the US (e.g., “The Big Three” – GM, Ford, and Chrysler). These avid enthusiasts would largely be a new and different group of folks to join with us as SCCA® members and participants.*

However, many of these types of cars may not have a favorable classification at their local SCCA® Solo® events. By having a simple, single set of rules used across the country, these new autocross enthusiasts would be able to participate in multiple Regional Solo® events with a more consistent experience. Additionally, this gives SCCA and the Solo® Events Board an opportunity to see the viability of this type of participation at all levels of Solo® events. Therefore, Regions are encouraged to offer this program and to encourage Classic American Muscle car enthusiasts to join the fun at your SCCA Solo events!

Eligible Vehicles

- *Vehicle must be considered a “street legal” (lights, wipers, etc.), US-domestic automobile of front-engine/RWD configuration or a “pick-up” truck. Must be licensed and insured.*
- *Vehicle must pass the mandatory safety inspection (tech) and be in compliance with Section 3, Vehicles, of the 2014 SCCA® National Solo® Rules.*
- *Vehicles must weigh 3000 pounds or more.*

Body

- *All body panels must be present in the original standard locations and may be modified or replaced. EXCEPTION: High-Boys (1954 and earlier), Roadsters (1954 and earlier), and Trucks (1940 and earlier) are not required to have fenders or hood sides.*
- *All glass must be present. Side glass components may be replaced by Lexan®.*
- *Interior must be finished and have minimum seating for two adults.*
- *The fuel tank/cell must be separated from the driver/passenger compartment by a metal panel/bulkhead. The fuel tank/cell shall not vent into the driver/passenger compartment.*

Wheels and Tires

- *Any metallic wheels are allowed. Non-metallic wheels must be certified from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).*
- *Only DOT-approved tires with a UTQG Treadwear Grade of 200 or more are permitted.*

APPENDIX B - CAM

Body Electrical System

- *Electrical components and wiring are unrestricted.*

Brake System

- *Brake system and components are unrestricted.*

Suspension and Steering

- *Suspension and steering components are unrestricted. Method of attachment is unrestricted.*

Engine and Drive Train

- *Engine, drive train, and associated components (internal and external) are unrestricted.*

Classing Options, based on local demand:

- *A single CAM class for vehicles meeting the above requirements.*
- *Two classes (CAM-A and CAM-B) split on a model year (e.g., pre-1973 and 1973-on or pre-1983 and 1983-on).*
- *Two classes based on body style; muscle car and/or hot rod (alternate minimum weights may be considered).*
- *Other methods of subdividing based on local CAM enthusiast requests.*



ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM

Appendix C - Roll Over Bars Appendix D - Roll Cages

**ASN Canada FIA is the governing body of motorsport in Canada
appointed by the Fédération Internationale de l'Automobile**

Effective January 1, 2010

Published by: ASN Canada FIA Copyright © 2008 ASN Canada FIA
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Appendix C - Roll Over Bars Specifications

1. GENERAL

Where permitted or specified by the regulations of a series or event, roll bars meeting these specifications shall be fitted to all cars.

It is highly recommended that roll cages meeting the specifications outlined herein be fitted to all cars competing in events where rollover protection is required.

The top of the roll bar shall be at least 5.08 cm (2") above the top of the competitor helmet or as close to the roof as possible.

The top of the roll bar shall be no more than 25.4 cm (10") behind the competitor's helmet when the competitor is seated in the normal driving position.

It is highly recommended that any part of the roll bar or of the car's structure which may be struck by the competitor's helmet in an impact be covered with a flame-retardant energy absorbing material. Padding meeting SFI spec 45.1 is highly recommended.

2. CONSTRUCTION MATERIALS

The main hoop and primary bracing should be constructed from round, mild steel, ERW or DOM type tubing.

Chrome-moly tubing such as 4130, may be used but is not recommended.

Chrome moly welding most often requires pre-heating, compatible filler wire to avoid brittleness in the welds, post-weld cooling and stress-relieving.

Aluminum and composite materials are prohibited construction materials for roll bar structures.

All bars must have a 0.476 cm (.1875") diameter inspection hole drilled in each main hoop.

Minimum tubing sizes are as follows with vehicle weights including competitor:

Up to 2,000 lbs. 3.81 cm X 0.30 cm (1.50" X .120")

Over 2,000 lbs. 5.72 cm X 0.30 cm (1.75" X .120")

3. FABRICATION

One continuous piece of tubing must be used for the main hoop. All bends must be smooth with no evidence of crimping or wall fracturing.

All bars should start as close as possible to the floor of the vehicle and come as close as possible to the sides of the vehicle for maximum competitor protection.

In the case of tube frame vehicles, the roll cage structure must be attached to the chassis with suitable webbing or gusseting to distribute loads over as wide an area as possible.

In the case of unit body vehicles, it is recommended procedure to attach the ends of the main hoop tubes into L shaped plates at the junction of the floor and rocker panels rather than just to a plate on the floor. Additionally, it is highly recommended that all bars be tabbed into the basic body structure at least every 60.96 cm (24") or wherever possible.

Gussets or tie-in tubes must be used at main tube junctions of the roll bar members. Gusset thickness should be a minimum of the tubing wall thickness to which they are attached.

4. BRACING

Rear stays must attach to the hoop no lower than 20.32 cm (8") from the top of the hoop and at an angle no steeper than 35 degrees from vertical.

These rear stays must be made from a straight piece of tubing and be attached to a suitably stiff or reinforced area. In cases where rearward braces are impractical, forward braces are permitted.

In order to minimize the distortion of the roll bar in the event of impact on one corner, a diagonal brace is required. This brace must be a straight as possible.

Where a "six point roll bar" is used, front stays must attach to the hoop no lower than 20.32 cm (8") from the top of the hoop and at an angle no steeper than 35 degrees from vertical.

These front stays must be made from a straight piece of tubing and be attached to a suitably stiff or reinforced area.

Where a "five point roll bar" is used, a single front stay must attach to the hoop on the driver's side of the vehicle centerline at an angle no steeper than 35 degrees from the vertical.

This brace must be made from a straight piece of tubing, extend forward to the diagonally opposite side of the car and be attached to a suitably stiff or reinforced area.

5. REMOVABLE BRACING

Removable bracing may be fitted to vehicles only if their construction and design allow them to meet the strength requirements of the designs above.

Where tubes join, a double shear type mating tab may be used.

Where such a tab is used, the tube joining this tab shall have a small piece of tubing welded perpendicular to its length for the bolt to pass through to prevent crushing of the main tube.

Tabs shall be at least 3.49 cm (1.375") wide and 0.476 cm (.1875") thick and must be welded to one of the main tubes.

When single bolts are used to fasten tubes, they must be of at least 1.11 cm (.4375") diameter and grade 8 material.

Sliding tube type junctions may also be used if they meet the following criteria:

- Wall thickness of the joining tube shall be a minimum of 0.30 cm (.120").
- Length of this tube shall be a minimum of 7.62 cm (3") on either side of the splice.

Attachment shall be made using two bolts on each side of the splice 90 degrees to each other passing straight through the tubing.

Grade 5 or better bolts of at least 9.52 cm (.375") diameter shall be used here.

Splicing tubes may be slid either inside the main tubing or over the outside.

Basic design and fabrication of removable braces must conform to the specifications for non-removable designs.

6. MOUNTING PLATES

The lower hoop tubes must be connected to plates welded or bolted to the frame or floor of the vehicle.

On unit body vehicles, all plates shall be at least 129 square cm (20 square") in area.

The minimum thickness of these plates shall be 0.20 cm (.080") in the case of weld on plates and .1875 for bolt on types.

Bolt on types shall have a minimum of three 0.952 cm (.375") grade 5 bolts or better fastening each plate and must have a backup plate of equal size and thickness on the other side of the floor with the bolts passing through both plates and the floor.

Vehicles with frame type construction must use plates of at least 51.6 square cm (8" square) area and .1875 thickness regardless of whether they are bolted or welded.

7. WELDING

It is essential that all welding be of the highest possible quality.

Slag welds, poor arc and gas welds are NOT acceptable.

It is highly recommended that only certified welders carry out welding on roll bars.

TIG or MIG are the preferred welding processes.

Structures with unacceptable welding will not be approved.

8. ALTERNATE DESIGNS

Alternate cage designs may be allowed by the Chief Scrutineer provided the competitor can produce stress analysis data from a certified engineer stating that the roll over structure is capable of withstanding the

following loads applied simultaneously to that structure:

- 1.5 G lateral
- 5.5 G fore/aft
- 7.5 G vertical

Calculations shall assume race-ready weight of the vehicle with competitor on board.

APPENDIX D – ROLL CAGE SPECIFICATIONS

1. GENERAL REQUIREMENTS

Where this section applies to vehicles, a roll cage conforming to the following specifications is required:

The top of the roll bar shall be at least 5.08 cm (2") above the top of the competitor helmet or as close to the roof as possible.

The top of the roll bar shall be no more than 25.4 cm (10") behind the competitor's helmet when the competitor is in the normal driving position.

It is highly recommended that any part of the roll cage structure which may be struck by the competitor's helmet in a serious impact be covered with a flame-retardant energy absorbing material.

Vintage racing vehicles built and raced before January 1, 1980 with a rollover bar may be raced as is provided the mounting structure is acceptable.

Any vintage racing vehicle prepared after this time must be fitted with a roll cage complying with the Improved Production requirements as a minimum.

2. CONSTRUCTION MATERIALS

The main hoops and primary bracing should be constructed from round, mild steel, ERW or DOM type tubing.

Chrome-moly tubing such as 4130, may be used but is not recommended.

Chrome moly welding most often requires pre-heating, compatible filler wire to avoid brittleness in the welds, post-weld cooling and stress-relieving.

Aluminum and composite materials are prohibited construction materials for roll cage structures.

All cages must have a 0.476 cm (.1875") diameter inspection hole drilled in each main hoop.

Minimum tube size and wall thickness are as follows for vehicle weights including competitor:

Under 1500 lbs 3.49 cm X 0.24 cm (1.375" X .095")

Under 2500 lbs 3.81 cm X 0.24 cm (1.500" X .095") or 3.49 cm X 0.30 cm (1.375" X .120")

Over 2500 lbs 3.81 cm X 0.30 cm (1.500" X .120") or 4.44 cm X 0.24 cm (1.750" X .095")

3. FABRICATION

One continuous piece of tubing must be used for the main hoop. A similar piece shall be used for the other main hoop or hoops. The allowable cage configurations are:

A figure of each hoop configuration is provided to illustrate the acceptable basic configurations:

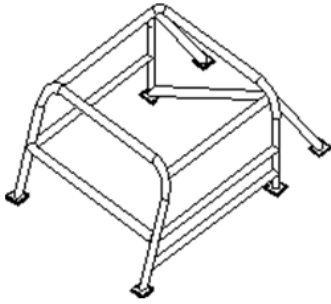


Figure 1
Main Hoop
Parallel Front Hoop

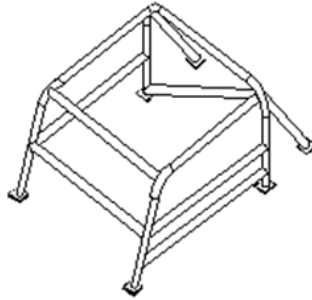


Figure 2
Main Hoop
Two Side Hoops

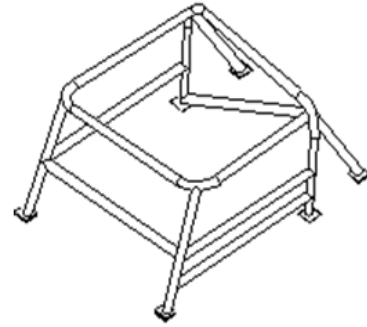


Figure 3
Main Hoop
Top Hoop

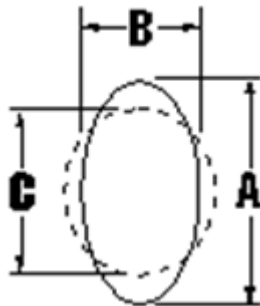
All bends must be smooth with no excessive evidence of crimping or any evidence of wall fracturing. All bars should start as close as possible to the floor of the vehicle and come as close as possible to the sides of the vehicle for maximum competitor protection.

Construction guidelines for acceptable Ovality and Crimping:

Ovality:

Maximum allowable ovality is 8% of the nominal pipe diameter. Ovality is measured as the variation between the maximum and the minimum dimension of the pipe in one location per **Figure 1**.

Figure 1: Ovality



Formula for Ovality:

$$(A-B) / C = 0.08 \text{ Maximum}$$

Note:

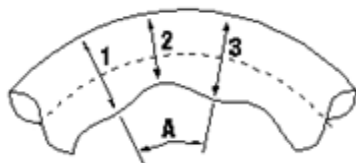
A = Maximum Measurement

B = Minimum Measurement

C = Normal Diameter

Crimping: Crimping is measured per **Figure 2**. The maximum allowable crimping is 3% of the nominal pipe diameter.

Figure 2: Crimping



Formula for Crimping:

$$((OD_1 + OD_3) / 2) - OD_2 = 0.03 \text{ Maximum}$$

In the case of tube frame vehicles, the roll cage structure must be attached to the chassis with suitable webbing or gusseting to distribute loads over as wide an area as possible.

In the case of unit body vehicles, it is recommended procedure to attach the four ends of the main hoop tubes into L shaped plates at the junction of the floor and rocker panels rather than just to a plate on the floor. Additionally, it is highly recommended that all cages be tabbed into the basic body structure at least every 60.96 cm (24") or wherever possible.

4. BRACING

In the case of the twin lateral hoop design, the front and rear hoops shall be joined by a piece of equal dimensioned tubing on each side.

Rear stays must attach to the rear hoop no lower than 20.32 cm (8") from the top of the hoop and at an angle no steeper than 35 degrees from vertical. These rear stays must be made from a straight piece of tubing and be attached to a suitably stiff or reinforced area. A diagonal brace must be fitted from near the top of the hoop to a position near the opposite corner of the hoop. This brace must be as straight as possible.

Side protection bars must be attached between the front and rear hoops on both sides of the vehicle. These bars should be attached to the front hoop no higher than 30.48 cm (12") off the floor and on the rear hoop and no higher than 60.96 cm (24") off the floor. The competitor's side must be fitted with at least two side protection bars which follow as closely as possible the outline of the door. NASCAR style multiple anti-intrusion bars are highly recommended.

A bar joining the two outer members of the front hoop near steering column level is required.

5. MOUNTING PLATES

The four lower hoop tubes must be connected to plates welded or bolted to the frame or floor of the vehicle.

On unit body vehicles, all plates shall be at least 129 square cm (20 square") in area. The minimum thickness of these plates shall be 0.20 cm (.080") in the case of weld on plates and .1875 for bolt-on types. Bolt-on types shall have a minimum of three 0.952 cm (.375") grade 5 bolts fastening each plate and must have a backup plate of equal size and thickness on the other side of the floor with the bolts passing through both plates and the floor.

Vehicles with frame type construction must use plates of at least 51.6 cm square (8-in square) area and .1875 thickness regardless of whether they are bolted or welded.

6. WELDING

It is essential that all welding be of the highest possible quality. Slag welds, poor arc and gas welds are NOT acceptable. It is highly recommended that only certified people carry out arc welding on roll cages. TIG or MIG are the preferred welding processes. Cages with unacceptable welding will not be passed.

7. GUSSETING

It is important that loads be distributed over as wide an area as possible especially in the case of cages on space frame type vehicles. Gussets or tie-in tubes must be used at main tube junctions of the roll cage members. Gussets should also be used when it is not possible to weld all around a tube because of body interference. Gusset thickness should be at least the same as the tubing wall thickness they are attached to. Each gusset shall extend in length for a minimum of one pipe diameter in both directions from the centre point of the gusset.

8. REMOVABLE TYPE CAGES

Removable roll cages may be fitted to vehicles only if their construction and design allow them to meet the strength requirements of the designs above.

Where tubes join, a double shear type mating tab may be used. Where such a tab is used, the tube joining this tab shall have a small piece of tubing welded perpendicular to its length for the bolt to pass through to prevent crushing of the main tube.

Tabs shall be at least 3.49 cm (1.375") wide and 0.476 cm (.1875") thick and must be welded to one of the main tubes. When single bolts are used to fasten tubes, they must be of at least 1.11 cm (.4375") diameter and grade 8 material.

Sliding tube type junctions may also be used if they meet the following criteria:

- i. Wall thickness of the joining tube shall be a minimum of 0.30 cm (.120").
- ii. Length of this tube shall be a minimum of 7.62 cm (3") on either side of the splice.

Attachment shall be made using two bolts on each side of the splice 90 degrees to each other passing straight through the tubing. Grade 5 bolts of at least 9.52 cm (.375") diameter shall be used here. Splicing tubes may be slid either inside the main tubing or over the outside.

Alternate joint designs may be approved at the discretion of the Scrutineer.

Basic design and fabrication of removable type cages must conform to the specifications for non-removable type cages.

9. ALTERNATE DESIGNS

Alternate cage designs may be approved by the Scrutineer provided the competitor can produce stress analysis data from a certified engineer stating that the roll over structure is capable of withstanding the following loads applied simultaneously to that structure:

- 1.5 G lateral
- 5.5 G fore/aft
- 7.5 G vertical

Calculations shall assume the all up race weight of the vehicle with competitor.



**ASN CANADA FIA
NATIONAL SOLOSPORT
REGULATIONS**

AUTOSLALOM

**ASN Appendix E
SCCA
Class Preparation
Rules**

12. AUTOMOBILE DEFINITIONS

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

12.1 AUTOMOBILE (CAR)

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

12.2 SEDAN

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

12.3 MODEL

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

12.4 STANDARD PART

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

12.5 TRACK

The distance between the centerlines of the wheels as competed with-

12. DEFINITIONS

out driver, measured as follows: From centerline to centerline of wheels. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two dimensions obtained are to be added together and divided by two (2) to obtain the average. Measurements are to be taken at both front and rear of the wheels and averaged to compensate for toe in/out. Wheel rim width shall be measured at the base of the bead seat.

12.6 OPEN AND CLOSED CARS

- A. An open car is a convertible (with or without a full windshield), a car with a retractable hardtop, a targa-top-type car with less than a full windshield, or a T-top-type car with less than a full windshield.
- B. A closed car is one with a full roof, a targa top-type car with a full windshield, a T-top-type car with a full windshield, or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place.

12.7 FLOOR PAN

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

12.8 DRIVER/PASSENGER COMPARTMENT

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

12.9 WING AREA COMPUTATION

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

12.10 CANARD

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

12.11 ACTIVE/REACTIVE SUSPENSION

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

12. DEFINITIONS

12.12 TRACTION/STABILITY CONTROL

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

12.13 MID-ENGINE

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

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

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

12.15 COMPRESSOR BYPASS VALVE (CBV)

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

12.16 SOLID REAR AXLE

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

12.17 VARIABLE VALVE TIMING (VVT)

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

12.18 STRUT BAR

A transverse member connecting the upper or lower suspension mounting points at the front or rear of the car. Strut bars may be mounted only transversely across the car from upper left to upper right suspension mounting point and from lower left to lower right suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting 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.

13. STREET

13. STREET CATEGORY

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

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

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

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *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

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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, etc.). However, these holes may serve no other purpose.

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

It is not permitted to use non-compliant parts even if they have been set to 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 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 Section 3.3.3.B.1, Safety Inspection Requirements.

