National Solo® Rules

2013 EDITION

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13. STOCK CATEGORY

Cars running in Stock Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Car models not specifically listed in any Stock Category class must have been produced, and must meet the above requirements and been sold through normal U.S. dealerships, in quantities of at least 1,000 in a 12-month period in order to be eligible for the Stock Category. A Canadian-market vehicle is eligible for Stock category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

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

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

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

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

See Sections 3.8 and 8.3.1 for documentation requirements.

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

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

Cars listed as eligible in and prepared to the *2012* Club Racing Showroom Stock rules are permitted to compete in their respective Solo Stock Classes. This does not include Showroom Stock cars with installations of post-factory "performance packages," otherwise known as "trunk kits." Neither Showroom Stock nor Solo Stock cars are permitted to interchange preparation rules. Showroom Stock cars may use tires which are eligible under *2012* Showroom Stock rules, even if they are not eligible in Solo Stock.

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

13.1 AUTHORIZED MODIFICATIONS

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

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

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

It is not permitted to use non-compliant parts even if they have been set to 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. "Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during

a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

D. Any fuel tank cap may be used.

E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.

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

G. Alternate shift knobs are allowed.

H. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

I. 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.

J. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. *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.

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

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

M. Any item that cannot be held permanently in place by factory-in-

stalled fasteners may be removed.

13.3 TIRES

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

A. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.

B. No tire models will be approved for competition during the rest of the year after April 30 of each calendar year. Each eligible tire model must meet all requirements of Section 13.3 by April 30 and must continue to meet them thereafter. A tire model will normally be determined by the designation in the Tire Guide.

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

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

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

C. The model of tire must be listed in a current or previous 2 years of the “Tire Guide” and “Tread Design Guide” or otherwise be approved by the SEB. The tire model must have Department of Transportation (DOT) approval.

D. Within each tire model, the sizes which are available must be equally available to all competitors. Tire model variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.

E. No non-DOT racing tire or recap (on any casing) may be used. Siping or re-grooving of tires is not permitted.

F. Each tire model must be sold in at least 4 rim diameters with a total of at least 6 sizes.

G. Tire must fit the allowable wheels and fender wells without modification.

H. Each tire must have non-zero measurable tread depth (i.e., points where it is possible to obtain positive measurement values) as described in Section 3.3.3.B. Tires may not have cord visible at any time during competition.

13.4 WHEELS

Any type wheel may be used provided it complies with the following: it is the same width and diameter as standard and as installed (including wheel spacers if applicable) it does not have an offset more than ±¼" (±6.35mm) from a standard wheel for the car. The resultant change in track dimensions is allowed. *Tire pressure monitoring sensors may be removed.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, *valve stems (including pressure-relief types),* and/or bolt length may be changed.

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

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

Width: converting the metric measurement to inches and using the nearest smaller ½" (12.7mm) width rim. Offset and track must still comply with the requirements of this section.

13.5 SHOCK ABSORBERS

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

1. No more than 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 Stock category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.
3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the shock mounting points as on the standard part. Shims may be used to achieve compliance.
4. The fully extended length must be within ±1" (±25.4mm) 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 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. 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. Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator. Spring perches may not vary from the OE shape within the working part of the perch.

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

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.

*See Fastrack Jan 2013 for new proposal.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections 12.4 and 13.0.

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

13.9 ELECTRICAL SYSTEM

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

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

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

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

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

13.10 ENGINE AND DRIVE TRAIN

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

B. Engines may be rebored to the manufacturer's 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. Rotating and reciprocating parts may not be balanced.

D. Port matching is not allowed.

E. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system meets the requirements of 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 pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

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

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

G. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

H. A scattershield may be added. This does not permit bell housing substitutions.

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

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

K. A device for locking out reverse gear may be used.

L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.

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

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

O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.

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14. STREET TOURING® CATEGORY

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

Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the 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 Stock 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 stock fenders or wheel wells are permitted.

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

1. It is a production part which is standard or optional equipment of a US model of the vehicle. *“Model” is defined in Section 12.3.*
2. It is listed in the vehicle manufacturer’s US accessory catalog

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

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

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

1. a 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.
2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (i.e., firewall, bulkhead, etc) must be in the standard location.
3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2" (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 1 point in between such as a seat mount brace or rocker box brace).
3. SFCs must be bolted in place and not welded.
4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
5. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.

14.3 TIRES

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

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

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

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

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

D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa

14.4 WHEELS

Any wheels are allowed with widths up to the following:

STF, STC, STS, STR (AWD) – 7.5"

STX (AWD) – 8.0"

STX (2WD), STR (2WD) – 9.0"

STU – unlimited

Standard wheels exceeding these maximums are not permitted.

14.5 SHOCK ABSORBERS

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

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

14.6 BRAKES

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and made of ferrous

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

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

C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose.

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

14.7 ANTI-ROLL (SWAY) BARS

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

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

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

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

E. 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 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-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. 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+ Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most “multi-link” and are covered by Section 14.8.I.1.

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

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

(1) about the mounting bolt, or

(2) about the bushing itself.

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

14.9 ELECTRICAL SYSTEM

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

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

14.10 ENGINE AND DRIVETRAIN

A. *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, *and* downpipes may be replaced with alternate units. *Relocation of the oxygen sensor on the header is*

permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. Alternate oxygen sensors, including heated, are permitted. This allowance does not permit relocation of the catalytic converter. 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" 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" (152.4mm) 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" (76.2mm).*

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.
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 LSD may be added. 2WD vehicles may use any LSD unit.

14.11 OUT OF PRODUCTION CARS

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

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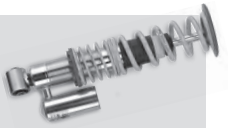

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15. STREET PREPARED CATEGORY

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

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

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

Cars listed as eligible in and prepared to the current Club Racing American Sedan 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 ST-legal wheels and within the ST-legal 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 allowed wheels and within the allowed bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.

Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street

Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.

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

See Sections 3.8 and 8.3 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, Stock Category are allowed.

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

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

(a) the item is standard on the year/model from which it was taken, and

(b) the years/models are listed on the same line of Appendix A, Street Prepared Classes.

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

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

E. Air conditioning systems may be removed in whole or in part. This

rule should not be interpreted to allow modification of the heater system.

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

Refer to Appendix F for past clarifications of these rules.

15.2 BODYWORK

Vehicles may only exceed the allowances of 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 not 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, etc.) must be in the standard location.
3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within two inches (2”, 50.8mm) 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. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

D. Subframe mount bushings may be replaced, but must attach in the

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 or other openings, or obstruct lights. Splitters may not protrude

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

2. A spoiler may be added to the rear of the car provided it complies with either of the following:
   a) It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.
   b) It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254mm) 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" (101.6mm) 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 Stock category.
   2. Roll cages must comply with the following:
      a. The roll cage need not be removable. It shall be bolted or welded to the car.
      b. The cage shall attach to the car at no more than 8 points, consisting of the basic cage with 6 attachment points and 2 additional optional braces.
      c. The forward part of the cage shall be mounted to the floor of the vehicle. If used, the 2 optional braces referred to in (2) shall be mounted, one on either side, from the forward section of the cage to the firewall or front fender wells. No braces shall pass through the front firewall.
      d. Roll cages that utilize NASCAR-style door bars that protrude into the door cavity must comply with the GCR roll cage requirements for production-based cars.
      e. Roll cages which utilize door bars that protrude into the door panel must comply with all Club Racing GCR requirements for roll cages.

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

K. The use of a fuel cell which complies with GCR requirements is permitted, provided all of the following additional restrictions are met:
   1. The capacity of the cell may differ by no more than 20% from that of the original tank.

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

L. Fuel tank changes are permitted only as allowed under 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 Stock Category with the following exception: the list of non-eligible tires in Section 13.3.A is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.

15.4 WHEELS

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

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

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

15.5 SHOCK ABSORBERS

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

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

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

C. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added or replaced

provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as Stock. No shock absorber may be capable of adjustment while the car is in motion unless fitted as original equipment. MacPherson strut equipped cars may substitute struts and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel. This allowance differs from 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 brakers” and units such as the “Brake Guard System” are permitted.

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

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

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

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

F. Air ducts may be fitted to the brakes provided that no changes are

made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

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

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

15.7 ANTI-ROLL (SWAY) BARS

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

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

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

15.8 SUSPENSION

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

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

B. Suspension bump stops may be altered or removed.

C. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing) or use of

a bushing with an angled hole whose direction differs from that of the original bushing. If the Stock bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position. Differential mount bushings are not considered to be suspension bushings and are not covered by this allowance.