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G. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over 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 be 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 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 must be designed for highway use on passenger cars. 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 Section 13.3. Tire models not meeting the 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 140. (Effective 1/1/2015 - Minimum UTQG Treadwear Grade of 200.)*

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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.*
- 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 eligibility 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. *Discontinued Models: A tire model which was previously allowed continues to be compliant until the end of the calendar year following the year in which it fails to meet Sections 13.3.B.1, 13.3.B.2, or 13.3.B.3. For example, if a tire model falls below the required 4 rim diameters in June 2014, the tire model retains eligibility until 12/31/2015.*
 6. *Reintroduction: 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.

13.4 WHEELS

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

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- A. It is the same width as standard and as installed it does not have an offset more than $\pm\frac{1}{4}$ " ($\pm 6.35\text{mm}$) 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.*

Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this section. *On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel.* Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors 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

- 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 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 " ($\pm 25.4\text{mm}$) of the dimension of the standard part.
 5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically-controlled shocks are not allowed.
- B. The mounting hardware shall be of the original type. The use of

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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 configuration;
 - (2) the enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate);
 - (3) neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.
- D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.
- E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.
- F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle.

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They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

13.6 BRAKES

- A. The make and material of brake linings may be changed.
- B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.
- C. Alternate brake bleeder fittings (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.

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 factory parts as per Sections 12.4 and 13.0.
- E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or

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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.15, 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 modifications 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 DRIVE TRAIN

- A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.
- B. Engines may be rebored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). 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 header/manifold or 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 Sections 3.5 and 3.3.3.B.15 *and Appendix I where applicable. Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the origi-*

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nal 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 water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the 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.

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14. STREET TOURING® CATEGORY

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, Regions are free to allow any other version of the Street Touring® concept which meets the 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 Regional Solo® events.

See Sections 3.8 and 8.3 for documentation requirements.

14.1 AUTHORIZED MODIFICATIONS

All Solo® Rules *Street* Category allowances, plus all allowances contained in Sections 14.1 through 14.10.

14.2 BODYWORK

- A. Pedal cover kits and other interior cosmetic accessories may be added. "Dress-up" items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.
- B. The driver and front passenger seats may be replaced with the following restrictions. The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added.
- C. Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.
- D. Alternate steering wheels are allowed except that steering wheels with an integral airbag may not be changed.
- E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, brake ducts, etc). No other changes to the 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 12.3.)
 2. It is listed in the vehicle manufacturer's US accessory catalog

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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 section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

14.4 WHEELS

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

STF, STC, STS, STR (AWD) – 7.5"

STX (AWD) – 8.0"

STX (2WD), STR (2WD) – 9.0"

STU – unlimited

14.5 SHOCK ABSORBERS

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

B. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added, or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as 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 thickness) and made of ferrous material (e.g., iron). Thickness includes the individual plates of a vented rotor, as well as the overall dimension. The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. Brake calipers and mounting brackets may be replaced provided they bolt

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to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.

- B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.
- C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose.
- D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

14.7 ANTI-ROLL (SWAY) BARS

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

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- 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.
- 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 not be altered, except as permitted under Section 14.8.B, or relocated. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded-

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on part of a subframe to accommodate the installation.

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 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. *Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.*
4. 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/spindle assembly cannot be modified or replaced.
5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

NOTE: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 1988-on Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most "multi-link" and are covered by Section 14.8.1.1.

- 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 dimen-

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sional 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:

- (1) about the mounting bolt, or
- (2) 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.

14.10 ENGINE AND DRIVETRAIN

- A. Oil pans and pickups may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed.
- B. Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.
- C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.
- D. Exhaust manifolds, 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.15.* Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover

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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. Catalytic converters: Any catalytic converters are allowed, but must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping 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 catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).
- F. The engine management system parameters and operation may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation. Only OE sensors may be used for engine management.
1. Reprogrammed ECU/PCM (via hardware and/or software) may be used in the standard housing.
 2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:
 - a. Connects between the standard ECU/PCM and its wiring harness only.
 - b. Must be plug-compatible with the standard ECU/PCM (no splices).
 3. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU/PCM operation of engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
 4. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
 5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.

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6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.
- G. Any mechanical shift linkage may be used.
- H. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.
- I. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.
- J. 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
- STC, STS, STF – No limited slip differentials are permitted except for factory standard viscous coupler type units.
- STX, STU, STR – Only standard (as defined in Section 12.4) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket *mechanical* LSD may be added. 2WD vehicles may use any *mechanical* LSD unit.

14.11 OUT OF PRODUCTION CARS

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

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Cars running in Street Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars not specifically listed in *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.

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 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 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 rules 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 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-

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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 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. Equipment and/or specifications may be exchanged between different years and models of a vehicle if:
 - (a) the item is standard on the year/model from which it was taken, and
 - (b) the years/models are listed on the same line of Appendix A, Street Prepared Classes.

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

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

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- 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 Section 13.2 as specified herein.

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

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

- B. Factory rub strips, emblems, mud flaps, rear wings, and/or spoilers may be removed.
- C. Strut bars (per Section 12) 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 substituted; 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.

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- D. 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.
- E. Longitudinal (fore-aft) subframe connectors (SFCs) are permitted with the following restrictions:
 - 1. They must only connect previously unconnected boxed frame rails on unibody vehicles.
 - 2. Each SFC must attach at no more than three points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace).
 - 3. SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.
 - 4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
 - 5. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
 - 6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.
- F. The driver and front passenger seats may be replaced with the following restrictions: Seats must be securely mounted per Section 3.3.3.B.2. The seating surface must be fully upholstered. Any replacement seat must be a full back, bucket-type automobile seat incorporating a functional headrest. Kart seats, low-back dune buggy seats, and other similar types of seat are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. An alternate seat which replaces an airbag-equipped seat is not required to have an airbag.
- G. Any steering wheel may be used. An alternate wheel which replaces an airbag-equipped wheel is not required to have an airbag. An alternate wheel is not required to have a horn button.
- H. Airbags may be electrically disabled but not removed unless explicitly allowed.
- I. Spoilers/splitters and cosmetic trim pieces are permitted. Side skirts may not be used. Spoilers/splitters must comply with the following subsections.
 - 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

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or other openings, or obstruct lights. Splitters may not protrude beyond the bumper. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing.

2. A spoiler may be added to the rear of the car provided it complies with either of the following:
 - a) It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.
 - b) It is a non-production rear spoiler which is mounted to the rear-most 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 may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.
- J. Rollover structures
1. Roll bars must comply with Section 13.2.I.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. 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

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- 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. 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.
- M. Accelerator, brake, and clutch pedals may utilize substitute covers of unrestricted origin, shape, and size provided they meet the following requirements: covers must be securely attached, provide a non-slip surface, not interfere with each other's operation, and must be deemed safe at Tech Inspection. A clutch pedal stop may be added.
- N. The OE radio may be removed. The OE sound system components, except wiring, may be removed. Any visible holes which result from the removal of such equipment must be covered.
- O. Sunroof-equipped cars may be converted to a solid-roof configuration provided a model without a sunroof is listed on the same line in Appendix A.
- P. A non-OE sunroof replacement panel may not be used in place of the OE sunroof.
- Q. Fog lights may be removed.
- R. Interior rear view mirror and sun visors (and mounting hardware provided it serves no other purpose) may be removed or replaced.

15.3 TIRES

Tires must meet the eligibility requirements for *Street* Category with the exception of *Section 13.3.A.1, 13.3.A.2, and 13.3.A.3. 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.

No tire models are currently listed.

15.4 WHEELS

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

- A. Wheels of any diameter, width, or offset may be used. Aftermarket wheels may be modified to install OE tire pressure sensors.
- B. Wheel spacers are permitted. Wheel studs and knock-off wheel drive pegs may be changed in length and diameter. Wheel bolts may be replaced with studs and nuts.

15.5 SHOCK ABSORBERS

Vehicles may only exceed the allowances of 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 brack-

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ets 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 13.6 as specified herein.

- A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.
- B. "Safety brakings" and units such as the "Brake Guard System" are permitted.
- C. ABS braking systems may be disabled, but not removed; brake boosters may be removed, modified, substituted, or added.
- D. Alternate brake rotors are permitted subject to the following restrictions:
 - 1. Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor dimensions (diameter and thickness) must be equal to or greater than standard parts. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.
 - 2. Cross-drilled and/or slotted brake rotors may be used. Slots/holes are permitted only in the braking area of the rotor. Rotors featuring a drum-type parking brake in the hat area of the rotor may not be drilled or slotted in the parking brake area.
- E. Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Changes to backing plates/mounting brackets/brake lines to accommodate this change are permitted but may serve no other purpose. Drum-to-disc brake conversions must be bolted, not welded, to the axle/control arm/up-right.

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- 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 sub-frame to accommodate the installation, or the cutting of holes to route the bar or links. Non-standard lateral members which connect between the brackets for the bar, including allowed strut bars per 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

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- 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. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.
- E. Steering rack bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.
- F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted but the center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.
- G. Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.
- H. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted. The following restrictions apply:
1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.

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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. A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.

Note: Many modern suspension designs known by other names actually function as double A-arm designs. These include the rear suspensions on 88+ Honda Civic/Integra, 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 not be altered, except as permitted under Section 15.8.C, or 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
 - (a) about the mounting bolt, or

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(b) about the bushing itself.

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

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. Any starter, generator, or alternator may be used in the original position. An alternator or generator must have an electrical output (including amperage) equal to or greater than the original equipment unit. Any generator or alternator pulley and belt of the same type as standard may be used (see 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. Pigtailed 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 DRIVE TRAIN

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 pick-up, 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.

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- 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.D. Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well.
 - 2. Except for standard parts as defined in these rules, the external use while on course of liquids, ice, dry ice, refrigeration systems, vaporized compressed gases, etc. to reduce the temperature of the intake air charge is prohibited. Wrapping of intakes with liquid-soaked fabric is not permitted.
 - 3. As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (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.
 - 4. Turbochargers and/or superchargers (forced induction) may not be added, changed, or modified (this does not allow ceramic coating of turbochargers). On vehicles originally equipped with forced induction:
 - a) No hardware changes or alterations to turbocharger(s) or supercharger(s), in size or number, are permitted. Turbochargers or superchargers may be updated/backdated only in conjunction with the accompanying complete engine unit.
 - b) No changes are allowed to waste gate(s) size, number, or location. No changes are allowed to variable-geometry turbine (VGT) hardware.
 - c) No changes are allowed to supercharger drive system pulleys. Belt tensioners may be added/changed to reduce belt slip.
 - d) No changes are permitted to blow-off/pop-off valves.
 - e) Compressor bypass valves (CBVs) are considered part of the air intake system and may be added, replaced, or updated/backdated independently of the other components of a forced induction system.
 - f) Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be altered or modified except as prohibited herein. Boost pressure changes resulting from authorized changes are permitted.
- D. Traction and/or stability control systems, as defined in 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

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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. Exhaust heat shields may be removed. Rear- and mid-engine cars without exhaust headers/manifold systems may use any exhaust system that meets the requirements of 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 sub-frame in one location and controls engine movement at that location along a single axis only. It may serve no other purpose.
Examples of permitted devices:
 - 1) A chain
 - 2) A rod with spherical bearings at each endExamples of devices not permitted:
 - 1) Any link which confines movement along more than one axis.
 - 2) An engine mounting plate, or one or more plates rigidly bolted between the engine and the frame. Holes may be drilled to mount a torque suppression device. The installation may not include the welding of any plate(s) to the bodywork or to the motor mount(s) nor may it include multiple non-parallel links.If a torque suppression device is used, 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:

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1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
 2. Radiator must mount to OE radiator mounts.
 3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).
- M. The engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed. Flex fans are not allowed.
- N. On two-cycle engines, the ports must be of standard heights, size and configuration; crankcase volume and reed plates must not be altered.
- O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted.
- 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. Cylinders may be rebored to no more than 0.0472" (1.12 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. Rotating and reciprocating parts may be balanced but not lightened.
- T. Intake and exhaust ports and manifold openings may be matched provided no change is made more than one inch from the port/manifold interface. Material may be removed to facilitate port matching, but no material may be added.
- U. Any transmission oil cooler may be used.
- V. The engine cylinder head(s) may be milled only to that amount specified in the manufacturer's workshop manual. If no amount is speci-

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- fied 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. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.
 - Y. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars may not alter crankshaft/supercharger drive ratio. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose.
 - 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.

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

16.0.A. Purpose

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

16.0.B. Classes

1. Street Modified (SM), a class for sedans/coupes as described below.
2. Super Street Modified (SSM), a class for two-seat cars and selected sedans/coupes as described below.
3. Street Modified FWD (SMF), a class for front-wheel-drive cars.

Regions are encouraged to use the basic Street Modified rules for classes beyond those indicated below if they have a local demand.

16.0.C. Vehicle Eligibility

1. STREET MODIFIED (SM):

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

a. Sample Vehicles:

CHRYSLER: Neon, Stratus/Breeze

FORD: Contour, Escort, Probe, Mustang

GENERAL MOTORS: Cavalier, Sunfire, Camaro

HONDA: Civic, Accord, Integra

HYUNDAI: Elantra, Tiburon

MAZDA: Protege, MX-6, 626

NISSAN: Altima, Sentra

TOYOTA: Celica, Corolla, Camry

VOLKSWAGEN: Golf, Jetta

b. Sample Excluded Vehicles:

Porsche (all)

Datsun Z car 2+2

Honda CRX

JDM-spec cars

MGB GT

Triumph (all)

2. SUPER STREET MODIFIED (SSM):

- a. All two-seat cars, including the types of cars listed above in 16.0.C.1.b, which are not excluded below.

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- b. All SM eligible sedans/coupes excluded from SM for failure to meet weight requirements.
- c. Excluded Vehicles: Lotus (except Elise, Exige, & Esprit), two-seat cars not eligible for the Street Prepared category.
- d. Included vehicles: Porsche Carrera GT

3. STREET MODIFIED FWD (SMF):

All front-wheel-drive vehicles

See Sections 3.8 and 8.3 for documentation requirements.

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, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS systems, proportioning valves, etc., are unrestricted. Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, per Section 12.4, are exempt from this restriction. A functional, redundant emergency (parking) brake must be present.
- D. Drivetrain and related components (induction, ignition, fuel systems, etc.) are unrestricted except for the following limitations:
 - 1. Engine block must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.
 - 2. Maximum engine displacements per class are specified in

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Appendix A.

3. Fuel System

- a. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of 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 cool-can may not be installed in the passenger compartment.
- d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:
 1. No part of the fuel tank or fuel cell shall be closer than 6" (152.4 mm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed).

For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.
 2. Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.
 3. Fuel tank breathers shall not vent into the driver/passenger compartment.
 4. Minimum capacity of a non-standard fuel tank/cell shall be no less than 5 gal.

Engine and drivetrain mounts are considered part of these allowanc-

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

- E. Suspension components are unrestricted as long as they use the original attachment points. For the purposes of this rule, “suspension” is defined as any item that is designed to move when a wheel is deflected vertically. This includes shocks/struts, control arms, steering knuckles, uprights, etc., but not tie rods, steering racks, and subframes. In addition, shock absorber/strut upper mounts are to be considered suspension components.
- F. Steering modifications are permitted as follows:
 - 1. Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components may be replaced, added, moved, or removed. The steering column within the passenger compartment is specifically excluded from this allowance. This does not permit removal or modification of column-mounted accessories. Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.
 - 2. Rear-steer devices may be replaced with solid links.
 - 3. Supplemental steering gear boxes 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. Subframe bushings may be replaced with bushings of any material as long as they fit the original location. Offset bushings may not be used.
- I. Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, 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.
- J. Tires legal in *Street*, Street Touring®, or Street Prepared categories are permitted.
- K. Rear passenger seat(s), including restraints and associated hardware may be removed.

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- L. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per Section 12.9. The number of wing elements is limited to 2.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof; *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. each and limited to a maximum of 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" (152.4 mm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

- M. Front splitters are allowed and shall be installed parallel to the ground (within $\pm 3^\circ$ fore to aft) and may extend a maximum of 6" (152.4 mm) from the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper/fascia as viewed from above.

- N. 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" (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

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will be considered as open cars in regard to Section 3.3.1.

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

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

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

- Q. Ballast may be added. Ballast must be a maximum of 50 lbs. per segment. It must be securely mounted within the bodywork.
- R. OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in. *per mirror*.
- S. OE "pop-up" headlights may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may serve no other purpose. All associated hardware may be removed, replaced or modified.
- T. Alternate subframes are allowed to facilitate engine mounting only. Suspension pick-up points on the subframe must retain standard ge-

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ometry. Weight of the subframe must be equal or greater than the standard unit.

U. 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

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. 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 terms "chassis" refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of "frameless" construction, the chassis is the central contiguous assembly of stressed panels and sub-frames which form the basic structure necessary to contain all the running gear of a car.
5. Specific allowances in Appendix A for a listed model supersede the limitations of Section 17. Minimum weights shall be established making it possible for all cars to reach minimum weight with reasonable modifications. The SEB recognizes that low minimum weights ultimately result in higher costs to the competitor. The rules shall discourage the use of high technology/high cost equipment. In some cases, this is accomplished by an outright ban on the equipment. In other cases, this is accomplished through the adjustments to minimum weight. See Section 17.11 for weight adjustments.

17.0.B. Specifications

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

1. Equipment and/or specifications may be exchanged between dif-

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ferent 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 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. (e.g., moving frame rails inboard, regardless of the reason, is consid-

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ered 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 or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension and drivetrain components through their entire range of travel. Additional structure may be added in order to attach allowed components to the chassis.
- D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and weight penalties and/or competitive adjustments may apply.
- E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, and for driveshaft clearance. When modified, the driver/passenger compartment must remain separate from any exhaust and driveshaft components. The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components. Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

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- F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than $\frac{1}{8}$ inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (203.2 mm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.
- G. Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Bumper fascias integral with the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced, or modified. Modified or replica bumpers/fascias must be of similar shape as standard components, completely cover the area of the OE bumper/fascia, and not confuse the identity of the vehicle.
- H. All interior trim, dash boards, gauges, floor covering, carpet, 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
1. All windows may be replaced with polycarbonate material. The front

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- windshield shall have a minimum thickness of $\frac{1}{8}$ inch (0.125", 3.16 mm). Tinting of the upper portion of the front windshield and the entire portion of all other windows is allowed. All window replacements shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding is optional.
2. All window channels and window winding mechanisms may be removed.
 3. Closed cars: All side window glass may be removed. All rear hatchbacks and deck lids shall be completely closed; poor alignment of bodywork or any other means to prevent complete closure is not permitted.
 4. Open cars: All windows and windshields (including windshield frames) may be removed. The resulting window slots may be covered.
 5. The installation of windshield safety clips, rear window safety straps, and windshield safety straps is permitted.
- L. The contour of the fender may be altered (flared) for tire clearance provided the modifications do not confuse the identity of the car. Only standard production ventilation openings on the specific recognized model are permitted. Tires may extend beyond the bodywork. Fender wheel openings may be trimmed to provide tire clearance throughout the full range of suspension travel, but no more than is necessary for this purpose.
- M. Inner fender panels separating the wheel wells from the engine compartment may be altered, replaced, or removed. Rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver/passenger compartment and wheels. A shock/strut tower integral to the inner fender panel is considered part of the inner fender panel and is included in this allowance. This does not allow modification of frame/frame stubs beyond Section 17.2.C.
- N. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules.
- O. The standard OE front spoiler or a non-standard front spoiler may be used. If a non-standard front spoiler is used it must comply with the following requirements: It shall not protrude beyond the overall outline of the car as viewed from above or aft of the forward-most part of the front fender opening (cutout) and shall not be mounted more than 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" (101.6 mm)

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minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler.