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

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

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

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

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

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson/Chapman) suspensions, the low-

er 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.

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. Alternate differential covers are non-compliant.*

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

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

(a) about the mounting bolt, or

(b) about the bushing itself.

Eccentric bolts are permitted for suspension adjustment only if they

*See Fastrack Feb 2013 for new proposal.

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 stock. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is considered to be within the passenger compartment.

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

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

B. Heat shields may be added.

C. Induction allowances are as follows:

1. Carburetors, fuel injection, and intake manifolds are unrestricted

*See Fastrack Feb 2013 for new proposal.

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 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" (12.7mm) 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 subframe in one location and controls engine movement at that location along a single axis only. It may serve no other purpose.

Examples of permitted devices:

1) A chain
2) A rod with spherical bearings at each end

Examples of devices not permitted:

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

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

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

1. Radiator 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, but this does not allow non-original methods of clutch actuation (e.g., pull-type versus push-type).

P. Any mechanical shift linkage may be used.

Q. Limited slip differentials are permitted. This permits locked differentials either by design, welding, or mechanical means. Differential cases, internal differential parts, and axle stubs may be machined as required for clearance and installation to the extent that material may only be removed, not added, and the exterior of the case may not be altered in any way. This machining may serve no other purpose. 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" (1.12mm) over standard bore and the appropriate standard oversize piston may be substituted. This overbore dimension is an absolute limit; no additional tolerance is permitted to accommodate wear. Cast or forged, non-stock pistons of the same dimensions and configuration as original equipment pistons may be used. Additionally the replacement pistons must be of the same weight or greater as the original equipment pistons. Replacement pistons must match OE piston configuration exactly including quench area. The allowance for the use of aftermarket forgings vs. OE castings does not permit alternate piston dome designs. This allowance does not permit alternative ring configurations.

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

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

U. Any transmission oil cooler may be used.

V. The engine cylinder head(s) may be milled only to that amount specified in the manufacturer's workshop manual. If no amount is specified then a maximum of 0.010" (0.254mm) 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, etc.) are not permitted under this allowance.


SPORTS CAR CLUB
OF AMERICA
®

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.

b. All SM eligible sedans/coupes excluded from SM for failure to meet weight requirements.

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

d. Included vehicles: Porsche Carrera GT

3. Street Modified FWD (SMF):

All front-wheel-drive vehicles

See Sections 3.8 and 8.3 for documentation requirements.

16.1 ALLOWED MODIFICATIONS*

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

B. Competitors may pick and choose between all Stock, Street Touring®, Street Prepared, and Street Modified category allowances when preparing 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 stock.

C. Brakes, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS systems, proportioning valves, etc., are unrestricted. Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, per 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

*See Fastrack Jan 2013 for new proposal.

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" (152.4mm) 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 gallons.

Engine and drivetrain mounts are considered part of these

allowances 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 facias, 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 Stock, Street Touring®, or Street Prepared are permitted.

K. Rear passenger seat(s), including restraints and associated hardware may be removed.

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

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

Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g., trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 square inches each and limited to a maximum of 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" (152.4mm) 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 ±3° fore to aft) and may extend a maximum of 6" (152.4mm) 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" (25.4mm) in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed. *Vehicles utilizing alternate (non-OE) hardtops will be considered as open cars in regard to Section 3.3.1.*

O. Radio/Stereo and airbag equipment and/or its component parts, in-

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

P. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, does not provide a weight reduction of more than 1 lb, and is not explicitly prohibited elsewhere within these rules.