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

1. It is a production rear spoiler which is standard or optional equipment of a 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" (254.0 mm) from the original bodywork in any direction. Alternatively in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch in such a configuration the spoiler may extend not more than 7½ inches (7.50", 190.5mm) from the original bodywork in any direction. The spoiler may be no wider than 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. No part of the fuel tank or fuel cell shall be closer than 6.0" (152.4 mm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.
2. Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.

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3. Fuel tank breathers shall not vent into the driver/passenger compartment.
- R. All mirrors and their associated mounting hardware may be removed or replaced.
- S. The hood, hatchback, deck lid, and fenders may be lightened or replaced by ones of alternate material provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove 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 cm²), 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.

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17.3 TIRES

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

17.4 WHEELS

- A. Any wheel not exceeding 12" (304.8 mm) in width may be used for all classes except Prepared class G (GP).
- B. Wheel spacers may be used.
- C. Any wheel mounting stud or bolt may be used.
- D. The use of center lock wheels and hubs is permitted.
- E. The manufacturer's original wheel size may be used; this is axle-specific relative to original-size wheels. Track dimensions must comply with those specified in Appendix A, as applicable. Any weight increases listed in Section 17.4 must be complied with. Original equipment size wheels exceeding 17.4.A are allowed with no additional weight increase beyond those specified.
- F. For class CP, wheels up to 16" x 10" are allowed with no weight increase.
Wheels greater than 10" in width will receive a 50 lb. increase.
- G. For class EP, wheels up to 7" in width are allowed with no weight increase.
 - 1. Wheels greater than 7" and up to 10" in width will receive a 75 lb. increase.
 - 2. Wheels greater than 10" wide will receive a 150 lb. increase.
 - 3. For EP cars with 2-valves-per-cylinder piston engines, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase.
- H. For classes DP and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase.

17.5 SHOCK ABSORBERS & SPRINGS

- A. Bump stop rubbers and bracketry may be removed or replaced with others of unrestricted origin.
- B. Electrically controlled active shocks are prohibited.
- C. LEVEL 1 PREPARATION (FULL PREP) VEHICLES
 - 1. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.
 - 2. Alternately, all cars may fit "coil-over" type springs with tubular, load bearing shock absorbers or struts. The shock absorber or MacPherson/Chapman strut shall be installed inside the spring. Such items shall not exceed one shock/strut per wheel. When load bearing shocks are used, the original springs may be removed.
 - 3. Any shock absorbers may be used. The total number of shock ab-

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sorbers 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

1. Any springs or torsion bars can be used provided the quantity and type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted 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, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

- A. Brake rotors/drums shall be located in the original position (i.e., in-board vs. outboard).
- B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.
- C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.

D. LEVEL 2 PREPARATION (LIMITED PREP) VEHICLES

1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.
2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear

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brake rotors can be no larger in diameter than the largest permitted front brake rotors.

17.7 ANTI-ROLL (SWAY) BARS

Any anti-roll bar, camber compensating device, panhard rod, watts linkage, and/or other suspension stabilizer is permitted. Attachment points of such components are unrestricted. Components may pass through body panels, chassis panels, and frame members.

A. LEVEL 1 PREPARATION (FULL PREP) VEHICLES: Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

B. LEVEL 2 PREPARATION (LIMITED PREP) VEHICLES: Components and mounting cannot be located in the trunk or driver/passenger compartment unless fitted as standard.

17.8 SUSPENSION/SUSPENSION CONTROL

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

B. Suspension Control

1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.

2. The manufacturer's original basic type of rear suspension (e.g., independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained unless otherwise stated in Appendix A.

3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.

4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than ± 1.0 " (± 25.4 mm).

5. The minimum track for all prepared cars is the OE track dimension. (NOTE: This minimum applies to cars utilizing Section 17.11.A to compete in Prepared.)

6. LEVEL 1 PREPARATION (FULL PREP) VEHICLES

a. Suspension pick-up points on the chassis or structure may be relocated. If such points are relocated, there shall be a metal panel, covering, or bulkhead separating the driver/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

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- 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 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.

17.10 ENGINE AND DRIVETRAIN

- A. Component Modification
 1. Where allowed, original and alternate components of the engine

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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.
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.

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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" (101.6 mm) from the compressor inlet and must maintain the specified diameter for at least ½ inch (0.50", 12.7 mm). All inducted air must pass through this restrictor. The diameter for the restrictor shall be as follows (unless specified otherwise in Appendix A):
 - a. XP: No restrictor required
 - b. CP: 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.
- 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.

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

F. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.
2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).
3. LEVEL 1 PREPARATION (FULL PREP) VEHICLES
 - a. Any valve guides and valve seats may be used.
 - b. Heads may be modified per section 17.10.A.1.
4. LEVEL 2 PREPARATION (LIMITED PREP) VEHICLES
 - a. Heads may be ported within 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

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Appendix A. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.

- b. Valve sizes are to remain standard unless specifically allowed in Appendix A.
- c. Rocker shafts, when utilized in the same standard system, can be replaced by an alternate shafts and are unrestricted. Valve train rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be standard.

H. Block

1. The block may be rebored no more than 0.0472" (1.2 mm) over standard. US-produced six-cylinder and eight-cylinder engines may be rebored no more than 0.060" (1.52 mm) over standard. Alternate blocks which are of the same material and nominal dimensions as standard are allowed. Critical dimensions for piston engines are deck height, cylinder bore, cylinder spacing, vee angle, and distance from crank centerline to cam centerline. Critical dimensions for rotary engines are epitrochoidal curve, working chamber volume, and eccentric shaft location.
2. Cylinder sleeves may be fitted to the block for repair purposes if they serve no other prohibited function. Sleeving may not be used to create a new engine configuration (one which exhibits the same displacement as an allowed engine, but which has differing bore and stroke), unless authorized in Appendix A. Oil passages may be enlarged, restricted, or plugged.
3. Any crankshaft main bearing caps and any additional main bearing cap bolts may be used provided that no material is added to the block for their use. Any crankshaft main bearing stud girdle may be used.
4. The compression ratio may be increased by means of milling the block and the block may be machined to utilize O-rings to replace or supplement a cylinder head gasket.
5. The block may be machined for the purpose of adding or substituting crankshaft oil seal(s) and related attachment devices.

I. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers, and piston rings are unrestricted. Pistons shall be constructed of metal.
2. LEVEL 1 PREPARATION (FULL PREP) VEHICLES: Alternate connecting rods made of ferrous material are permitted.
3. LEVEL 2 PREPARATION (LIMITED PREP) VEHICLES
 - a. Standard connecting rods are required but can be lightened and balanced.
 - b. Connecting rod fasteners (bolts and nuts) are unrestricted.

J. Crank and Flywheel

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

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2. The use of any external crankshaft vibration dampener is permitted.
3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.
4. LEVEL 1 PREPARATION (FULL PREP) VEHICLES
 - a. The crankshaft may be replaced with another of the same basic material provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.
 - b. Any clutch is permitted.
 - c. Any steel or aluminum flywheel is permitted.
5. LEVEL 2 PREPARATION (LIMITED PREP) VEHICLES
 - a. Standard crankshafts are required. The crankshaft may be lightened and balanced. Journal diameters can be a maximum undersize of 0.045" (1.14 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. The installation of any type of vent or breather on the engine is permitted. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.
3. LEVEL 1 PREPARATION (FULL PREP) VEHICLES: Any engine driven oil pump may be used including a dry sump system. The dry sump tank shall be mounted within the bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or leakage.
4. LEVEL 2 PREPARATION (LIMITED PREP) VEHICLES: Any mechanically driven oil pump can be used. Chassis components may be modified to allow installation of the oil pump. Dry sump systems are prohibited.

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L. The components of the exhaust system are unrestricted. Exhaust must be compliant with Section 3.3.3.B.15 and may exit through the bodywork. Rocker panels may be modified for exhaust routing.

M. Other Engine Components

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

N. Engine, Rotary Piston (only) Modifications

1. No changes in the epitrochoidal curve of the motor are permitted.
2. The capacity of the working chambers shall not be changed.
3. The eccentric shaft may be replaced with another of the same basic material, but no changes in the eccentricity or bearing journal dimensions are permitted.
4. Rotors are unrestricted provided the material and number of lobes remains unchanged.

O. Cooling System

1. Cooling fan(s) may be modified, substituted, or removed. Electrically operated cooling fan(s) may be installed provided it (they) serve no other purpose. The use of any engine, transmission, and/or differential oil 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, boil-

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ing, and/or corrosion. A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17. A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior bodywork is not altered) to accommodate the change.

3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
4. On water-cooled cars, thermostats may be removed, modified, or replaced with blanking sleeves or restrictors.
5. The direction of water flow through the engine shall not be changed from that which was original for the engine unless authorized in Appendix A.
6. Electrically driven water pumps are allowed. Alternate mechanical water pumps are not required to be of the same configuration as the original. Electric water pumps may be relocated.

P. Transmission

1. The standard transmission without modification may be used.
2. Any mechanical shift linkage or mechanism for changing gears may be used including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of an alternate shift linkage.
3. LEVEL 1 PREPARATION (FULL PREP) VEHICLES
 - a. Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
 - b. Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.
 - c. Pneumatic, hydraulic, or electronically-controlled shifting is not allowed for manual transmissions, except for electronically-controlled overdrive manual transmissions in cars which were originally equipped with them.
 - d. Gear ratios may be modified.
 - e. A functional reverse gear is not required.
 - f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.
4. LEVEL 2 PREPARATION (LIMITED PREP) VEHICLES
 - a. There is no weight 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.

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- 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

1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. All non-standard driveshafts must be made of metal.
 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 trans-axle.
- R. All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.

17.11 OTHER

- A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the

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Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.

B. Weight Calculations

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

1. In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is:

$$2.5L \times 1.4 = 3.5L \times 250 \text{ lbs.} = 875 \text{ lbs.} + 1200 \text{ lbs.} = 2075 \text{ lbs.}$$

2. In Prepared class C (CP), the minimum weight for a car with a 302ci (5.0L) engine and 12" wide wheels prepared to Section 17.11 (e.g., GCR) allowances is:

$$2700 \text{ lbs.} \times 1.10 = 2970 \text{ lbs.} + 50 \text{ lbs.} = 3020 \text{ lbs.}$$

C. Data acquisition/recording systems are permitted.

D. Except where there are specific requirements in these rules, any safe line for fuel, hydraulic fluids, oil, water or breather is allowed.

E. Ballast may be added to all cars as required to meet minimum weight provided it is securely mounted within the bodywork and serves no other purpose. Ballast plates may be installed beneath the floor pan so long as they do not protrude beyond its edges.

F. All cars may have towing eyes, hooks, or straps which do not dangerously protrude from the bodywork.

G. Removal of or modification to heating, ventilation, air conditioning, 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. It is highly recommended that all cars with roll bars/cages be equipped with driver restraints meeting the requirements of the GCR.

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

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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 12.9 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 inch (0.125"; 3.18mm) SAE 4130 alloy steel

¼ inch (0.250"; 6.35mm) mild steel plate

¼ inch (0.250"; 6.35mm) 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 RFSR II. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:
 - a. FORMULA AND SPORTS RACING CARS: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.
 - b. CLOSED SPORTS RACING CARS, PRODUCTION CARS, AND GT CARS: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below

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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 inch (0.250"; 6.35 mm) minimum thickness and 2.0" (50.8 mm) wide, or 7/8 inch (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" (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. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.
7. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:
1. Fuel cells.
 2. Windscreens, side mirrors and tail/stop lights.
 3. Headlight covers, lenses, and bulbs.
 4. Log books.
 5. Fire retardant driver's suits.
 6. Homologation.
 7. Fuel test ports.

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8. Production-based dune buggies need not meet door requirements.
9. Running lights.
10. Deformable structures as defined by the GCR Formula Atlantic rules.
11. On-board fire systems.
12. Reverse gear in BM and FM vehicles.
13. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.
14. Driver restraint system aging requirements (GCR 9.3.19.G) 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 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 GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.

1. Kit Cars

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

- a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see 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.

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- e. Has no other unique features that would upset the competitive balance in DM and EM.
- f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

- a. They will automatically take the Modified Tub weight penalty (see Appendix A).
- b. They will have the same weight-displacement scales and weight bias penalties as production-based cars.
- c. They will be allowed all the modifications that production-based cars are permitted.
- d. They are subject to the same engine and transmission restrictions as production-based cars.
- e. They must meet the same safety requirements as production-based cars.

A newly-added model is not eligible for the current year's Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

The list of currently approved models is as follows:

No models are currently listed.

2. Clones

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

- a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.
- b. Their specifications do not violate any rule stated herein.
- c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

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

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

- 1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resis-

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tant 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.
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.

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- d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.
- e. No removal of the interior sides of the pillars or tub to leave just an outer shell.
- f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.
- g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.
- h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12.7. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full 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 12.7, are included as part of the floor pan of a Stock Tub and shall be at least the original size. They can be longer, wider, and taller.
- j. No car of any sort with a floor pan less than 37" (94.0 cm) wide for front-engine cars or less than 42" (106.7 cm) wide for mid- and 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.

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- e. Floor pan material and thickness are open under Modified Tub allowances.
- f. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.
- g. All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93" (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 tub category.

3. Materials (all tubs)

- a. 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.
- b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. Lighter replacement sections may not be used between bulkheads in a Stock Tub without it becoming a Modified Tub.
- c. Lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-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

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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). 13B rotary engines should be equated to the 3.2L OHC engines. 13B forced-induction 2-rotor engines ($1308\text{cc} \times 2 \times 1.4 = 3662\text{cc}$) and all 3-rotor engines shall be grouped with vehicles required to meet the stated 1800 lb. minimum weight.
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

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

3. Front Aero

- a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4" (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 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" (254.0 mm) as viewed from above.* The front spoiler may not function as a wing and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the bodywork above the spoiler. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 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" (203.2 mm) 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.* Splitters may not be wider than nor extend more than 6.0" (152.4 mm) 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.

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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" (254.0 mm) 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" (190.5 mm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.
 - b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height.
 - c. Aerodynamic aids permitted in Section 18.1.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 and shall have no more than 25.0" (635.0 mm) front to back of expanding chamber. Vanes or strakes are allowed inside the diffuser. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. The diffuser may protrude rearward beyond the top view outline of the car. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (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

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cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground.

6. If the factory production car was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.
7. *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 $\pm\frac{1}{2}$ " (± 12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

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

18.2 SPORTS RACERS

Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C (AM, 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.

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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.

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 rim width. Maximum rim width is 15".
- 3. All four wheels are sprung from the chassis.
- 4. Wing area shall be calculated as described herein.

18.3 FORMULA CARS

Single-seat, open-wheeled cars are referred to as Formula cars and are assigned to Modified classes B (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. Must be made of metal, fiberglass, or other suitable fire resistant materials. The sides, front, and back of the cockpit area must be at least as high as the driver's waist.
 - 2. Full and unobstructed access to the driver's seat must be provided.
 - 3. Firewall and floor shall prevent the passage of flame and debris

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to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.

4. Fenders are optional and design of same is free. Sharp edges are not allowed.
5. Minimum of one seat, capable of supporting the driver in an upright or semi-reclining position is required. Location of the driver's seat is unrestricted.

B. Chassis

1. May be of any construction deemed safe.
2. Minimum wheelbase is 72.0" (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.12. The brakes shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.
7. A roll bar conforming to Appendix C is required.
EXCEPTION: The bar must extend at least 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.
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 cm²), computed as previously described in Section 18.0, Modified Category, "Aerodynamics."
13. Movable side skirts are allowed.

18.5 FORMULA SAE (FSAE)

- A. Vehicles constructed to any single year's Formula SAE rules (1985-on) to include all FSAE safety items for that single year are eligible to run in SCCA® Solo® events. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.
- B. Non-students may build, own, and compete in FSAE vehicles.
- C. In addition to FSAE safety rules, SCCA® safety rules per the applicable portions of Sections 3.3 and 18.4.A shall be met. Passing

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vehicle inspection at a prior FSAE event is not required.

- D. Transponder and FSAE lettering shall not be required.
- E. These vehicles are assigned to Supplemental Class FSAE, which may run as a subgroup of AM but shall be scored separately. An FSAE car may only compete directly in AM if it meets all AM requirements and specifications. FSAE cars must also meet the following minimum criteria:
 - 1. Current year FSAE restrictor plate and engine displacement rules. Restrictor requirements are as follows:
 - a. Gasoline fuel: 20.0 mm (0.7874") intake restrictor
 - b. E85 fuel: 19.0 mm (0.7480") intake restrictor
 - c. M85 fuel: 18.0 mm (0.7087") intake restrictor
 - 2. Current year FSAE aerodynamic rules
- F. FSAE vehicles may not mix and match specifications from multiple years except as specified above.

18.6 LEGENDS CARS AND DWARF CARS

Vehicles conforming 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 conforming 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).

ASN CANADA FIA



**ASN CANADA FIA
NATIONAL SOLOSPORT
REGULATIONS**

AUTOSLALOM

**ASN – SCCA
Appendix F
Clarifications**

APPENDIX F - CLARIFICATIONS

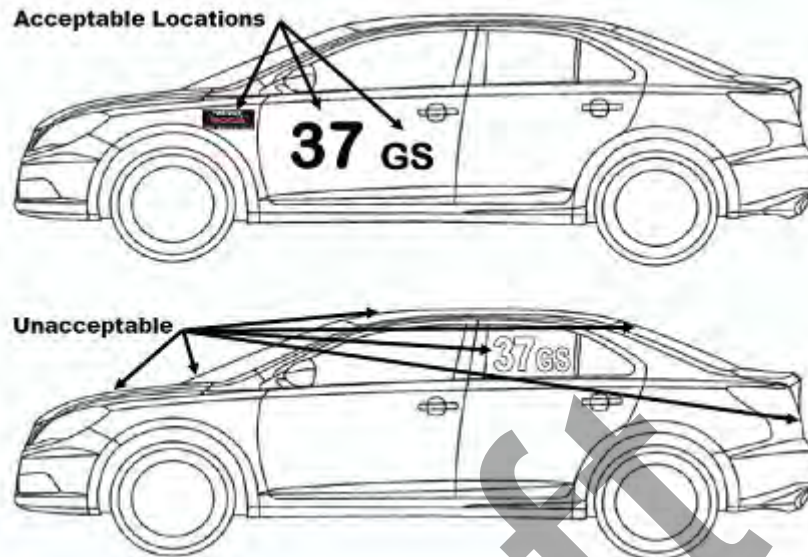
Whenever a competitor remains unsure of the legality of certain configurations after studying the rules carefully, he/she is encouraged to obtain a clarification by writing the Solo® Events Board. The SEB will attempt to respond as soon as possible. If events require a deadline for a response, the SEB 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 illustrations are intended as examples to help guide competitors in the placement and sizing of their numbers and class letters.

TIMING AND SCORING PROCEDURES

The Official Times, which include copies of the Master Time Log with penalties included and the Course Incident Reports, will be posted after each run. If a computer malfunction occurs and a printout cannot be posted, this will not delay the start of the next runs; however, every effort will be made to have a computer printout of preliminary results after each run.

The Course Incident Report sheets will be picked up halfway through each run from each corner station and posted as part of the Official Results. These supersede the penalty portion of the Master Time Log if there is a discrepancy in cone counts or DNFs. The reason for picking up the Course Incident Report sheets halfway through each run is so that the competitors who run in the beginning of the heat will be able to see the times and cone counts before their next run.

Theoretically, downtime should only occur when the corner sheets are being picked up (approximately two minutes).

It is the competitor's responsibility to bring any posting discrepancies to the attention of the Chief of Course, who will then confer with the Chief of Timing. This can be done without having to go through the Protest procedures; however, if a competitor feels that he/she has not received a satisfactory action or reply from the Chief of Course, the next step is to go through the Protest procedure.

APPENDIX F - CLARIFICATIONS

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

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 model's equipped with and without air conditioning (i.e., springs, radiator, etc).

Air conditioning may be added to any car as a "comfort and convenience" item, provided it serves no other purpose and other components are not added or deleted unless otherwise authorized by the current Solo® Rules. If a factory option, may be removed and backdated as an assembly or separate components of the system may be removed (i.e., individual under-hood components only).

AIR FILTER ELEMENT

The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no 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.G.

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.F. In the case of coil spring perches on aftermarket shocks, the vertical distance of the spring position above the lower shock mounting point must be no less than the distance found on the original equipment unit. If the characteristics of the shock (e.g., gas pressure) are such that this positioning results in a change in the car's ride height, that change is permitted.

CONTROL ARM SPACERS - CHEVROLET CORVETTE (1984+)

The spacers located on the fasteners for the front upper control arms may not be removed or modified to gain additional camber/caster.

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Only the shims may be removed.

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 Z0K Solstice 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 13.0, 12.4, and 3.8.A.

GM STEERING KNUCKLES

The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, do not meet the requirements of the *Street* category.

HARNES BAR

A harness bar which attaches only between the upper seat belt mounts on the B pillars complies with section 13.2.I provided the constraints of 13.2.I are met.

HEADLIGHTS

Retractable headlights may only be positioned in configurations intended by the manufacturer. This means that a partially-up position is only permitted if it can be attained via a designed intermediate position of the switch used to raise and lower the headlight pods.

APPENDIX F - CLARIFICATIONS

INTERCOOLERS

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

LOTUS ELISE SPORT PACK

The Lotus Sport Suspension (currently known as the Sport Pack) is a factory option package for the Lotus Elise which is eligible for *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 OPTION CONVERSIONS

Only the year model 2007 Miata may be converted to the 2007 MS-R package.

MINI COOPER JACKING PUCKS

The four black jacking pucks underneath Mini Coopers may be removed before competition for safety reasons. These are considered somewhat similar to a wheel center cap in the type of hazard they can present if they come off the car at speed during competition.

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 free-standing pillow, towel, blanket, or similar article consisting of foam rubber, feathers, or comparable materials. Such cushions may not be attached either to the vehicle or to the driver’s body. Prohibited means of attachment include, but are not limited to the following: straps, hooks, snaps, loop-type fasteners (e.g., Velcro), adhesives, or similar aids. The intent of this allowance is to enable the driver to more comfortably operate the controls of the vehicle without enhanc-

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ing the driver seat's ability to hold the driver in place.

SHOCK ABSORBERS

Section 13.5.D does not apply to the following aspect of this configuration: The hole in the metal and rubber shock absorber bushing found at the top of the shock absorber in the suspension of a Mazda Miata may be enlarged to accommodate the diameter of the shaft of a replacement shock absorber.

SHOCK BUSHINGS

For E36 and E46 BMW's, 13.5.B permits the removal of the shock bushing from the rear shock upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

SPARE TIRE COVERS

A spare tire cover which can be secured in place by original fasteners, such as bolts, nuts, snaps, straps, etc., is not normally considered a "loose item" and thus is not removable under the provisions of safety inspection requirements. Covers which cannot be secured by such means may be removed. A cover which is secured to the spare itself, and thus becomes a loose object when the spare tire is removed as allowed by section 13.2.F, may be removed with the tire. Competitors who are in doubt as to whether such a tire cover is correctly viewed as a loose item are advised to leave it in place.

SUSPENSION ADJUSTMENT

The *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 its specified range of adjustment. The crash repair methods referred to would include such methods as frame, unibody or suspension component straightening (bending) or unlimited grinding of attachment holes.

Section 13.8 does allow the use of factory authorized methods of adjustment for non-competitive use which have a specific, physical limit. Examples would include the alternate size bolts authorized by VW for the Golf and the grinding of strut mounting holes to a specific dimension authorized by GM for J-cars. Any alignment specifications resulting from these authorized methods are allowed.

SUBARU IMPREZA WRX OPTIONS

The following port-installed options on the Subaru Impreza WRX, are listed when installed on the vehicle's window sticker and pending evidence to the contrary are considered compliant: carbon fiber trim, turbo boost gauge, titanium shift knob, short throw shifter, rear diff protector, spoilers, and arm rest extension.

APPENDIX F - CLARIFICATIONS

"THIRD SPRING" SHOCK ABSORBERS

The Penske "Hydraulic Third Spring" shock absorber configurations, and any others like them, are not allowed by the *Street* category rules.

WELDING AND OPTION PACKAGE CONVERSION

Option package changes which require welding to be accomplished are allowed provided they comply with the rule requiring that the option package conversion be complete and supported by factory documentation.

STREET TOURING® CATEGORY CLARIFICATIONS

BODYWORK/INTAKE

Section 14.10.B specifically allows the modification of air intake tract system components up to the engine inlet as defined therein. The same rule specifically prohibits modifying the existing structure of the car to accommodate the allowed intake tract system modifications. The factory partitions surrounding the MINI Cooper and MINI Cooper S air filter housing are considered to be separate vehicle structures not integral to the air intake tract system. Therefore, it is not permitted to modify these partition structures. These structures must be maintained in the original OE configuration. This is in keeping with previous rulings on this same subject for other vehicles.

BMW 3-SERIES LISTINGS

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

BMW X-BRACE

Cross reinforcement (X-brace) from 1995 BMW M3 (E36) Light-weight 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 (see 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.*

CLARIFICATIONS - APPENDIX F

MAZDA MIATA (1999-2005) INTAKE BAFFLES

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

MAZDA MIATA MOTOR MOUNTS

All three pieces of a Miata motor mount (Engine Mount Rubber, Stopper Casing and Engine Bracket) are considered to be part of the "Engine Mount" in 14.10.J and 15.10.J.

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. 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 14.10.D, but not removal.

STREET PREPARED CATEGORY CLARIFICATIONS

AIR BAG, PASSENGER

Section 15.1.C does not permit the removal of a passenger-side airbag from the dash of an airbag-equipped Miata. The entire dashboard may be backdated to one which did not have an airbag, provided the requirements of 15.1 are met.

BUMPER UNITS

The allowances of 15.2.I do not currently permit a replacement 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 lim-

APPENDIX F - CLARIFICATIONS

it is not specified, then the head and/or block may not be trued (shaved) and must be used at the specified original dimension.

- b. Camshafts are not considered normally expendable items, therefore they must not only meet original specifications but they must be from the original manufacturer. Aftermarket units are not allowed.

FERRARI CLASSIFICATION

The Ferrari F430 Scuderia is covered as an option package by the existing F430 listing in ASP.

HONDA S2000 SOFT TOP REMOVAL

The deletion of the Honda S2000 soft top is acceptable, but the hard tonneau must be fitted as on the S2000 CR model.

IGNITION SYSTEM, CRANK FIRE

SR, Section 15.9.A. For the purposes of triggering a crank fire ignition system, which is an allowed modification in the Street Prepared category, a trigger ring may be added to the crankshaft, or a crankshaft pulley may be modified to serve the purpose of the trigger ring. Mounting of the trigger ring, or modification to the crankshaft pulley may serve no purpose other than to provide a means of triggering the ignition system. The original distributor may be removed and the distributor mounting hole covered with a plate. The location of electronic ignition control modules is unrestricted.

LUBRICATION SYSTEM, ROTARY ENGINE

Any rotary engine model vehicle that has a lubrication system that incorporates an oil line injecting oil into the fuel system in the 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 15.1, the Miata covered by the listing in CSP may update/back-date to the hardtop/soft top specifications of the Club Sport package, which permit the car to compete with the hardtop on, and/or with the soft top on, or with both removed.

MAZDA MIATA MOTOR MOUNTS

All three pieces of a Miata motor mount (Engine Mount Rubber, Stopper Casing and Engine Bracket) are considered to be part of the

CLARIFICATIONS - APPENDIX F

“Engine Mount” in 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

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

SPOILERS

The *Street Prepared* rear spoiler allowance was intended to allow common aftermarket body kits and spoilers that have no notable aerodynamic effect at autocross speeds. Solo[®] Rules section 15.2.H.2.b states that, “The spoiler may not function as a wing.” For purposes of rulemaking and interpretation, a “wing” has been generally understood to mean an aerodynamic device making use of air passing both over and under a solid element to create aerodynamic force. A rear “spoiler” is generally understood to be an aerodynamic device fixed to the rear bodywork of the vehicle where air passes over, but not under, the solid element to create aerodynamic force. The base of a “spoiler” is contiguously attached to the bodywork (e.g., deck lid) of the vehicle to prevent airflow underneath the spoiler element.

Some cars are equipped by the OEM with standard or optional bodywork elements that meet the definition of “wing” stated above, although they may be identified in marketing material, owner’s manuals, shop manuals, and/or parts lists as “spoilers.” These bodywork elements may not be modified per 15.2.H.2.b, except to be replaced with either a standard or optional OE element, or exact replica of a standard or optional OE element in an alternate material, as per 15.2.H.2.a. “Plugging” the underside opening of an OE wing by any means, including but not limited to tape, cardboard, foam, etc. to turn it into a spoiler and allow additional spoiler additions is not a compliant modification. Examples of cars having such OE bodywork elements that would be considered wings by definition include, but are not limited to, the 1993+ Chevrolet Camaro, the Subaru Impreza WRX STI, numerous Ford Mustang variations from 1987 on, Dodge SRT-4, and Mitsubishi Lancer Evolution.

NOTE: 15.1.C is not affected by this clarification.

SUBARU IMPREZA SUBFRAME BOLTS

Subframe lock-down bolts (AKA Botox Bolts) are not compliant for use in *Street Prepared*. Section 15.2.D only allows for replacement of subframe bushings and does not provide any allowance for additional fastening hardware.

TORQUE ARMS

The longitudinal member which GM refers to as as “torque arm” on

APPENDIX F - CLARIFICATIONS

3rd and 4th generation Camaros, which controls differential movement, is covered by the allowances of 15.8.E and may be substituted or modified.

STREET MODIFIED CATEGORY CLARIFICATIONS

FIAT / YUGO PARTS

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

PORSCHÉ FASCIA

With regard to a Porsche 911, the fascia is the painted plastic part and was not present on earlier years of the model. The attachment points behind the fascia may only be modified per 16.1.O to permit installation of an allowed alternate fascia. An early 911 may only use a substitute fascia if the car can be legally updated per 15.1.C (Street Prepared) to a later bumper configuration employing a fascia.

MODIFIED CATEGORY CLARIFICATIONS

ARIEL AND TONIQ

The Ariel Atom and Toniq may be eligible for BM or AM, if the car is in compliance with the class rule set.

BODYWORK

Pursuant to retaining consistency with the intent of Club Racing regulations, the SEB is concerned about modifications to bodywork for the purpose of enhancing downforce. CM Formula Ford competitors wishing to make body alterations to their cars should request a ruling on the desired configuration if there is any doubt as to its legality.

CLUB RACING ASR VEHICLES

Vehicles prepared to the "new" Club Racing A Sports Racer (ASR) specifications defined in GCR/SRCS A.1.b are eligible to compete in AM. Vehicles prepared to the "old" ASR specifications defined in GCR/SRCS A.1.a remain eligible for BM.

CRASH STRUCTURES

Club Racing GCR section 9.4.5.F., regarding deformable crash structure in formula cars, does not apply in Solo®.

DM / 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.

CLARIFICATIONS - APPENDIX F

So, in the interest of parity, the Seven and similar cars are allowed to add a full width front spoiler. However, if the builder would add such a spoiler, he/she must fill in the front bodywork, closing the gaps between the nosecone, spoiler, and clamshell fenders, to avoid creating a "wing." This will require adding bodywork filler panels for the car, and will change its look as it changes its function. The temptation might be to further optimize the cars front end for aero purposes, creating a sports racer-like wedge-shaped front using angled ramps to join the fenders to the spoiler/splitter assembly. This would exceed the parity intended by this allowance and is not allowed. Therefore, when a Lotus Seven or similar vehicle uses a full-width front spoiler, the car's spoiler/ air dam is required to be vertical (between 80-100°) for the lower 8" of its extent.

The splitter is to be horizontal within +/- 3/16" over its length. Outside of these constraints, the builder may close off the front of the car in any manner necessary. The change in top view outline caused by these bodywork changes is allowed. The spoiler/air dam cannot be any wider than the rear bodywork at axle height. Splitters can extend 6" forward of the top view outline, but cannot extend wider than the top view outline.

DM / EM PROGRESSION

The CP-GP Prepared Category rules are the foundation for the preparation of a Modified Category DM or EM vehicle. The Modified rules are a specified progression from Prepared Category and are intended to be far less restrictive than the Prepared rules. Examples of areas where CP-GP rules are not intended to be restrictive in Modified are as follows: engine and drivetrain, wheelbase, track, and brake location.

The CP-GP rules are to be followed when they do not conflict with specific allowances or the intent of the Modified Category rules. This clarification is to eliminate questions about the actual relationship between the two categories, and to indicate the intent of that relationship.

Inclusive of that intent, if it doesn't say you can, then you can't.

FORMULA 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.

APPENDIX F - CLARIFICATIONS

FORMULA 500 EXHAUST

Solo® Rules section 3.5, "Mufflers", overrides the F500 sound level limit in the Club Racing GCR (Formula Car Specifications), but not the exhaust length limit.

MOTORCYCLE-ENGINEED PRODUCTION-BASED CARS

Relative to an otherwise compliant DM/EM but motorcycle-engined vehicle running in BM, it is the intent of the rules allowing such class entry to permit the competitor to have two preparation options: the car may be prepared to the appropriate Club Racing GCR/SRCS, or it may continue to adhere to the DM/EM Solo® specifications.

However, in either case, the applicable displacement/minimum weight shall be as listed in the Solo® BM rules. There shall be no mixing of the two rule set allowances. EXAMPLE: Motorcycle-engined DM/EM cars in BM may not utilize any Sports Racer aerodynamic allowances without being mandated to fully prepare to all Solo® Rules requirements.

SOLO® VEE / FORMULA VEE

The Solo® Vee and Formula Vee at Solo® events are not required to comply with the section of the Club Racing GCR Formula Car Specifications, C.8 requiring additional panels to prevent the intrusion of objects into the driver area. All other requirements of the Solo® Rules, 18.3 Formula Cars, Appendix A, and the 1993 Formula Car Specifications are in effect.

KART CLARIFICATIONS

BRIGGS AND STRATTON® ENGINE

The Briggs & Stratton® World Formula® engine as homologated by CIK® is eligible for competition in JA and JB.

EASYKART

KM: The EasyKart is considered compliant for KM provided its construction meets the requirements of Section 19, particularly 19.1.D.2.

WORLD FORMULA CHAIN / SPROCKET / GEAR

It is permissible to use an alternate chain/sprocket/gear (type 35) on the World Formula® engine as used in the FJ classes.

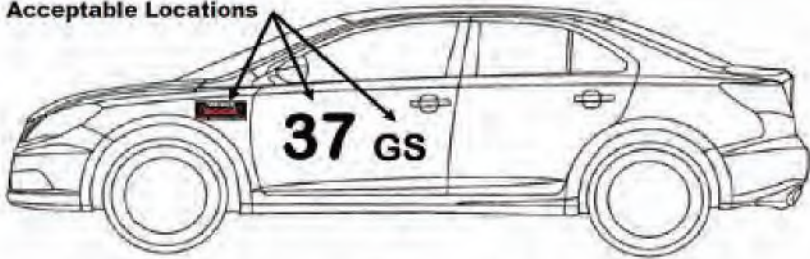
Whenever a competitor remains unsure of the legality of certain configurations after studying the Rules carefully, he/she is encouraged to obtain a clarification by writing the Solo® Events Board. The SEB will attempt to respond as soon as possible. If events require a deadline for a response, the SEB 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.

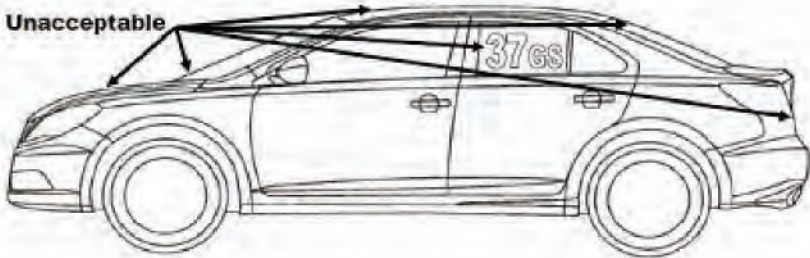
The Rules are constantly evolving as the pressures of competition induce competitors to exploit each and every facet of the Rules. Such competitors may discover and act in good faith on an entirely new interpretation that the SEB feels compelled to pronounce compliant according to the letter of the Rules but in fact circumvents the Rules makers' original intent and may result in a long-term disservice to the majority of competitors if allowed to stand. In these cases the SEB will revise the rule but only after going through the required Rules change process. Therefore it is always in the competitor's best interest to obtain a clarification before investing large amounts of time, money and effort in an interpretation which may be short lived. Such rulings will be accompanied by the appropriate caveats that the SEB is considering such a change.

In the extreme, some competitors feel the need to base their efforts largely on clever 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.

Acceptable Locations



Unacceptable



VEHICLE IDENTIFICATION

The illustrations are intended as examples to help guide competitors in the placement and sizing of their numbers and class letters.

TIMING AND SCORING PROCEDURES

The Official Times, which include copies of the Master Time Log with penalties included and the Course Incident Reports, will be posted after each run. If a computer malfunction occurs and a printout cannot be posted, this will not delay the start of the next runs; however, every effort will be made to have a computer printout of preliminary results after each run.

The Course Incident Report sheets will be picked up halfway through each run from each corner station and posted as part of the Official Results. These supersede the penalty portion of the Master Time Log if there is a discrepancy in cone counts or DNFs. The reason for picking up the Course Incident Report sheets halfway through each run is so that the competitors who run in the beginning of the heat will be able to see the times and cone counts before their next run.

Theoretically, downtime should only occur when the corner sheets are being picked up (approximately two minutes).

It is the competitor's responsibility to bring any posting discrepancies to the attention of the Chief of Course, who will then confer with the Chief of Timing. This can be done without having to go through the Protest procedures; however, if a competitor feels that he/she has not received a satisfactory action or reply from the Chief of Course, the next step is to go through the Protest procedure.

GENERAL

A Scott Russell linkage is a locating device similar to a panhard rod or a Watts linkage, which generally accompanies a solid axle rear suspension.

STOCK CATEGORY CLARIFICATIONS

Air Conditioning

Stock class cars with optional air conditioning are allowed to compete without the belt in place. Additionally, the entire air conditioning system may be removed, but any related components (springs, radiator, etc.) that are part of an air conditioning package must be returned to standard parts for the standard model (non-air conditioned). Removal of part of the air conditioning system is allowed only if no other components for the car differ between model's equipped with and without air conditioning (i.e., springs, radiator, etc).