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

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

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

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

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

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

16.2 MINIMUM WEIGHTS

Classes, displacements, and minimum weights are listed in Appendix A. For the purpose of determining 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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bright silver

Also Available: gold (17 and 18) and black (15-18)

Size	Weight (lbs)	Size	Weight (lbs)
14x7	10.4	17x8	15.5-16.0
15x7	9.5-9.9	17x8.5	16.0
16x7	13.6-13.7	17x9	15.5-15.9
16x8	15.0-15.6	17x9.5	16.0-16.5
17x7	14.6	17x10	17.0
17x7.5	15.2	18x7.5	17.6
18x8	17.8	18x9.5	17.6-18.6
18x8.5	18.2-18.3	18x10	19.1
18x9	17.3-18.4	18x10.5	19.7

K4R

Kosei

light grey

Size	Weight (lbs)	Size	Weight (lbs)
15x7	10.7-11.5	16x7.5	13.6
15x8	12.1-13.1	17x7	14.0-14.1
16x6.5	12.4-12.8	17x8	14.8-15.8

Fujin

ENKEI TUNING SERIES

bright silver

Also Available: black

Size	Weight (lbs)	Size	Weight (lbs)
17x7.5	16.5-17.1	18x8	18.7-19.3

C1

matte grey

Also Available: silver and black (15 only)

Size	Weight (lbs)	Size	Weight (lbs)
15x7	12.8-13.8	16x6.5	14.4
15x7.5	13.2	16x7	15.2
15x8	14.6-15.0		

TR Motor Sports

C2

light grey

Also Available: silver and black (17 only)

Size	Weight (lbs)
17x8.5	19.0
18x8	19.2-20.0
18x8.5	20.8-21.2

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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. The SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the 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. The SCCA® may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. Within the scope of these rules, the terms "chassis" refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of "frameless" construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car.
5. Specific allowances in Appendix A for a listed model supersede the limitations of Section 17. Minimum weights shall be established making it possible for all cars to reach minimum weight with reasonable modifications. The SEB recognizes that low minimum weights ultimately result in higher costs to the competitor. The rules shall discourage the use of high technology/high cost equipment. In some cases, this is accomplished by an outright ban on the equipment. In other cases, this is accomplished through the adjustments to minimum weight. See Section 17.11 for weight adjustments.

17.0.B. Specifications

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

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

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 Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.

B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, 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-

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 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.

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

headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (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 windshield shall have a minimum thickness of ⅛ inch (0.125", 3.16

mm). Tinting of the upper portion of the front windshield and the entire portion of all other windows is allowed. All window replacements shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding is optional.

2. All window channels and window winding mechanisms may be removed.
3. Closed cars: All side window glass may be removed. All rear hatchbacks and deck lids shall be completely closed; poor alignment of bodywork or any other means to prevent complete closure is not permitted.
4. Open cars: All windows and windshields (including windshield frames) may be removed. The resulting window slots may be covered.
5. The installation of windshield safety clips, rear window safety straps, and windshield safety straps is permitted.

L. The contour of the fender may be altered (flared) for tire clearance provided the modifications do not confuse the identity of the car. Only standard production ventilation openings on the specific recognized model are permitted. Tires may extend beyond the bodywork. Fender wheel openings may be trimmed to provide tire clearance throughout the full range of suspension travel, but no more than is necessary for this purpose.

M. Inner fender panels separating the wheel wells from the engine compartment may be altered, replaced, or removed. Rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver/passenger compartment and wheels. A shock/strut tower integral to the inner fender panel is considered part of the inner fender panel and is included in this allowance. This does not allow modification of frame/frame stubs beyond Section 17.2.C.

N. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules.

O. The standard OE front spoiler or a non-standard front spoiler may be used. If a non-standard front spoiler is used it must comply with the following requirements: It shall not protrude beyond the overall outline of the car as viewed from above or aft of the forward-most part of the front fender opening (cutout) and shall not be mounted more than 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) 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 that the bodywork. The use of endplates is prohibited. Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (downforce) along all or any portion of the spoiler. The angle of attack is free. The spoiler may not function as a wing.
3. *All OE rear wings and rear spoilers may be removed.*
4. *Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.*

Q. The fuel tank may be modified, replaced, or relocated. If the fuel tank is modified or replaced, the following restrictions apply:

1. 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.
3. Fuel tank breathers shall not vent into the driver/passenger com-

partment.

R. All mirrors and their associated mounting hardware may be removed or replaced.

S. The hood, hatchback, deck lid, and fenders may be lightened or replaced by ones of alternate material provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than 1.0" (25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

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

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

T. All headlights, front parking lights, and front signal lights may be removed. Headlight doors may be removed, replaced, or modified. Any remaining openings shall be covered with a wire mesh screen or panel of fiberglass, Plexiglas®, metal, or other nonflammable material. Ducts from headlights, headlight doors, front parking lights, and front signal lights may be used for ducting air to the engine, front brakes, and/or oil cooler(s). Any opening used for ducting may not be relocated. These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.