Air conditioning may be added to any car as a "comfort and convenience" item, provided it serves no other purpose and other components are not added or deleted unless otherwise authorized by the current Solo® Rules. If a factory option, may be removed and backdated as an assembly or separate components of the system may be removed (i.e., individual under-hood components only).

Air Filter Element

The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no 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.G.

Coil Spring PERCHES

The intent of the Stock Category allowance for alternate shock absorbers is that the dimensional characteristics of the shock absorber and spring location must remain consistent with those of the original units, as per section 13.5.F. In the case of coil spring perches on aftermarket shocks, the vertical distance of the spring position above the lower shock mounting point must be no less than the distance found on the original equipment unit. If the characteristics of the shock (e.g., gas pressure) are such that this positioning results in a change in the car's ride height, that change is permitted.

Control ARM SPACERS - Chevrolet Corvette (1984+)

The spacers located on the fasteners for the front upper control arms may not be removed or modified to gain additional camber/caster. Only the shims may be removed.

Engine Modifications

Allowed engine modifications in the Stock and Street Prepared cat-

The Clarifications below reflect the basic premise of all the Solo® preparation Rules that only modifications specifically designated by the Rules are allowed.

- a. Heads and/or blocks may only be trued (shaved) to the service limit specified in the factory workshop manual. If a service limit is not specified, then the head and/or block may not be trued (shaved) and must be used at the specified original dimension.
- b. Camshafts are not considered normally expendable items, therefore they must not only meet original specifications but they must be from the original manufacturer. Aftermarket units are not allowed.

Factory Recalls

Factory recalls fall under the requirements of section 13.0, which states "...Stock category cars must be run as specified by the factory..." Recalls designated by the factory as being installed only in response to complaints are considered optional and allow for both specifications (pre- and post-recall) to be valid. However, if the manufacturer issues a mandatory recall, only the most current specification is valid. The U.S. government provides recall information via telephone.

GM ECU Reflash

The Technical Service Bulletin #06-06-04-051 regarding engine recalibration (i.e., an ECU reflash) of the Z0K Solstice and Cobalt SS is not legal for Stock category use since it is specified for competition purposes and thus does not meet the requirements of sections 13.0, 12.4, and 3.8.A.

GM Steering Knuckles

The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, do not meet the requirements of the Stock category.

HARNES BAR

A harness bar which attaches only between the upper seat belt mounts on the B pillars complies with section 13.2.I provided the constraints of 13.2.I are met.

Headlights

Retractable headlights may only be positioned in configurations intended by the manufacturer. This means that a partially-up position is only permitted if it can be attained via a designed intermediate position of the switch used to raise and lower the headlight pods.

Intercoolers

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

Lotus Elise Sport Pack

The Lotus Sport Suspension (currently known as the Sport Pack) is a

factory option package for the Lotus Elise which is eligible for Stock category competition. It should not be confused with the 2006 Lotus Sport Elise, which is a limited-production model (50 cars) developed by Lotus Sport (a division of Lotus Cars which develops high performance upgrade components for Lotus vehicles).

LoTus ElISE WHEEL SENSOR SHIMS

The wheel speed/cruise control sensor “shims” on a Lotus Elise are considered a dual-purpose item, since they also affect available camber range and may not be removed.

MAZDA MiATA ANTI-ROLL BAR MOUNTS

For the purposes of section 13.7, the upper (flat) and lower (U-shaped) mounting brackets for the front anti-roll bar on a Miata are both considered to be anti-roll bar brackets.

MAZDA MiATA BUMP STOP/DUST BOOT

On a Mazda Miata with an integral bump stop/dust boot configuration, the OE boot may be detached from the OE bump stop and removed, replaced, or modified under the allowances of section 13.5.D.

MAZDA MiATA OPTION CoNVERSIoNS

Only the year model 2007 Miata may be converted to the 2007 MS-R package.

MiNi CooPER JACKING PUCKS

The four black jacking pucks underneath Mini Coopers may be removed before competition for safety reasons. These are considered somewhat similar to a wheel center cap in the type of hazard they can present if they come off the car at speed during competition.

PuSH RoD GuiDE PIATES

Push rod guide plates are only allowed in Stock or Street Prepared when installed as original equipment by the vehicle manufacturer or when the factory service manual allows push rod guide plates as an acceptable repair method.

SEAT PADDING (APPLIES To Solo® oNIY)

Cushions may be used for the purpose of bringing the driver within reach of the controls of a vehicle. The word “cushion” means a free-standing pillow, towel, blanket, or similar article consisting of foam rubber, feathers, or comparable materials. Such cushions may not be attached either to the vehicle or to the driver’s body. Prohibited means of attachment include, but are not limited to the following: straps, hooks, snaps, loop-type fasteners (e.g., Velcro), adhesives, or similar aids. The intent of this allowance is to enable the driver to more comfortably operate the controls of the vehicle without enhancing the driver seat’s ability to hold the driver in place.

SHoCK ABSoRBERS

Section 13.5.D does not apply to the following aspect of this configuration: The hole in the metal and rubber shock absorber bushing found at the top of the shock absorber in the suspension of a Mazda

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Miata may be enlarged to accommodate the diameter of the shaft of a replacement shock absorber.

SHOCK BUSHINGS

For E36 and E46 BMW's, 13.5.B permits the removal of the shock bushing from the rear shock upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

SPARE TIRE COVERS

A spare tire cover which can be secured in place by original fasteners, such as bolts, nuts, snaps, straps, etc., is not normally considered a "loose item" and thus is not removable under the provisions of safety inspection requirements. Covers which cannot be secured by such means may be removed. A cover which is secured to the spare itself, and thus becomes a loose object when the spare tire is removed as allowed by section 13.2.F, may be removed with the tire. Competitors who are in doubt as to whether such a tire cover is correctly viewed as a loose item are advised to leave it in place.

SUSPENSION ADJUSTMENT

The Stock category suspension adjustment allowances do not allow non-factory-authorized use of eccentric or smaller bolts. Factory authorized crash repair methods may only be applied to the extent needed to restore the suspension to within its specified range of adjustment. The crash repair methods referred to would include such methods as frame, unibody or suspension component straightening (bending) or unlimited grinding of attachment holes.

Section 13.8 does allow the use of factory authorize methods of adjustment for non-competitive use which have a specific, physical limit. Examples would include the alternate size bolts authorized by VW for the Golf and the grinding of strut mounting holes to a specific dimension authorized by GM for J-cars. Any alignment specifications resulting from these authorized methods are allowed.

SUBARU IMPREZA WRX OPTIONS

The following port-installed options on the Subaru Impreza WRX, are listed when installed on the vehicle's window sticker and pending evidence to the contrary are considered compliant: carbon fiber trim, turbo boost gauge, titanium shift knob, short throw shifter, rear diff protector, spoilers, and arm rest extension.

"THIRD SPRING" SHOCK ABSORBERS

The Penske "Hydraulic Third Spring" shock absorber configurations, and any others like them, are not allowed by the Stock category Rules.

WELDING AND OPTION PACKAGE CONVERSION

Option package changes which require welding to be accomplished are allowed provided they comply with the rule requiring that the

option package conversion be complete and supported by factory documentation.

STREET TOURING® CATEGORY CLARIFICATIONS

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 LISTINGS

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

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 (see section 12.4) via parts manual supercession, thus making it non-compliant for both Street Touring® and Stock category usage.

MAZDA MiATA MoToR MoUNTS

All three pieces of a Miata motor mount (Engine Mount Rubber, Stopper Casing and Engine Bracket) are considered to be part of the “Engine Mount” in 14.10.J and 15.10.J.

SEAT BEIT RECEIVERS

Seat belt receivers integral to stock seats do not have an allowance for deletion and must be maintained if replacement seats are installed.

STEERING WHEEL

Steering wheel hub spacers and adapters are considered part of the steering wheel and are allowed to be substituted with the steering wheel per section 14.2. The resulting change in steering wheel position is permitted.

SuBARu WRX HEAT SHIELD

For the 2002-2007 Subaru WRX, the heat shield attached to both the turbo and downpipe is an exhaust heat shield and is therefore subject to “minimal modification” allowed in 14.10.D, but not removal.

AIR BAG, PASSENGER

Section 15.1.C does not permit the removal of a passenger-side airbag from the dash of an airbag-equipped Miata. The entire dashboard may be backdated to one which did not have an airbag, provided the requirements of 15.1 are met.

BUMPER UNITS

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

ENGINE MODIFICATIONS

Allowed engine modifications in the Stock and Street Prepared category:

The Clarifications below reflect the basic premise of all the Solo preparation Rules that only modifications specifically designated by the Rules are allowed.

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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.

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The Ferrari F430 Scuderia is covered as an option package by the existing F430 listing in ASP.

IGNITION SYSTEM, CRANK FIRE

SR, Section 15.9.A. For the purposes of triggering a crank fire ignition system, which is an allowed modification in the Street Prepared category, a trigger ring may be added to the crankshaft, or a crankshaft pulley may be modified to serve the purpose of the trigger ring. Mounting of the trigger ring, or modification to the crankshaft pulley may serve no purpose other than to provide a means of triggering the ignition system. The original distributor may be removed and the distributor mounting hole covered with a plate. The location of electronic ignition control modules is unrestricted.

LUBRICATION SYSTEM, ROTARY ENGINE

Any rotary engine model vehicle that has a lubrication system that incorporates an oil line injecting oil into the fuel system in the stock configuration must maintain that arrangement in Street Prepared, even if an alternate carburetor is used.

MAZDA MIATA AIR CLEANER KIT / PLASTIC SHROUD

On the MX-5 Miata (NC), a plastic shroud (PN 56-181L) interferes with the routing of a "cold air kit" tube which facilitates air cleaner

relocation; the plastic shroud is not an “air cleaner,” nor is it part of the “intake system.” Mazda calls this piece a “PLATE, SEAL-RAD. SHROUD.” Mazda does not include it within the air-intake system in their factory documentation. It may well divert airflow in a manner which affects the stock airbox/air horn, but so does the bumper, radiator, etc. This piece may not be removed or modified to facilitate the installation of an intake kit.

MAZDA MiATA HARDTOP/SOFT TOP

Per 15.1, the Miata covered by the listing in CSP may update/back-date to the hardtop/soft top specifications of the Club Sport package, which permit the car to compete with the hardtop on, and/or with the soft top on, or with both removed.

MAZDA MiATA MOTOR MOUNTS

All three pieces of a Miata motor mount (Engine Mount Rubber, Stopper Casing and Engine Bracket) are considered to be part of the “Engine Mount” in 14.10.J and 15.10.J.

PUSH ROD GUIDE PLATES

Push rod guide plates are only allowed in Stock or Street Prepared when installed as original equipment by the vehicle manufacturer or when the factory service manual allows push rod guide plates as an acceptable repair method.

SPRINGS, LEAF

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

SPOILERS

The Street Prepared rear spoiler allowance was intended to allow common aftermarket body kits and spoilers that have no notable aerodynamic effect at autocross speeds. Solo® Rules section 15.2.H.2.b states that, “The spoiler may not function as a wing.” For purposes of rulemaking and interpretation, a “wing” has been generally understood to mean an aerodynamic device making use of air passing both over and under a solid element to create aerodynamic force. A rear “spoiler” is generally understood to be an aerodynamic device fixed to the rear bodywork of the vehicle where air passes over, but not under, the solid element to create aerodynamic force. The base of a “spoiler” is contiguously attached to the bodywork (e.g., deck lid) of the vehicle to prevent airflow underneath the spoiler element.

Some cars are equipped by the OEM with standard or optional bodywork elements that meet the definition of “wing” stated above, although they may be identified in marketing material, owner’s manuals, shop manuals, and/or parts lists as “spoilers.” These bodywork elements may not be modified per 15.2.H.2.b, except to be replaced with either a standard or optional OE element, or exact replica of a standard or optional OE element in an alternate material, as per 15.2.H.2.a. “Plugging” the underside opening of an OE wing by any

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 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: 15.1.C is not affected by this clarification.

SUBARU IMPREZA SUBFRAME BOLTS

Subframe lock-down bolts (AKA Botox Bolts) are not compliant for use in Street Prepared. Section 15.2.D only allows for replacement of subframe bushings and does not provide any allowance for additional fastening hardware.

TORQUE ARMS

The longitudinal member which GM refers to as a “torque arm” on 3rd and 4th generation Camaros, which controls differential movement, is covered by the allowances of 15.8.E and may be substituted or modified.

STREET MODIFIED CATEGORY CLARIFICATIONS

FIAT / YUGO PARTS

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

PORSCHE FASCIA

With regard to a Porsche 911, the fascia is the painted plastic part and was not present on earlier years of the model. The attachment points behind the fascia may only be modified per 16.1.O to permit installation of an allowed alternate fascia. An early 911 may only use a substitute fascia if the car can be legally updated per 15.1.C (Street Prepared) to a later bumper configuration employing a fascia.

MODIFIED CATEGORY CLARIFICATIONS

ARIEL AND TONIQ

The Ariel Atom and Toniq may be eligible for BM or AM, if the car is in compliance with the class rule set.

BODYWORK

Pursuant to retaining consistency with the intent of Club Racing regulations, the SEB is concerned about modifications to bodywork for the purpose of enhancing downforce. CM Formula Ford competitors wishing to make body alterations to their cars should request a ruling on the desired configuration if there is any doubt as to its legality.

CLUB RACING ASR VEHICLES

Vehicles prepared to the “new” Club Racing A Sports Racer (ASR) specifications defined in GCR/SRCS A.1.b are eligible to compete in AM. Vehicles prepared to the “old” ASR specifications defined in GCR/SRCS A.1.a remain eligible for BM.

CRASH STRUCTURES

Club Racing GCR section 9.4.5.F., regarding deformable crash structure in formula cars, does not apply in Solo®.

DM / 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" 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-GP Prepared Category Rules are the foundation for the preparation of a Modified Category DM or EM vehicle. The Modified Rules are a specified progression from Prepared Category and are intended to be far less restrictive than the Prepared Rules. Examples of areas where CP-GP Rules are not intended to be restrictive in Modified are as follows: engine and drivetrain, wheelbase, track, and brake location.

The CP-GP Rules are to be followed when they do not conflict with specific allowances or the intent of the Modified Category Rules. This clarification is to eliminate questions about the actual relationship between the two categories, and to indicate the intent of that rela-

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 in the Club Racing GCR (Formula Car Specifications), but not the exhaust length limit.

MOTORCYCLE-ENGINED PRODUCTION-BASED CARS

Relative to an otherwise compliant DM/EM but motorcycle-engined vehicle running in BM, it is the intent of the Rules allowing such class entry to permit the competitor to have two preparation options: the car may be prepared to the appropriate Club Racing GCR/SRCS, or it may continue to adhere to the DM/EM Solo® specifications.

However, in either case, the applicable displacement/minimum weight shall be as listed in the Solo® BM Rules. There shall be no mixing of the two rule set allowances. EXAMPLE: Motorcycle-engined DM/EM cars in BM may not utilize any Sports Racer aerodynamic allowances without being mandated to fully prepare to all Solo® Rules requirements.

SoLo® VEE / FORMULA VEE

The Solo® Vee and Formula Vee at Solo® events are not required to comply with the section of the Club Racing GCR Formula Car Specifications, C.8 requiring additional panels to prevent the intrusion of objects into the driver area. All other requirements of the Solo® Rules, 18.3 Formula Cars, Appendix A, and the 1993 Formula Car Specifications are in effect.



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Appendix G

**SCCA to ASN Rule
cross reference for
Appendix E**

SCCA Rules referred to in Sections 12 to 18:

1.1 MANDATORY PROVISIONS

This refers to the event operating rules. The ASN Canada FIA National AutoSlalom event operation rules will apply.

3.3 VEHICLE SAFETY

3.3.1 Driver Restraints

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

Also see ASN Canada FIA National AutoSlalom Regulations rule 5.3 and 5.5

3.3.1.A. See ASN Canada FIA National AutoSlalom Regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

3.3.1.B. See ASN Canada FIA National AutoSlalom Regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

3.3.2 Roll Bars

See ASN Canada FIA National AutoSlalom Regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from 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, particularly at attachment points in the center of the car.

3.3.3 Safety Inspections

See ASN Canada FIA National AutoSlalom Regulations rule 5.10

3.3.3.B. Inspection Requirements

3.3.3.B.1) 3.3.3.B.2) 3.3.3.B.10) 3.3.3.B.12) 3.3.3.B.13) 3.3.3.B.15)

See ASN Canada FIA National AutoSlalom Regulations rule 5.11

3.5 MUFFLERS

See ASN Canada FIA National AutoSlalom Regulations rule 5.8

3.8 REQUIRED DOCUMENTATION

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

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

3.8.B. Cars prepared to Region/ Club Road Racing rules – Current year GCR and appropriate Category Specifications plus any additional documentation required by those rules. Logbooks are not required.

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

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

8.3 PROTESTS AGAINST CARS

See ASN Canada FIA National SoloSport General Competition Regulations Chapter 9 GRIEVANCE PROCEDURES – INQUIRIES and Chapter 10 PROTESTS

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.

APPENDIX C - SOLO ROLL BAR STANDARDS

See ASN Canada FIA National AutoSlalom regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

SCCA Club Racing GCR:

9.1.3.D.5.b.1 Springs and Shock Absorbers

Shock absorbers may be replaced provided that the replacements (a) attach to the original mounting points, and (b) are of a non-remote-reservoir design. The number and type (e.g., tube, lever, etc.) of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion.

9.3.18. DETACHABLE PANELS/SUNROOFS

Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. All glass panels in the roof must be removed. Movable or removable metal or composite panels in the roof may be either removed or positively secured in the closed position. Any openings in the roof resulting from the removal of a panel must be covered with panels of stock contour made of the same material as the stock surrounding roof structure.

9.3.33. LOSS OF BODYWORK

All major body components such as front and rear hoods, fenders, doors, and windscreens shall be maintained in normal position throughout the competition. If loss of bodywork is a safety hazard, the car may be black-flagged. A car completing a competition with bodywork missing may be penalized.

9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS

see ASN Canada FIA National AutoSlalom Roll Bar Standards.

9.4.5. ROLL CAGES FOR FORMULA CARS AND SPORTS RACING CARS

see ASN Canada FIA National AutoSlalom Roll Bar Standards.

updated January 09, 2014


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Appendix H

2014 PAX/RTP Index

SS	0.843	SSP	0.872	XP	0.906	AM	1.000
AS	0.833	ASP	0.866	BP	0.881	BM	0.965
BS	0.831	BSP	0.863	CP	0.864	CM	0.922
CS	0.821	CSP	0.861	DP	0.879	DM	0.920
DS	0.815	DSP	0.855	EP	0.876	EM	0.926
ES	0.814	ESP	0.849	FP	0.883	FM	0.924
FS	0.818	FSP	0.839	GP	0.850	FSAE	0.989
GS	0.806						
HS	0.797	STF	0.801	SM	0.870		
		STC	0.824	SMF	0.851		
SSR	0.860	STS	0.829	SSM	0.882		
ASR	0.848	STR	0.838				
BSR	0.845	STX	0.827				
CSR	0.834	STU	0.846				
DSR	0.825						
ESR	0.828						
FSR	0.830						
GSR	0.812						
HSR	0.804						

[Rick Ruth](#) PAX/RTP Administrator

Last update November 22, 2013

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Appendix I Noise Limits

While the National AutoSlalom Regulations indicate the Noise Limit for all vehicles is 96dB, the following tracks have lower Noise Limits and are applicable to all AutoSlalom events held at these specific facilities:

BC	Pitt Meadows Airport	92dB	Other facilities, not named above, may impose Noise Limits less than 96dB and these limits would be applicable to any AutoSlalom event held at that facility
ON	Mosport Drivers' Development Track	92dB	
ON	Shannonville Motorsport Park	95dB	

ASN CANADA FIA

ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM Appendix J Bumping order

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies Class (see diagram). If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: CSL entrant(s) bump to CS, then CSL entrant(s) to BSL, then CSL entrant(s) to BS, then CSL entrant(s) to ASL, etc. Also, Ladies Class entrants should be bumped first to create a class. Example: If there is only one entrant in each of the three classes CS, DS, and DSL, the entrant in DSL would be bumped into DS first to form a DS class and the CS entrant would then be bumped upward into BS (i.e., it would not be correct to bump the DS entrant into CS before considering the DSL entrant).

Proceed left to right following the arrows, until a class is formed. Where two bumping paths come together (including Ladies-to-Open bumps), all bumps up to the joining point should be done before continuing along the bump path.

STREET CATEGORY

FS → _____
 HS → GS → DS → ES → CS → BS → AS → SS → Street Prepared class as appropriate

STREET TOURING® CATEGORY

STF → STC → STX → STS → STR → STU → Street Prepared class as appropriate

STREET PREPARED CATEGORY

ESP → _____
 FSP → DSP → CSP → BSP → ASP → SSP → Street Modified class as appropriate

STREET MODIFIED CATEGORY

SMF → SM → SSM → XP (or other Prepared class if appropriate)

PREPARED CATEGORY

CP → _____
 GP → DP → EP → FP → XP → EM (or DM if appropriate)

MODIFIED CATEGORY

DM → EM → _____
 CM → FM → BM → AM



SoloSport

Appendix K

Canadian AutoSlalom Champions

1972-2013 CANADIAN AUTO SLALOM CHAMPIONS

Overall Championship Winner

2013	Jim McLaughlan	Krestova, BC	1990 Mazda Miata
2012	Sebastien Quirion	Magog, QC	2002 Ford SVT Focus
2011	Jason Morrow	Calgary, AB	2000 Subaru WRX
2010	Carl Werner	Montreal, QC	1998 Acura Integra Type R
2009	Chris Deacon	Winnipeg, MB	2003 Nissan 350Z
2008	Carl Werner	Montreal, QC	1998 Acura Integra Type R
2007	Karl Coleman	Renton, WA	2002 Subaru WRX
2006	George Dixon	Scarsdale, NY	2005 Chevrolet Corvette Z-06
2005	Shane Jensen	Kelowna, BC	1993 Honda Civic
2000	Joe Cheng	Burnaby, BC	1995 Phantom Extreme-R
1991	Gary Marks	Dartmouth, NS	1987 Acura Integra
1990	Gary Milligan	Richmond, BC	1967 Lotus Europa
1989	Christian Giroux	Terrebonne, QC	1985 Toyota MR2
1988	Sam O'Young	Vancouver, BC	1985 Honda CRX
1987	Gary Milligan	Vancouver, BC	1967 Lotus Europa
1986	Gary Milligan	Vancouver, BC	1967 Lotus Europa
1985	Gary Milligan	Vancouver, BC	1967 Lotus Europa
1984	Joseph Ulman	Mississauga, ON	1970 Corvette
1983	Wanda Angelomatis	Vancouver, BC	1970 Lotus Super 7

1982	John Haftner	Vancouver, BC	1960 VW Dune Buggy
1981	Vern Lhotzky	Vancouver, BC	1968 MGB
1980	Noel Montgomery	Mississauga, ON	1970 Austin Mini
1979	Gunter Schmidt	Barrie, ON	1977 VW Scirocco
1978	John Liland	Surrey, BC	Anglia 105E
1977	Brian Parkinson	Vancouver, BC	Corvette
1976	Brian Parkinson	Vancouver, BC	Corvette
1975	Stuart Rulka	Vancouver, BC	Morgan 4/4
1974	Barry Child	Vancouver, BC	BMW 2002tii
1973	Stuart Rulka	Vancouver, BC	Morgan 4/4
1972	Dave Long	London, ON	Walker F4

Ladies Overall

2000	Phyllis Miller	Flushing, NY	1991 Toyota MR2
1991	Susan Hagaman	Kirkland, WA	1989 Porsche 911 C4
1990	Elisie Leyland	Vancouver, BC	1985 Corvette
1989	Susan Hagaman	Kirkland, WA	1971 Porsche 911
1988	Anna Delaney	Vancouver, BC	1967 Lotus Elan
1987	Anna Delaney	Vancouver, BC	1967 Lotus Elan
1986	Wanda Angelomatis	Vancouver, BC	1973 Datsun 240Z
1985	Wanda Angelomatis	Vancouver, BC	1973 Datsun 240Z
1984	Fiona Buchanan	Toronto, ON	1984 Omni GLH
1983	Wanda Angelomatis	Vancouver, BC	1970 Lotus Super 7
1982	Judy Brunner	Kingston, ON	1966 Lotus Cortina
1981	Debbie Parker	Bedford, NS	1981 Honda Prelude
1980	Judy Brunner	Kingston, ON	1966 Lotus Cortina
1979	Susan Ferguson	Delta, BC	1969 Alfa GT Jr.
1978	Wanda Angelomatis	Vancouver, BC	1973 Datsun 240Z
1977	Wanda Angelomatis	Vancouver, BC	1973 Datsun 240Z
1976	Debbie Parker	Halifax, NS	Toyota Corolla
1975	Brenda Smetaniuk	Toronto, ON	1969 Cooper S
1974	Bernice Annibal	Bowmanville, ON	Datsun 510
1973	June Scott	Burnaby, BC	Datsun 1200
1972	Pat McGill	Kelowna, BC	Cooper S

Current Class Categories**A Stock (AS)**

2010	Richard Wayne	Floral Park, NY	2008 Porsche Boxster
2009	Murray Peterson	Calgary, AB	2001 Honda S200
2008	Ray Bastile	Moncton, NB	2002 Honda S2000
2007	Tom Brydon	Vancouver, BC	2004 Honda S2000
2006	Cholo Romero	Toronto, ON	2005 Subaru WRX STi
2005	Reijo Silvennoinen	Calgary, AB	2002 Honda S2000
2004	Martin Helie	Laval, QC	2002 BMW M3
2003	Noel Rabey	Calgary, AB	2004 Subaru WRX STi
2001	Gordon Zacharias	Morden, MB	2001 Honda S2000
2000	Gord Leach	Regina, SK	1971 Lotus Europa
1991	Susan Hagaman	Kirkland, WA	1989 Porsche 911 C4
1990	Jim Howell	Vancouver, BC	1985 Corvette
1989	Joe Cheng	Burnaby, BC	1988 Corvette
1988	Patrick Ma	Vancouver, BC	1987 Porsche 911 Carrera
1987	Joe Ulman	Mississauga, ON	1970 Corvette
1986	Joe Ulman	Mississauga, ON	1970 Corvette
1985	Joe Ulman	Mississauga, ON	1970 Corvette
1984	Greg Soderling	N. Vancouver, BC	1974 Lotus Europa
1983	Greg Soderling	N. Vancouver, BC	1974 Lotus Europa
1982	Greg Soderling	N. Vancouver, BC	1974 Lotus Europa
1981	Gary Milligan	Richmond, BC	1970 Lotus Europa
1980	Gary Milligan	Richmond, BC	1969 Lotus Europa
1979	Gary Milligan	Richmond, BC	1969 Lotus Europa
1978	Gary Milligan	Richmond, BC	1969 Lotus Europa
1977	Gary Milligan	Richmond, BC	1969 Lotus Europa
1976	Bill Flett	Bramalea, ON	Lotus Elan S2
1975	Bill Flett	Bramalea, ON	Lotus Elan
1974	Bill Flett	Bramalea, ON	Lotus Elan JPS
1973	Bill Flett	Bramalea, ON	Lotus Elan
1972	Neil McGill	Kelowna, BC	Cooper S

A Stock :Ladies (ASL)

2007	Michelle Burton	Coquitlam, BC	2005 Subaru WRX STi
2005	Anna Do	Mississauga, ON	2004 Subaru WRX STi

B Stock (BS)

2013	Ryan Clark	Calgary, AB	2008 Honda S2000
2011	Reijo Silvernoinen	Calgary, AB	2003 Honda S2000
2009	Chris Deacon	Winnipeg, MB	2003 Nissan 350Z
2007	Simon Kong	Calgary, AB	2007 Mazda RX-8
2006	Derek Beehler	Tavistock, ON	2005 Mazda RX-8
2005	Ambrose Fung	Calgary, AB	1991 Toyota MR2 Turbo
2003	Gordon Zacharias	Morden, MB	2001 Honda S2000
1991	Doug Seto	Vancouver, BC	1988 RX-7 Turbo
1990	James Lawler	Vancouver, BC	1990 Eagle Talon
1989	Barry White	New Westminster, BC	1969 Corvette
1988	Joe Ulman	Mississauga, ON	1970 Corvette
1986	Joe Cheng	Port Moody, BC	1985 Prelude
1985	Edward Koffeman	Stoney Creek, ON	1983 Rabbit GTI
1984	David Swain	Whitby, ON	1973 Porsche 914
1983	Joe Ulman	Mississauga, ON	1970 Corvette
1982	Brian Bouckley	London, ON	1977 Honda Civic
1981	Murray Jones	London, ON	1980 Honda Civic
1980	Joe Cheng	Vancouver, BC	1977 Honda Civic
1979	Joe Cheng	Calgary, AB	1978 Honda Civic
1978	Tony Empson	Surrey, BC	Corvette
1977	Tony Empson	Surrey, BC	Corvette
1976	Tony Empson	Burnaby, BC.	Corvette
1975	Jacques Casavant	Cowansville, QC	Corvette
1974	Tom Millar	W. Vancouver, BC	Corvette
1973	Gerry Krantz	Vancouver, BC	Corvette
1972	Charles Hook	Hamilton, ON	Corvette

C Stock (CS)

2013	John Yeung	Coquitlam, BC	2013 Scion FR-S
2012	Lance Kool	Keswick, ON	Nissan 350Z

2010	André Perreault	St Jacques de Montcalm, QC	1999 Mazda Miata
2009	Art Schroeder	Winnipeg, MB	2007 Pontiac Solstice ZOK
2007	Jacky Pang	Richmond, BC	2006 Mazda MX-5 Miata
2006	Stephen Tong	Markham, ON	2005 Mazda Miata
2005	Colin Armstrong	Calgary, AB	1999 Mazda Miata
2004	Ghislain Pepin	Laval, QC	1999 Mazda Miata
2003	Richard Basford	Vancouver, BC	2003 Mazda Miata
2002	Sherrie Hennigar	Halifax, NS	1992 Mazda Miata
2001	Ed Arnold		1986 Toyota MR2
2000	Ken Frey	Greenwich, CT	1991 Toyota MR2
1991*	Roger Edgar	New Westminster, BC	1980 Triumph TR8
1991*	Don Nimi	N. Vancouver, BC	1991 Nissan 240SX

* drivers posted identical times

1990	Steve Pettipas	Dartmouth, NS	1988 Honda CRX
1989	Steve Pettipas	Dartmouth, NS	1988 Honda CRX
1988	Graham McCrea	Halifax, NS	1983 Mazda RX7
1987	Graham McCrea	Halifax, NS	1983 Mazda RX7
1986	Tony McGrath	London, ON	1986 Mustang
1985	John Lowe	N. Vancouver, BC	TransAm
1984	Joe Ulman	Mississauga, ON	1970 Corvette
1983	Al Norrie	Scarborough, ON	1983 Camaro Z28
1982	Ed Burkhart	Breslau, ON	1978 Honda Accord
1981	Keith Mcilmoyul	Prince Albert, SK	1980 Camaro Z28
1980	Gary Dorame	Seattle, WA	1971 Fiat 125
1979	Garnet Grylls	Saskatoon, SK	1974 Datsun 260Z
1978	Wanda Angelomatis	Vancouver, BC	1973 Datsun 260Z
1977	Alan Gasley	Halifax, NS	Lotus S7
1976	Frank Bunting	Revelstoke, BC	Datsun 280Z
1975	Alan Rae	Richmond, BC	1973 Jensen Healey
1974	Alan Rae	Richmond, BC	1973 Jensen Healey
1973	J. Chartre	Chibougamau, QC	Datsun 240Z
1972	Claude Guay	Levis, QC	Datsun 240Z

C Stock Ladies (CSL)

2010	Amelie Martel	Dollard-Des-Ormeaux	Honda Civic
2005	Teresa Walker	Calgary, AB	1999 Mazda Miata

D Stock (DS)

2013	Pat Smith	Edmonton, AB	1997 Acura Integra
2012	Carl Wener	Montreal, QC	1998 Acura Intergra Type-R
2011	Kodi Hutchinson	Calgary, AB	2009 Subaru WRX
2010	Carl Wener	Montreal, QC	1998 Acura Intergra Type-R
2008	Carl Wener	Montreal, QC	1998 Acura Intergra Type-R
2007	Bill Rhodes	Port Coquitlam, BC	2007 MazdaSpeed 3
2006	Carl Wener	Montreal, QC	1998 Acura Integra Type-R
2005	Robin Ng	Edmonton, AB	2002 Subaru WRX
2004	Carl Wener	Montreal, QC	1998 Acura Integra Type-R
2003	Ian Basford	Calgary, AB	2002 Nissan Sentra SER V-Spec
2002	Edward Savage	North Brookfield, MA	1995 Plymouth Neon ACR
1991	Raymond Bastille	Moncton, NB	1988 Honda CRX Si
1990	Michel Leveque	St. Romuald, QC	1981 Fiat X 1/9
1989	Christian Giroux	Terrebonne, QC	1985 Toyota MR2
1988	David Lai	Mississauga, ON	1985 Toyota MR2
1988	John Paczynski	Brampton, ON	1985 Honda CRX
1986	Bill Irving	Tantallon, NS	1985 Honda Civic
1985	John Paczynski	Brampton, ON	1981 Dodge Colt
1984	John Paczynski	Brampton, ON	1981 Dodge Colt
1983	Man Pong Tang	Vancouver, BC	1982 Toyota Starlet
1982	Wayne Manuel	Upper Gullies, NF	1981 Mazda 626
1981	Art Trinidad	Richmond, BC	1979 Ford Fiesta
1980	Fred Hirschfeld	Edmonton, AB	1974 VW Beetle
1979	Marcus Coles	London, ON	1979 Renault LeCar
1978	Sam O'Young	Vancouver, BC	Honda Civic
1977	Robert Roy	Montreal, QC	Honda Civic
1976	Stuart Rulka	Burnaby, BC	Morgan 4/4
1975	Fred Perez	Vancouver, BC	MGB
1974	Sam O'Young	Vancouver, BC	Alfa Spyder
1973	Stuart Rulka	Burnaby, BC	1968 Morgan 4/4

1972 Tom Wilson Vancouver, BC Cooper

D Stock Ladies (DSL)

2010 Veronique Boucher Laval, QC 1998 Acura Integra Type-R
 2007 Karie Smith Surrey, BC 2004 BMW 320i
 2005 Karie Smith Surrey, BC 2004 BMW 320i
 2003 Teresa deGrosbois Calgary, AB 2002 Nissan Sentra SER V-Spec

E Stock (ES)

2013 Cam Withell Chesterville, AB 1993 Toyota MR2
 2012 Val DiPietro Hamilton, ON 1997 Mazda Miata
 2011 Ryan Clark Calgary, AB 1993 Toyota MR2
 2010 Marshal McLean Brantford, ON 1995 Mazda Miata MX5
 2009 Bruce Moore Edmonton, AB 1992 Toyota MR-2
 2008 Ken Frey Greenwich, CT 1991 Toyota MR2
 2007 Robert Lu Vancouver, BC 1994 Mazda Miata
 2006 Ken Frey Greenwich, CT 1991 Toyota MR2
 2005 Peter Tkatch Vancouver, BC 1991 Toyota MR2
 2004 Ken Frey Greenwich, CT 1991 Toyota MR2
 2003 Peter Tkatch Vancouver, BC 1991 Toyota MR2
 2002 Chang Ho Kim Maynard, MA 1988 Honda CRX Si
 2001 Robert Blaich Calgary AB 1998 Ford Escort ZX2
 2000 Gord Zacharias Morden, MB 1989 Honda Civic Si
 1991 Gary Marks Dartmouth, NS 1987 Acura Integra
 1990 Gary Marks Dartmouth, NS 1987 Acura Integra
 1989 Tony McGrath Toronto, ON 1986 Dodge Omni
 1988 Gary Marks Dartmouth, NS 1987 Acura Integra
 1987 Tony McGrath Toronto, ON 1986 Dodge Omni GLH
 1986 Roger Edgar New West., BC 1980 Triumph TR8
 1985 David Jue Richmond, BC 1985 Mazda RX-7
 1984 Jeff Logan Willowdale, ON 1982 Mazda RX7
 1983 Ian Paine Kelowna, BC 1976 Chevette
 1982 Tony McGrath Toronto, ON 1973 Datsun 1200

1981	Symen Langeraap	Peterborough, ON	1980 Datsun 310 GX
1980	Remi Beaulieu	Cacouta, QC	1980 Dodge Omni
1979	Neil Laing	London, ON	1972 Datsun 510
1978	Sue Ferguson	Delta, BC	Alfa GT Jr.
1977	Murray Jones	London, ON	Toyota Corolla
1976	Hannu Halminen	Newcastle, ON	Sunbeam Tiger IV
1975	Andrew Field	N. Vancouver, BC	Honda Civic
1974	Jim Parr	Mississauga, ON	Fiat 124 Spyder
1973	Jacque Chartier	Montreal, QC	Ford Cortina
1972	Richard Turton	Kelowna, BC	Alfa Berlina

E Stock Ladies (ESL)

2013	Manesa Ho	Surrey, BC	1994 Mazda Miata
2008	Sammi Jo Chapman	Saint John, NB	1985 Porsche 044
2007	Denise Williamson	Marysville, WA	1993 Mazda Miata
2006	Stephanie Chang	New Jersey, NJ	1991 Toyota MR2
2005	Tara Campbell	Salt Spring Is, BC	1991 Toyota MR2
2004	Phyllis Miller	Greenwich, CT	1991 Toyota MR2
2003	Carol Leuty	Federal Way, WA	1988 Porsche 924S

F Stock (FS)

2013	Ricky Wai Kei Ho	Richmond, BC	1992 BMW M5
2011	Cam Withell	Chestermere, AB	2008 Ford Mustang
2009	Cam Withell	Chestermere, AB	2006 Ford Mustang GT
2006	Ben Wong	Toronto, ON	2002 Pontiac Trans-Am
2003	Anthony Rehlinger	Calgary, AB	1999 Ford Mustang
2002	Paul Zahornasky	Haverhill, MA	2001 Ford Mustang 'Bullitt'
2000	Ron Simmonds	Calgary, AB	1988 Ford Mustang
1991	Campbell Carlyle	Richmond, BC	1987 Trans-Am
1990	Thomas Hong	Burnaby, BC	1987 Camaro IROC
1989	Michael McCrea	Moncton, NB	1987 Mustang GT
1988	Alex Dumitrescu	Burnaby, BC	1988 Mustang
1987	Duncan Johnson	Agincourt, ON	1986 Mustang LX
1986	Ian Law	Scarborough, ON	1982 Volvo 242 GLT