U. All side marker lights and tail/stop lights may be removed. If such an item is removed, the resultant opening must be covered.

V. Spare wheel and tire may be removed.

17.3 TIRES

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

17.4 WHEELS

A. Any wheel not exceeding 12" (304.8mm) 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.

1. Wheels greater than 10" in width will receive a 50 lb increase.

2. Wheels greater than 16" in diameter 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 absorbers installed shall not exceed the number originally installed by the manufacturer.

4. Attachment points for the shock absorbers may be changed. There shall be a metal panel, covering, or bulkhead separating non-stock rear attachment points from the driver.

5. Lever shock absorbers may be modified or entirely eliminated. When lever shocks are replaced with tubular shocks, the entire shock assembly may be removed and replaced with a control link and bracket that approximates the control function of the original lever shock.

D. Level 2 Preparation (Limited Prep) Vehicles

1. Any springs or torsion bars can be used provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.

2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.

17.6 BRAKES

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

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, control & proportioning valves, computers, and master cylinders are considered part of the ABS system and may be not altered nor relocated.

D. Level 2 Preparation (Limited Prep) Vehicles

1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.

2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.

17.7 ANTI-ROLL (SWAY) BARS

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

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

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

17.8 SUSPENSION/SUSPENSION CONTROL

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

B. Suspension Control

1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.
2. The manufacturer's original basic type of rear suspension (e.g., independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained unless otherwise stated in Appendix A.
3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.
4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than ±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

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" (25.4mm) 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 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. The adapter or spacer cannot create a plenum or change the carburetor orientation. The maximum thickness for the adapter, spacer, stock spacer, or combination of all is 1¼ inches (1.250", 31.75mm). 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" (25.4mm). 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: 52mm (2.047") restrictor
   c. FP: 46mm (1.811") restrictor
3. Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited.
4. All turbocharged/supercharged cars are restricted to a single turbocharger/supercharger. The type size and model of turbocharger/supercharger is unrestricted.

D. Fuel System

1. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover.
2. Any fuel pump(s), filter(s), and pressure regulator(s) may be used. Such components may not be located in the passenger compartment but their location within the bodywork of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.
3. A cool-can, not exceeding one gallon in volume, may be used. The

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

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

F. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.
2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).
3. Level 1 Preparation (Full Prep) Vehicles
   a. Any valve guides and valve seats may be used.
   b. Heads may be modified per section 17.10.A.1.
4. Level 2 Preparation (Limited Prep) Vehicles
   a. Heads may be ported within 1.0" (25.4mm) of the manifold mounting surface.
   b. Fuel injector ports must be plugged if carburetors are used.
   c. Machining is allowed to accommodate the installation of O-rings to replace or supplement a cylinder head gasket.
   d. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than ½ inch (0.50", 12.7 mm).
   e. Valve guide material is unrestricted, but must have standard external dimensions.

G. Camshaft and Valve Gear

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

a. Camshafts are unrestricted except for limits as described in Appendix A. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.

b. Valve sizes are to remain standard unless specifically allowed in Appendix A.

c. Rocker shafts, when utilized in the same standard system, can be replaced by an alternate shafts and are unrestricted. Valve train rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be standard.

H. Block

1. The block may be rebored no more than 0.0472" (1.2 mm) over standard. US-produced six-cylinder and eight-cylinder engines may be rebored no more than 0.060" (1.52 mm) over standard. Alternate blocks which are of the same material and nominal dimensions as standard are allowed. Critical dimensions for piston engines are deck height, cylinder bore, cylinder spacing, vee angle, and distance from crank centerline to cam centerline. Critical dimensions for rotary engines are epitrochoidal curve, working chamber volume, and eccentric shaft location.

2. Cylinder sleeves may be fitted to the block for repair purposes if they serve no other prohibited function. Sleeving may not be used to create a new engine configuration (one which exhibits the same displacement as an allowed engine, but which has differing bore and stroke), unless authorized in Appendix A. Oil passages may be enlarged, restricted, or plugged.

3. Any crankshaft main bearing caps and any additional main bearing cap bolts may be used provided that no material is added to the block for their use. Any crankshaft main bearing stud girdle may be used.