1985	Peter Gresser	Aurora, ON	1960 Corvette
1984	Allen Reid	Kelowna, BC	1969 MGB
1978	Andy Hockstra	Richmond, BC	1965 Mustang GT
1977	Andy Hockstra	Richmond, BC	1965 Mustang GT
1976	Andy Hockstra	Richmond, BC	1965 Mustang GT
1975	Andy Hockstra	Richmond, BC	1965 Mustang GT
1974	Dave Thomson	Kingston, ON	Camaro Z28

G Stock (GS)

2013	Chris Lo-Pryke	Vancouver, BC	2000 Toyota Celica
2011	Tim Millard	Lethbridge, AB	1988 Ford Thunderbird
2010	Ming-Duc Wong	Moncton, NB	2002 Toyota Celica GT
2009	Gavin Creighton	Calgary, AB	2007 VW GTi
2008	Wes Tanney	Etobicoke, ON	2007 Honda Civic SI
2007	Keith Brown	Des Moines, WA	2007 Mini Cooper S
2006	Simon Blanchette	Becancour, QC	2005 Mini Cooper S
2005	Anthony Lo	Calgary, AB	2003 Acura RS-X Type S
2004	Vincent Lortie	Emmaus, PA	2004 Mini Cooper S
2003	Tom Brydon	Vancouver, BC	1996 Plymouth Neon ACR
2002	Pierre Roberge	Gatineau, QC	2000 Acura Integra Type-R
2001	Warren Milton	Calgary, AB	1999 Subaru Impreza 2.5RS
1991	Dave Krulitsky	Surrey, BC	1986 Dodge Omni GLH Turbo
1990	Jean Gagne	Beauport, QC	1986 Dodge Charger
1989	Mark Snell	Puyallup, WA	1983 Alfa Romeo GTV
1988	Murray Burkett	Winnipeg, MB	1974 TR-6
1987	Bill Irving	Tantallon, NS	1987 Acura Integra
1986	Laverne Burkhart	Breslau, ON	1986 GMC Jimmy
1985	Mike Patterson	London, ON	1974 Toyota Corolla
1984	Ian Paine	Kelowna, BC	1976 Chevette
1978	Ross Olafsen	Delta, BC	Karmann Ghia
1977	Norman Bouchard	Ste. Foy, QC	Honda Accord
1976	Debbie Parker	Halifax, NS	Toyota Corolla
1975	Robert Meggy	Delta, BC	Datsun 510
1974	Andy Field	W. Vancouver, BC	Datsun 710

G Stock Ladies (GSL)

2007 Kristi Brown Des Moines, WA 2007 Mini Cooper S

H Stock (HS)

2013 Tony Penny Red Deer, AB 2012 Scion TC
 2012 Glen Austin Coburg, ON 2003 Subaru Legacy Wagon
 2011 Colin Puttick Saskatoon, SK 2004 Mazda 3 Sport G
 2010 Olivier Bedard Quebec City, QC 2006 Nissan Sentra 1.8
 2009 Boris Simic Fredericton, NB 2004 Ford Focus ZX5
 2008 Paul Vanderlaan Saint John, NB 1989 Honda Civic SI
 2007 Scott Miller Kent, WA 207 Scion TC
 2006 Joseph Austin New York, NY 2005 Mini Cooper
 2005 Nuno Ferriera Calgary, AB 2004 Mini Cooper
 2004 Chang Ho Kim Maynard, MA 1991 Honda Civic Si
 2003 Colin Armstrong Calgary, AB 2003 Mini Cooper
 2002 Darrell Tower Moncton, NB 1996 Nissan Sentra
 2000 Corey Dyck Winnipeg, MB 2000 Ford Focus ZX3
 1991 Mike Patterson London, ON 1984 Mazda GLC
 1990 Pierre Mandeville Pierrefonds, QC 1986 Mazda 323
 1989 Ian Law Toronto, ON 1982 Volvo 242 GLT
 1988 Ian Law Scarborough, ON 1982 Volvo 242 GLT
 1987 Ian Law Scarborough, ON 1982 Volvo 242 GLT
 1987 Warren Martin Tillsonburg, ON Mazda GLC Sport
 1986 Duane Hanson Prince George, BC 1979 Fiat Brava
 1985 Gilbert St. Laurent Rimouski, QC 1972 Datsun 510
 1984 Ian Paine Kelowna, BC 1976 Chevette
 1978 Weldon Moores St. Johns, NL Austin Mini
 1977 Yvan Poisson Rougemont, QC Austin Mini
 1976 John Harris St. John's, NL Austin Mini
 1975 Barry Divall Saskatoon, SK Austin Mini
 1974 Gord Srigley Vancouver, BC Datsun 1200

H Stock Ladies (HSL)

2007 Karin Miller Kent, WA 207 Scion TC
 2005 Jennifer Lane Calgary, AB 2001 Honda Civic

Super Stock (SS)

2013	Glen Hernandez	Marysville, WA	2004 Corvette ZO6
2012	Greg Campbell	Coburg, ON	2009 Chevrolet Corvette
2011	Ambrose Fung	Calgary, AB	2006 Lotus Elise

Street Modified (SM)

2013	Eric Hyman	Fall City, WA	2012 Nissan GT-R
2012	Sylvain Bourgault	Quebec City, QC	2000 Subaru Impreza 2.5RS
2011	Jesse Sherburne	Calgary, AB	1991 Nissan GTIR

Street Modified F (SMF)

2013	James Yip	Coquitlam, BC	1993 Honda Civic CX
2012	Arris Gaffor	Barrie, ON	1993 Honda Civic

Super Street Modified (SSM)

2013	Bob Bundy	Anacortes, WA	1990 Maxda Miata
2012	Paul Kreutzwiser	Guelph, ON	1992 Mazda Miata
2011	Jay Zelazo	Calgary, AB	2007 Chevrolet Corvette ZO-6

Super Street Modified Ladies (SSML)

2013	Mireille Lapaine	Surrey, BC	1997 Subaru Impreza WRX STI
2011	Katrina Salisbury	Langley, BC	2004 Miata Mazdaspeed

Street Touring (ST)

2011	Fernando Grossi	Edmonton, AB	1990 Honda Civic Si
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Street Touring Sport (STS)

2013	Matt Schmidt	Kelowna, BC	1989 Honda CRX
2012	Craig Livingston	Keswick, ON	1990 Mazda Miata
2011	Matt Schmidt	Kelowna, BC	1989 Honda CRX

Street Touring Sport Ladies (STSL)

2013	Gosia Zobel	Vancouver, BC	1991 Honda CRX
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Street Touring FWD (STF)

2013	Craig Tobler	Sherwood Park, AB	2002 Ford Focus SVT
2012	Sebastien Qirion	Magog, QC	2002 Ford SVT Focus

Street Touring Compact (STC)

2013	Shane Jensen	Woodinville, WA	1989 Honda Civic Si
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Street Touring Compact Ladies (STCL)

2013	April Leadley	Kelowna, BC	1989 Honda Civic
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Street Touring Roadster (STR)

2013	Mitchell Burton	Coquitlam, BC	2007 Mazda MX5
2012	Ryan McDoom	Brampton, ON	2010 Mazda MX5
2011	Jeff Janzen	Winnipeg, MB	2003 Honda S2000

Street Touring Roadster Ladies (STRL)

2013	Mitchelle Burton	Coquitlam, BC	2007 Mazda MX5
2011	Charlene Stickney	Kelowna, BC	2006 Mazda MX-5

Street Touring Xtreme (STX)

2013	Stuart Taylor	Airdrie, AB	2004 Mazda RX-8
2012	Oliver Mitchison	Wasaga Beach, ON	2007 Honda Civic Si
2011	Jason Morrow	Calgary, AB	2000 Subaru WRX

Street Touring Utra (STU)

2013	Doug Mikko	Seattle, WA	2006 Mitsubishi Evolution IX
2012	Travis Tiegs	Ajax, ON	2010 Subaru Impreza
2011	Jeff Brown	Coaldale, AB	2007 Subaru STI

A Street Prepared (ASP)

2013	Cameron Schnack	Edmonton, AB	2006 Subaru ST
2012	David Dziarmaga	Brampton, ON	2007 Pontiac Solstice
2011	Tom Kerns	Sturgeon Co, AB	2009 Nissan GTR
2009	Dale Derksen	Osker, SK	1991 Toyota MR2
2008	Luc Sipkema	Halifax, NS	1992 Mazda RX7

2007	Hedwig Poon	Richmond, BC	1993 Mazda RX-7
2005	Brent Thorkelson	Calgary, AB	1982 Porsche 911
2004	Stacy Chapman	Rothesay, NB	1980 Porsche 911 SC
2003	Brent Thorkelson	Calgary, AB	1982 Porsche 911
2002	Stacy Chapman	Rothesay, NB	1980 Porsche 911SC
2000	Richard Hoffman	Richmond, BC	1993 Mazda RX7
1991	Gary Milligan	Richmond, BC	1967 Lotus Europa
1990	Gary Milligan	Richmond, BC	1967 Lotus Europa
1989	Gary Milligan	Richmond, BC	1967 Lotus Europa
1988	Gary Milligan	Vancouver, BC	1967 Lotus Europa
1987	Anna Delaney	Vancouver, BC	1967 Lotus Elan

B Street Prepared (BSP)

2013	Mike Leuty	Federal Way, WA	1990 Porsche 944 S2
2012	Daniel Fryer	Stouffville, ON	1997 BMW M3
2011	Rinaldi Gulinao	Calgary, AB	1995 Mitsubishi Lancer
2010	Eric Janveaux	Carp, ON	2006 Subaru Impreza STi
2009	Mark Brand	Edmonton, AB	2004 Subaru WRX STi
2008	Brian Gay	Enfield, NS	1995 BMW M3
2007	Gary Fung	Burnaby, BC	2003 Nissan 350Z
2006	Kyle Lynch	Toronto, ON	2005 Subaru WRX STi
2003	Doug Campbell	Calgary, AB	1986 Chevrolet Corvette
2002	Brian Gay	Enfield, NS	1992 Chevrolet Corvette
1991	Craig Fretwell	Maple, ON	1989 Dech Mustang
1990	Gordon Walker	Mississauga, ON	1981 Corvette
1989	Gordon Walker	Mississauga, ON	1981 Corvette
1988	Gordon Walker	Mississauga, ON	1981 Corvette
1987	Gordon Walker	Mississauga, ON	1981 Corvette

C Street Prepared (CP)

2013	Jim McLaughlan	Krestova, BC	1990 Mazda Miata
2012	Ming-Doc Wong	Moncton, NB	1993 Mitsubishi Lancer Evolution GSR
2011	Jim McLaughlan	Vancouver, BC	1990 Mazda Miata
2010	Paul Kreutzwiser	Guelph, ON	1992 Mazda Miata

2009	Steve Carmichael	Winnipeg, MB	2007 Pontiac Solstice ZOK
2008	Chris Uhlman	Halifax, NS	1999 Mazda Miata
2007	Michael Denham	Maple Ridge, BC	1997 Mazda Miata
2006	Jeff Watson	Toronto, ON	1992 Mazda Miata
2005	Yarko Petriw	Vancouver, BC	1990 Mazda Miata
2004	Paul Kreutzweiser	Guelph, ON	1991 Mazda Miata
2003	Darrell Jones	Edmonton, AB	1983 Mazda RX7
2002	Stephen Tong	Toronto, ON	1999 Mazda Miata
2000	Dave Terrick	Winnipeg, MB	1982 Mazda RX7
1991	Dave Lam	Vancouver, BC	1988 Honda CRX Si
1990	Tai Kuo	Vancouver, BC	1981 Mazda RX7
1989	Tai Kuo	Vancouver, BC	1981 Mazda RX7
1988	Sam O'Young	Vancouver, BC	1985 Honda CRX
1987	Sam O'Young	Vancouver, BC	1985 Honda CRX

C Street Prepared Ladies (CSPL)

2013	Charlene Stickney	Kelowna, BC	1990 Mazda Miata
2007	Andrea Dykstra	Kelowna, BC	1990 Mazda Miata

D Street Prepared (DSP)

2012	Ryan Bickell	Brampton, ON	2003 Toyota Matrix XRS
2011	Derek Choi	Richmond, BC	2000 Honda Civic
2010	Phil Brunet	Rockland, ON	1988 BMW 325
2009	Jim Barnsley	Saskatoon, SK	1995 Dodge Neon Sport
2008	Mark Obermaier	Halifax, NS	1999 BMW 323i
2007	Don Nimi	Burnaby, BC	1991 Nissan 240SX
2006	Jay Storm	Waite Hill, OH	1999 Subaru Impreza 2.5RS
2005	Don Nimi	Burnaby, BC	1991 Nissan 240SX
2004	Davia Larose	Veaudreuil, QC	1987 BMW 325is
2003	Terence Chu	Vancouver, BC	1992 BMW 325i
2002	Mike Benjamin	Truro, NS	1992 Nissan 240SX
2000	Amir Navabi	St-Hubert, QC	1978 Triumph Spitfire
1991	Eric Tong	Vancouver, BC	1984 Honda Civic
1990	Mikel Ruegamer	Vancouver, BC	1986 Honda CRX

1989	Dave Lam	Vancouver, BC	1984 Honda Civic
1988	Miles Holden	N. Vancouver, BC	1978 Honda Civic
1987	Donald Nimi	N. Vancouver, BC	1964 Healey Sprite

D Street Prepared Ladies (DSPL)

2007	Courtney Whynot	Coquitlam, BC	1991 Nissan 240SX
2004	Anick Madon	St. Emile, PQ	2001 Subaru Impreza 2.5RS
2003	Heather McKone	Vancouver, BC	2001 Ford Focus ZX3

E Street Prepared (ESP)

2013	Nicholas Johnson	Bellingham, WA	2002 Subaru Impreza WRX
2011	Rob Johnson	Kalispell, MT	2006 Subaru Legacy GT
2009	Trevor Burtenshaw	Winnipeg, MB	2005 Ford Mustang GT
2008	Tahko Sarakinov	Toronto, ON	1991 Eagle Talon
2007	Philip Zhu	Calgary, AB	2005 Subaru WRX
2006	Geoff Chislett	Greely, ON	2005 Subaru WRX
2005	Tom Kotzian	Gladstone, OR	1992 Ford Saleen Mustang
2004	Tony Kloosterman	London, ON	2002 Subaru Impreza WRX
2003	Nick Soi	Vancouver, BC	1995 Ford Mustang GT
2002	Chris Geddes	Moncton, NB	1991 Eagle Talon Tsi AWD
2000	Brian Smetaniuk	Calgary, AB	1987 Chevrolet Camaro IROC
1991	Douglas Bayley	N. Vancouver, BC	1985 Mustang

E Street Prepared Ladies (ESPL)

2005	Jen Howe	Chestermere, AB	1995 Pontiac Trans-Am
2003	Diane Carlyle	Surrey, BC	1994 Ford Mustang GT

F Street Prepared (FSP)

2013	Robert Green	Port Coquitlam, BC	1993 Mazda 323
2011	Norman Hayton	Vancouver, BC	2004 Ford Focus
2009	Denise Brooke	Saskatoon, SK	1975 Toyota Celica GT
2008	Joel Nelson	Milford, NS	1995 Honda Civic
2007	Logan Noel	Kelowna, BC	1993 Subaru Legacy Turbo
2005	Shane Jensen	Kelowna, BC	1994 Honda Civic

2004	Jimmy Mercx	Mirabel, PQ	1998 Subaru Impreza 2.2
2003	Mason Yu	Vancouver, BC	1997 Honda Civic

F Street Prepared Ladies (FSPL)

2008	Lisa Bowry	Fredericton, NB	2001 Honda Civic
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Prepared Class (XP)

2013	Richard Basford	Vancouver, BC	2013 Subaru BRZ
2012	Klaus Willroider	White Lake, ON	1985 BMW 325es
2011	Mike Adams	Regina, SK	1962 MGB

Prepared Supplemental Class (BP)

2011	Jeff Brown	Coaldale, AB	2007 Subaru STI
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Prepared Class (CP)

2012	Bill Gelinis	Cambridge, ON	1995 Oldsmobile W34
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Prepared Class (DP)

2013	Ron Bauer	Issaquah, WA	2011 Mazda MX-5
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Prepared Class (EP)

2013	Darrin Linders	Langley, BC	1985 Honda Civic
2012	Kevin Schenk	Ottawa, ON	1993 Nissan 240SX

Prepared Class (FP)

2012	Brian Sexsmith	Coldwater, ON	1987 BMW 323is
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Prepared Class (GP)

2013	Reijo Silvennoinen	Calgary, BC	1992 Austin Mini
2011	Rick Bryson	Banff, AB	1992 Rover Mini Cooper

A Modified (AM)

2013	John Haftner	New Westminster, BC	1993 Tui Supervee BH3
2011	John Haftner	New Westminster, BC	1993 Tui Supervee BH3
2010	William Goodale	Milford, MA	1998 Dragon F1

2009	John Haftner	New Westminster, BC	1973 Tui Supervee BH3
2007	Joe Cheng	Burnaby, BC	2007 Vancouver Special
2005	Daryl Evans	Calgary, AB	1993 McKamey A-Mod
2003	John Haftner	New Westminster, BC	1987 Tui Super Vee
2002	Tyson Sawyer	Rindge, NH	1972 Tui Super Vee
2000	Joe Cheng	Burnaby, BC	1995 Phantom Extreme-R
1990	John Haftner	Vancouver, BC	1987 Tui Super Vee
1989	John Haftner	Vancouver, BC	1987 Tui Super Vee
1988	John Haftner	Vancouver, BC	1987 Tui Super Vee
1987	John Haftner	Vancouver, BC	1987 Super Vee
1986	John Haftner	Vancouver, BC	1976 Zink FF
1985	John Haftner	Vancouver, BC.	1980 March Super V
1984	John Haftner	Vancouver, BC	1976 Zink FF
1983	John Haftner	Vancouver, BC	VW Dune Buggy
1982	John Haftner	Vancouver, BC	VW Dune Buggy
1981	Lawrie Watters	Vancouver, BC	1981 Lazer F440

B Modified (BM)

2009	Gary Tholl	Regina, SK	1984 BVR Special
2008	Chris Wilcox	Fredericton, NB	1985 Reynard FF
2007	John Haftner	Coquitlam, BC	1987 Tui Super Vee
2005	John Haftner	Vancouver, BC	1987 Tui Super Vee
2004	Dave DeMarchi	Mississauga, ON	2004 Ryerson F-SAE RF-04
2003	Alexander Chiu	Vancouver, BC	1985 Swift DB-1
2002	Greg Vincent	Granby, CT	1984 Van Diemen RF84
2001	Gord Leach	Regina, SK	1971 Lotus Super 7
2000	Alexander Chiu	Vancouver, BC	1985 Swift DB-1
1991	Joe Cheng	Vancouver, BC	1976 Zink FF
1990	Richard Chong	Richmond, BC	1988 RAC Deman Lotus
1989	Mike Elliott	Vancouver, BC	1976 Zink FF
1988	Matt Scaifel	Kelowna, BC	1973 Formula Ford
1987	Gary Milligan	Vancouver, BC	1967 Lotus Europa
1986	Keith Law	White Rock, BC	1973 Datsun 510
1985	Michael Boyle	Vancouver, BC	1979 Honda Civic

1984	Michael Boyle	Vancouver, BC	1979 Honda Civic
1983	Wanda Angelomatis	Vancouver, BC	1970 Lotus Super 7
1982	Lawrie Watters	Vancouver, BC	1981 Lazer F440
1981	Mark Snell	Auburn, WA	1969 Lotus FF
1980	Jake Cottier	Renton, WA	Winkleman Spec
1979	Murray Horsburgh	Richmond, BC	1968 Renault R8
1978	Randolph Custer	Surrey, BC	Anglia 105E
1977	Peter Zwicher	Halifax, NS	Kelly FV
1976	Chris Branch	St. John, NB	Kelly FV
1975	John Haftner	Vancouver, BC	Dune Buggy
1974	John Haftner	Vancouver, BC	Dune Buggy
1973	John Haftner	Vancouver, BC	Dune Buggy
1972	Dave Long	London, ON	Walker F4

C Modified (CM)

2011	Gord Leach	Emerald Park, SK	1970 Lotus Type 61
2010	Maxime-Olivier Ouellet	Laval, QC	1996 Acura Integra GSR
2009	Alan Rae	Calgary, AB	1991 Caterham Super 7
2008	William Rogerson	Gananoque, ON	1985 Toyota MR2
2007	Alan Rae	Calgary, AB	1991 Caterham Super 7
2005	Alan Rae	Calgary, AB	1991 Caterham Super 7
2004	Bill Rogerdson	Lansdowne, ON	1985 Toyota MR2
2003	Alan Rae	Calgary, AB	1991 Caterham Super 7
2002	Glen Hoar	Moncton, NB	1971 Datsun 510
2001	Alan Rae	Calgary, AB	1991 Caterham Super 7
2000	Ian Basford	Edmonton, AB	1972 Datsun 510
1991	Keith Law	White Rock, BC	1973 Datsun 510 turbo
1990	Sam O'Young	Vancouver, BC	1977 Honda Civic
1989	Sam O'Young	Vancouver, BC	1977 Honda Civic
1988	Mike Boyle	Richmond, BC	1977 Honda Civic
1987	Ed Komori	Surrey, BC	1966 Sunbeam Tiger
1986	Glenn Fukui	Burnaby, BC	1966 Sunbeam Tiger
1985	Peter Wright	Mt. Albert, ON	1970 Datsun 240Z
1984	Robert Lee	Vancouver, BC	1975 Triumph TR7

1983 Len Welin Pickering ON 1972 Datsun 240Z

C Modified Ladies (CML)

2010 Amelie Martel Dollard-Des-Ormeaux
 2005 Lisa Pusey Vernon, BC 1985 Honda Civic
 2003 Lisa Pusey Coquitlam, BC 1985 Honda Civic

D Modified (DM)

2013 Karen Babb Renton, WA 1967 Lotus Elan
 2012 Alan Rae Calgary, AB 1991 Caterham Super 7
 2011 Alan Rae Calgary, AB 1991 Caterham Super 7
 2010 Ralf Koulaib Wendover, ON 1994 BMW 325i
 2009 Ryan Clark Calgary, AB 1989 Toyota MR2
 2008 Robert Lang Stoneham, MA 1973 Triumph TR6
 2007 Ernie Yakimovich Victoria, BC 1975 Porsche 911
 2005 Jerry Wood Spruce Grove, BC 1996 Chevrolet Corvette
 2004 Dennis Grant Windsor, ON 1997 Eagle Talon AWD
 2003 Kym Miller Fort. St John, BC 1990 Chevrolet Corvette
 2002 Paul Machan Halifax, NS 1963 Chevrolet Corvette
 2001 Glenn Gordon Calgary, AB 1980 Alpina BMW 323
 2000 Colin Adam Saskatoon, SK 1971 Datsun 240Z
 1991 Derek Smith Burnaby, BC 1970 Porsche 914-6
 1990 Derek Smith Burnaby, BC 1974 Porsche 914-6
 1989 Derek Smith Burnaby, BC 1974 Porsche 914-6
 1988 Glen Fukui Burnaby, BC 1966 Sunbeam Tiger

E Modified (EM)

2011 Bill Ridge Calgary, AB 2008 Chevrolet Corvette Z-06

Non Current Class Categories

SuperSport

2009 Keith Moore Edmonton, AB 2008 Chevrolet Corvette Z-06
 2008 Russ Siggelkoe Wilmington, MA 2005 Lotus Elise
 2007 Ambrose Fung Calgary, AB 2006 Lotus Elise
 2006 George Dixon Scarsdale, NY 2005 Chevrolet Corvette Z-06
 2005 Gord Spanier Cochrane, AB 2004 Chevrolet Corvette Z-06
 2003 Ken Tubman Calgary, AB 2000 Porsche Boxster S

2002 Dan Cernese 1995 Mazda RX-7TT

A Super Stock

2010	Alex Longpre	Montreal, QC	2001 BMW M Coupe
2007	Mark Snell	Puyallup, WA	2007 Lotus Exige
2006	Aaron Boltman	New York	2003 Chevrolet Corvette
2005	Dennis Beck	Saskatoon ,SK	1991 Toyota MR2 Turbo
2003	Robert Polsom	Winnipeg, MB	2000 Honda S2000
2000	Jamie Fox	Leduc, AB	1993 VW Corrado
1991	Tony McGrath	Toronto, ON	1986 Corvette
1990	Ben Chan	Vancouver, BC	1987 Mazda RX7 Turbo
1989	Ken Richins	Kirkland, WA	1971 Porsche 911
1988	David Swain	Whitby, ON	1973 Porsche 914
1987	George Aron	Vancouver, BC	1970 Porsche 911

A Super Stock Ladies

2007	Khuyen Khong	Calgary, AB	2007 Lotus Exige S
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B Super Stock

2010	Robert Switzer	Kingston, ON	1998 BMW M3
2009	Lambert Lo	Edmonton, AB	2005 Subaru Impreza STi
2008	Steve Mongrain	Mont Saint Hilaire, QC	2005 Subaru Impreza WRX STi
2007	Ronald Dupont	Penticton, BC	2004 MazdaSpeed Miata
2005	Jeremy Ryder	Sherwood Park, AB	2002 Honda S2000
1991	Joe Ulman	Mississauga, ON	1972 Corvette
1990	Rick Taylor	Coquitlam, BC	1965 Corvette
1989	Joe Ulman	Mississauga, ON	1970 Corvette
1988	Duncan Johnson	Agincourt, ON	1986 Mustang
1987	Terry Oslowy	White Rock, BC	1966 Corvette

C Super Stock

2010	Jamie Leveille	Ottawa, ON	2005 Acura RSX
2009	Ian Basford	Edmonton, AB	1992 Toyota MR2
2008	Marc Morin	Halifax, NS	2002 Mazda Miata

2007	Lawrence Baltus	Winnipeg, MB	1990 Mazda Miata
2006	Corey Dyck	Winnipeg, MB	1990 Mazda Miata
2005	Kevin Dietz	Seattle, WA	1990 Mazda Miata
2004	Jeff Watson	Toronto, ON	2001 Mazda Miata
2003	Andre Yeu	Richmond, BC	1990 Mazda Miata
2002	Graeme McCrea	Moncton, NB	1983 Mazda RX-7
2001	Reijo Silvennoinen	Calgary, AB	1990 Mazda Miata
2000	David Larose	Vaudreuil, QC	1987 BMW 325 is
1991	Russ Orsbom	Vancouver, BC	1988 Honda CRX Si
1990	George Cheung	Richmond, BC	1987 Honda CRX
1989	Graeme McCrea	Halifax, NS	1983 Mazda RX7
1988	Reg Clayton	Halifax, NS	1985 Honda GL
1987	Reg Clayton	Halifax, NS	1985 Honda GL

C Super Stock Ladies

2007	Elaine Chen	Vancouver, BC	1990 Mazda Miata
2003	Leanne Junnila	Calgary, AB	1990 Mazda Miata

D Super Stock

2010	Wes Tanney	Etobicoke, ON	2007 Honda Civic Si
2009	Dave Allan	Saskatoon, SK	1990 BMW 325i
2008	Brian Jarvis	Halifax, NS	2006 Mini Cooper S JCW
2007	Gerald Chen	Vancouver, BC	1995 Dodge Neon
2006	Bryan Lavigne	Toronto, ON	1998 Acura Integra Type-R
2005	Patrick Smith	Edmonton, AB	2002 Volkswagen Jetta 1.8T
2004	Wes Tanney	Etobicoke, ON	1992 Honda Civic Si
2003	Bruce Toews	Abbotsford, BC	2000 VW GTI 1.8T
2002	David Larose	Vaudreuil, QC	1987 BMW 325is
2000	David Larose	Vaudreuil, QC	1987 BMW 325 is
2000	Ian Leavens	Winnipeg, MB	1998 Saturn SC2
1991	Robert Lu	Vancouver, BC	1985 Honda Civic
1990	Robert Lee	Richmond, BC	1984 Honda Prelude
1989	Mike Ruegamer	Vancouver, BC	1986 Honda CRX
1988	Dave Lam	Pt. Coquitlam, BC	1984 Honda Civic

1987 Ron Freeman London, ON 1972 TriumphTR-6

E Super Stock

2010 Andrew Ross Ajax, ON 2008 Subaru Impreza
 2008 Vernon Kelly Saint John, NB 1988 BMW 535ie
 2007 Johnson Yang Richmond, BC 2006 Subaru WRX
 2006 Rhys Hayes Guelph, ON 2003 Subaru WRX
 2005 Mark Brand St. Albert, AB 2003 Subaru WRX
 2003 Matt Howe Calgary, AB 1994 Eagle Talon TSi
 2002 John Paine 1996 Chevrolet Camaro
 2001 Ken Blaich Calgary, AB 1987 Ford Mustang
 2000 Ken Blaich Calgary, AB 1987 Ford Mustang
 1991 Alex Dumitrescu Burnaby, BC 1988 Mustang
 1990 Erick Juraschka Brampton, ON 1988 Mustang

F Super Stock

2010 Ammaar Zia Burlington, ON 2003 Mazda Protege
 2008 Shawn Gayton Moncton, NB 2004 Mazda 3
 2006 H-Trung Do Mississauga, ON 2002 Subaru Impreza RS
 2005 Jason Drummond Toronto, ON 1993 Honda Civic
 2004 Vladimir Miladinovic Fredericton, NB 1995 Chevrolet Cavalier
 2003 Shane Jensen Kelowna, BC 1994 Honda Civic
 2002 Wayne West Halifax, NS 1987 VW Jetta
 2001 Corey Dyck Winnipeg, MB 2000 Ford Focus ZX3

Street Touring 1

2010 Deluy Nicolas Sherbrooke, QC 2002 Honda Civic SIR
 2009 Fernando Grossi Edmonton, AB 1990 Honda Civic Si
 2007 Shane Jensen Woodinville, WA 1989 Honda Civic Si

Street Touring 1 Ladies

2007 Tasha Mikko Seattle, WA 2000 Subaru Impreza 2.5RS

Street Touring 2

2010 Jean-Sebastien Côté Ste-Marthe-sur-le-lac, QC 2003 Mazda Mazdaspeed Protege
 2009 Grant Culham Edmonton, AB 2005 Subaru Impreza WRX
 2007 Karl Coleman Renton, WA 2002 Subaru WRX

Street Touring 2 Ladies

2007	Amy Coleman	Renton, WA	2002 Subaru WRX
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A Sedan

1973	Andre Belanger	Montreal, QC	Camaro
1972	Jean-François. Drolet	Montreal, QC	340 Duster

B Sedan

1973	Claude Marcil	Montreal, QC	Datsun 510
1972	Glen Ashford	Toronto, ON	Austin 1000

C Sedan

1973	P. Giguere	Drummondville, QC	Toyota Corolla
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A Improved

1986	Gary Milligan	Vancouver, BC.	1967 Lotus Europa
1985	Gary Milligan	Vancouver, BC	1967 Lotus Europa
1984	Richard Chong	Richmond, BC	1968 Lotus Elan
1983	Ron Stewart	Burnaby, BC	1968 Porsche 911
1982	Richard Chong	Richmond, BC	1968 Lotus Elan
1981	Richard Chong	Richmond, BC	1968 Lotus Elan
1980	Bill Flett	Bramalea, ON	1968 Lotus Elan
1979	Bill Flett	Bramalea, ON	1968 Lotus Elan

B Improved

1986	Wanda Angelomatis	Vancouver, BC	1973 Datsun 240Z
1985	Fred Wallace	Vancouver, BC	1973 Datsun 240Z
1984	Gord Walker	Toronto, ON	1967 Corvette
1983	Gord Walker	Toronto, ON	1967 Corvette
1982	John Brendel	Chesley, ON	1978 VW Rabbit
1981	Steve Danton	Edmonds, WA	1976 Honda Civic
1980	John Brendel	Chesley, ON	1978 VW Rabbit
1979	John Brendel	Teeswater, ON	1978 VW Rabbit

C Improved

1986	Reg Clayton	Halifax, NS	1985 Honda Civic
1985	Sam O'Young	Vancouver, BC	1985 Honda Civic
1984	Andrew Field	Richmond, BC	1980 Honda Civic
1983	Richard Boyk	New West., BC	1971 Camaro Z28
1982	John Clark	Lower Sackville, NS	1982 Honda Prelude
1981	Stu Rulka	Burnaby, BC	1967 Morgan 4/4
1980	Terry Pratt	Seattle, Wa	1971 Fiat 124
1979	Brian Farmer	London, On	1972 Toyota Corolla

D Improved

1986	Ben Chan	Vancouver, BC	1982 Toyota Supra
1985	Richard Chong	Richmond, BC	1968 Ford Cortina
1984	Fred Wallace	Vancouver, BC	1973 Datsun 240Z
1983	Gene Greenwood	Coquitlam, BC	1980 Datsun 200SX
1982	Judy Brunner	Kingston, ON	1966 Lotus Cortina
1981	Vern Lhotsky	Vancouver, BC	1968 MGB
1980	Sandy Mendelson	Toronto, ON	1977 Toyota Celica
1979	Vern Lhotsky	Vancouver, BC	1970 MGB

E Improved

1986	Derek Lugar	Halifax, NS	1977 Volvo 242GL
1985	Tony McGrath	London, ON.	1973 Datsun 1200
1984	Norman Yee	Vancouver, BC	1981 Acadian
1983	Norman Yee	Vancouver, BC	1981 Acadian
1982	Kevin Burchmore	Clearbrook, BC	1971 Datsun 1200
1981	George Sheppard	Halifax, NS	1972 Datsun 510
1980	George Sheppard	Halifax, NS	1972 Datsun 510
1979	George Sheppard	Halifax, NS	1972 Datsun 510

A Prepared

1986	Ed Komori	Surrey, BC	1966 Sunbeam Tiger
1985	David Gray	Burnaby, BC	1968 Cooper S
1984	Gary Milligan	Vancouver, BC	1967 Lotus S7
1983	Gary Milligan	Vancouver, BC	1967 Lotus S7

1982	Gary Milligan	Vancouver, BC	1967 Lotus S7
1981	Brian Smetaniuk	Toronto, ON	1964 Cooper S
1980	David Gray	Vancouver, BC	1973 Cooper S
1979	David Gray	Vancouver, BC	1973 Cooper S
1978	Gunter Kieselowsky	Vancouver, BC	Lotus Elan
1977	Frank Bunting	Revelstoke, BC	Corvette
1976	John Nicolson	Dartmouth, NS	Cooper S
1975	David Gray	Vancouver, BC	Cooper S
1974	Robert Roy	Montreal, QC	Lotus 7
1973	Murray Horsburgh	Richmond, BC	Renault Gordini
1972	Robert Roy	Montreal, QC	Lotus 7

B Prepared

1986	Sam O'Young	Vancouver, BC	1985 Honda CRX
1985	William Sit	Vancouver, BC	1977 Honda Civic
1984	Noel Montgomery	Peterborough, ON	1966 Cooper S
1983	Judson Buchanan	Downsview, ON	1975 Chev. Monza
1982	Mark Chessick	Pt. Coquitlam, BC	1972 Ford Pinto
1981	Terry Pratt	Seattle, WA	1972 Toyota Corolla
1980	Mark Snell	Auburn, WA	1974 Fiat X 1/9
1979	Gunter Schmidt	Midland, ON	1977 Scirocco
1978	Brian Parkinson	Burnaby, BC	Corvette
1977	Brian Parkinson	Vancouver, BC	Corvette
1976	Brian Parkinson	Vancouver, BC	Corvette
1975	Roger Meaden	Orangeville, ON	Sunbeam
1974	Tony Seale	Vancouver, BC	Sunbeam Tiger
1973	Ralph Baker	New West., BC	Shelby Mustang
1972	Ralph Baker	New West., BC	Shelby Mustang

C Prepared

1986	Richard Boyk	Coquitlam, BC	1973 Camaro Z28
1985	Campbell Carlyle	Vancouver, BC	Trans Am
1984	Jim Best	Toronto, ON	1979 Mazda RX7
1983	Alan Weller	Gores Landing, ON	1970 Austin Mini
1982	David Gaze	Oakville ON	1974 Austin Mini

1981	Noel Montgomery	Peterborough, ON	1970 Austin Mini
1980	Noel Montgomery	Peterborough, ON	1970 Austin Mini
1979	Noel Montgomery	Peterborough, ON	1970 Austin Mini
1978	Gunter Schmidt	Midland, ON	VW Scirocco
1977	Bill Ferguson	Delta, BC	Alfa Spyder
1976	Bill Ferguson	Delta, BC	Alfa Guilietta
1975	Stuart Rulka	Burnaby, BC	Morgan 4/4
1974	Dave Hiley	Vernon, BC	AH Sprite 1098
1973	Barry Child	Vancouver, BC	BMW 2002tii
1972	John Sharples	Kelowna, BC	Alfa 2000

D Prepared

1986	Robert Sirois	St. Georges, QC	1970 Datsun 510
1985	Bernie Oremek	Coquitlam, BC	1975 Corolla
1984	Alan Weller	Gores Landing, ON	1975 Austin Mini
1983	Robert Sirois	St. Georges, QC	1970 Datsun 510
1982	Doug Stevens Jr.	Kelowna, BC	1970 Datsun 510
1981	Alan Rae	Richmond, BC	1964 Austin Sprite
1980	Ron Cameron	New West., BC	1970 MGB GT
1978	John Liland	Surrey, BC	Anglia 105E
1977	Noel Montgomery	Peterborough, ON	1970 Austin Mini
1976	Noel Montgomery	Peterborough, ON.	1970 Austin Mini
1975	Pierre Quinty	Longueuil, QC	Fiat 128 SL
1974	Bernice Annibal	Bowmanville, ON	Datsun 510
1973	Laird O'Connor	Burnaby, BC	Datsun 1200
1972	L. Bertolti		MG Midget



ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM Appendix L Contacts

ASN Canada FIA Territories

British Columbia -The Confederation of Autosport Car Clubs (CACC) <http://www.caccautosport.org/>

Alberta, Saskatchewan, Manitoba -Western Canada Motorsport Association (WCMA) <http://www.wcma.ca/>

Ontario -Canadian Automobile Sport Clubs – Ontario Region (CASC-OR) <http://www.casc.on.ca/>

Quebec –Auto Sport Québec (ASQ) <http://www.fsaq.qc.ca/>

Atlantic Canada -Atlantic Region Motor Sports Inc. (ARMS) <http://www.armsinc.ca/>

ASN Canada FIA National SoloSport Committee

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