4. The compression ratio may be increased by means of milling the block and the block may be machined to utilize O-rings to replace or supplement a cylinder head gasket.

5. The block may be machined for the purpose of adding or substituting crankshaft oil seal(s) and related attachment devices.

I. Pistons and Rods

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

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

3. Level 2 Preparation (Limited Prep) Vehicles

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

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

J. Crank and Flywheel

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

be maintained.

2. The use of any external crankshaft vibration dampener is permitted.
3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.
4. Level 1 Preparation (Full Prep) Vehicles
   a. The crankshaft may be replaced with another of the same basic material provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.
   b. Any clutch is permitted.
   c. Any steel or aluminum flywheel is permitted.
5. Level 2 Preparation (Limited Prep) Vehicles
   a. Standard crankshafts are required. The crankshaft may be lightened and balanced. Journal diameters can be a maximum undersize of 0.045" (1.14mm) from standard diameter.
   b. Any flywheel of standard diameter or larger may be used provided it attaches to the standard or permitted alternate crankshaft at the standard location. Additional fasteners may be used. The diameter of the flywheel includes the diameter of the starter ring gear. Cars that are permitted a specific alternate transmission on the specification line may use a flywheel of standad diameter or larger for that alternate transmission.
   c. Clutch assemblies, clutch linkages, and release bearings are unrestricted. Carbon clutch components are prohibited.

K. Oiling System

1. The use of any oil pan/sump, scrapers, baffles, windage trays, oil pickup(s), pressure accumulator (Accusump®), and oil filter(s) is permitted. Filter and accumulator location is unrestricted but they shall be securely mounted within the bodywork.
2. The installation of any type of vent or breather on the engine is permitted. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.
3. Level 1 Preparation (Full Prep) Vehicles: Any engine driven oil pump may be used including a dry sump system. The dry sump tank shall be mounted within the bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or leakage.
4. Level 2 Preparation (Limited Prep) Vehicles: Any mechanically driven oil pump can be used. Chassis components may be modified to allow installation of the oil pump. Dry sump systems are

prohibited.

L. The components of the exhaust system are unrestricted. Exhaust must be compliant with Section 3.3.3.B.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, boiling, and/or corrosion. A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17. A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior bodywork is not altered) to accommodate the change.

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

P. Transmission

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

b. An alternate transmission that uses stock-type, circular, beveled synchronizers, imposes a 2.5% weight increase.

c. An alternate transmission that uses a gear engagement mechanism different than standard-type, circular, beveled synchronizers imposes a 5% weight increase.

Q. Final Drive

1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. All non-stock driveshafts must be made of metal.

2. Any gear ratio and/or differential (limited slip or locked) is permitted. Final drive units which permit gear ratio changes while the car is in motion are prohibited.

3. Any drive axle shafts, bearings, bearing carriers, hubs, and universal/CV joints may be used.

4. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of driveshaft and/or U-joint failure.

5. Level 1 Preparation (Full Prep) Vehicles: Any axle tube or final drive housing is permitted.

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

R. 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.5 ~~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 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 x 1.4 = 3.5L x 250 lbs = 875 lbs + 1200 lbs = 2075 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 lbs x 1.10 = 2970 lbs + 50 lbs = 3020 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.

C. A scattershield or explosion-proof bell housing complying with the GCR is recommended.

D. Fire extinguishers or fire systems are permitted.

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18. MODIFIED CATEGORY

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

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

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 displace-

ment.

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 RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

   a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

   b. Closed Sports Racing Cars, Production Cars, and GT Cars: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if

the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

c. Open Production and GT Cars: May exercise a choice among the above locations.

3. Driveshaft Hoop: RWD DM and EM vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver's compartment or damaging any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, ¼ inch (0.250", 6.35mm) minimum thickness and 2.0" (50.8mm) wide, or ⅞ inch (0.875") x 0.065" (22.23mm x 1.65mm) welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

   Note: DM and EM vehicles are exempt from the scattershield, driveshaft hoop, and Master Switch requirements if they are using street DOT-approved tires.

4. The roll bar structure must meet the requirements of either Appendix C or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

   "Specials" are required to have the roll bar extend at least 2" (50.8mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.

5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.

6. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.

7. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:

   1. Fuel cells.
   2. Windscreens, side mirrors and tail/stop lights.
   3. Headlight covers, lenses, and bulbs.
   4. Log books.
   5. Fire retardant driver's suits.
   6. Homologation.

7. Fuel test ports.
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

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

1. Kit Cars

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

a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see Section 18.1.C.1).
b. Has no unusually advantageous aerodynamic features.
c. Has no exceptionally low center of gravity.
d. Has no exceptionally high strength-to-weight ratio.

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

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

Constructed examples of approved kits are subject to the following:

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 May be modified beyond 17.2, but must comply with 18.1.F;

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-

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-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
3. The driver must be provided with clear and unobstructed access to the driver's compartment.
4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.
5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.
6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.
7. Standard bumpers may be retained, removed, or 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.

d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.

e. No removal of the interior sides of the pillars or tub to leave just an outer shell.

f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.

g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.

h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12.7. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full stock floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain/exhaust/tire/suspension clearance.

i. Tunnels and other vertical floor pan features, as defined in Setion 12.7, are included as part of the floor pan of a stock tub and shall be at least the original size. They can be longer, wider, and taller.

j. No car of any sort with a floor pan less than 37” (94.0cm) wide for front-engine cars or less than 42” (106.7cm) wide for mid- and rear-engine cars shall be allowed in DM or EM.

k. A Stock Tub car over 93” (236.2cm) in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.

No weight adjustment.

2. Modified Tub

a. All attributes of a stock tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.

b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.

c. Lightweight replacement body panels, a thinned-down stock fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.

d. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than stock with a Modified Tub weight adjustment. A flat floor pan is legal.

e. Floor pan material and thickness are open under Modified Tub allowances.

f. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.

g. All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93" (236.2cm) 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, and 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-stock material composition or non-stock material thicknesses are to be used.

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

D. Drivetrain

1. Engines must be derived from production automobiles available in the US or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac Super Duty 4 and the Cosworth 16-valve series are allowed. Motorcycle, snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile.

Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke.

2. Engine and/or drivetrain changes are permitted within the following limitations:
   a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rearward of the midpoint of the wheelbase).
   b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.
3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.
4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.
5. For weight designations in EM, Mazda rotary engines are compared to the piston engines listed (i.e., 3.2L OHC vs. 4.5L OHV). 13B rotary engines should be equated to the 3.2L OHC engines. 13B forced-induction 2-rotor engines (1308cc x 2 x 1.4 = 3662cc) and all 3-rotor engines shall be grouped with vehicles required to meet the stated 1800 lb. minimum weight.
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 supercharger/turbocharger. 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 33mm (1.3"). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts.*

E. Minimum Weights

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

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified *herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model*.
2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams,

and splitters, and may be widened to rear body width as specified in Section 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" (101.6mm) above the horizontal centerline of the front wheel hubs.
   b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.
   c. The front spoiler may be no wider than the rear bodywork, measured as in Section E.4.c. below. The front spoiler may not function as a wing and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the bodywork above the spoiler. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford Model T, MG TD, Morgan, and Lotus 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" (203.2mm) of its extent. The change in top view outline caused by these bodywork changes is allowed.
   d. Front splitters are allowed but must be installed parallel to the ground within ±3/16 inches (0.1875", 4.76mm) fore to aft. Splitters may not be wider than nor extend more than 6" (152.4mm) forward of the top-view outline of the car.

4. Rear spoilers *
   a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10" (254.0mm) 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

*See Fastrack Jan 2013 for new proposal.

than 7.5" (190.5mm) 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" (635.0mm) 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" (25.4mm) 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 1.0cm (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.

The dimensions of underbody modifications (eg, trunk floor shaping and/or removal) which integrate with and thus contribute to the effect of the diffuser must be counted in determining the overall length of the diffuser (which is limited to 25").

6. If the factory production car was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

7. The use of front and rear spoiler endplates is allowed. Endplate area shall not exceed spoiler height squared. A roof spoiler up to the maximum of 7.5" (190.5mm) is allowed an area of up to 56 sq in (362.9cm^2) for each endplate; a trunk spoiler up to the maximum of 10" (254.0mm) is allowed up to 100 sq in (645.16cm^2) for each endplate. Side plates do not have to be square or rectangular; the side profile shape is open. If end plates are to be used with the front spoiler/airdam/splitter assembly, a maximum area of 36 sq in (232.26cm^2) per end plate is allowed.

G. Brakes

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

H. Tolerances

A tolerance of ±½" (±12.7mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

1. At least ½ the width of each tire must be covered by the fenders when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
2. Suspension systems and wheels are free.
3. The use of a windscreen is not required.
4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

18.2 SPORTS RACERS

Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C (AM, BM, and CM). AM vehicles do not have to comply with any Club Racing GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on his entry form to which set of specifications that the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production-based automobiles whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at Club Racing ASR, CSR, and DSR engine and weight rules as long as they do not exceed the DM/EM aero rule allowances and with the following noted specifics:

A. Tire covering shall be as noted in the DM/EM rules.

B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.

C. Suspension does not have to be covered when observed from above.

D. The BM minimum wheelbase of 80" (203.2cm) 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" (106.68cm) front and rear.
2. Minimum wheel diameter is 10". No maximum wheel diameter. No minimum rim width. Maximum rim width is 15".
3. All four wheels are sprung from the chassis.
4. Wing area shall be calculated as described herein.

18.3 FORMULA CARS

Single-seat, open-wheeled cars are referred to as Formula cars and are assigned to Modified classes B, C, and F (BM, CM, FM). BM cars must comply with the current year Club Racing GCR (except as noted by the Solo® Rules including Appendix A) and the competitor must indicate on his entry form to which set of specifications the vehicle was prepared. CM and FM cars must conform to the current year Club Racing GCR except Solo® Vee and Formula 440/500 vehicles which are allowed the additional modifications and exceptions listed in Appendix A. Formula cars not conforming to 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 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" (182.88cm). From frontmost to rearmost axle.
3. Minimum track is 42" (106.68cm) front & rear.
4. Minimum wheel diameter is 10".
5. All four wheels will be sprung from the chassis. May have more than 4 wheels.
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" (50.8mm) 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" (190.50cm).
11. No aerodynamic device may extend more than 66" (167.64cm) above the ground.
12. The total area of all wings shall not exceed 20 sq ft (129.03cm^2), computed as previously described in Section 18.0, Modified Category, "Aerodynamics."
13. Movable side skirts are allowed.

18.5 FORMULA SAE (FSAE)

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

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

C. In addition to FSAE safety rules, SCCA® safety rules per the applicable portions of Sections 3.3 and 18.4.A shall be met. Passing vehicle inspection at a prior 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 specfications. FSAE cars must also meet the following minimum criteria:

1. Current year FSAE restrictor plate and engine displacement rules. Restrictor requirements are as follows:
   a. Gasoline fuel: 20.0 mm (0.7874") intake restrictor
   b. E-85 fuel: 19.0 mm (0.7480") intake restrictor
   c. M-85 fuel: 18.0 mm (0.7087") intake restrictor
2. Current year FSAE aerodynamic rules

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

18.6 LEGENDS CARS AND DWARF CARS

Vehicles comforming to the US Legend Cars International (www.uslegendcars.com) racing series specifications, with exceptions and require-

ments as noted in Appendix A, are eligible to compete in Modified class F (FM). (Bandolero and Thunder Roadster vehicles are not eligible for FM.)

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

STOCK CATEGORY

The following make/models are not eligible for the Stock Category:
Audi R8
BMW 325 M-Technic
BMW M3 Lightweight
BMW Z8
Callaway Corvette
Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
Chevrolet Corvette ZR1 (2009-13)
Dodge Viper (NOC)
Ferrari 355 & 360
Ferrari (NOC)
Ford GT
Ford Mustang Boss 302 Laguna Seca (2012-13)
Ford Mustang Cobra R
Lamborghini (NOC)
Lotus Elan M100
Lotus Elise SC (2008-11)
Lotus Exige S & S/C (2006-11)
Lotus Sport Elise (2006)
MINI Cooper S JCW (2002-05)
Nissan GT-R (2009-13)
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)
Porsche 996 Turbo
Saleen Mustang S/C

Excluded from Stock for reasons of stability per Section 3.1:
Chevrolet Sonic
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 Stock (SS)

Audi
TT RS (2012-13)
Chevrolet
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 (2011-13)
Exige (normally-aspirated) (2005)
Porsche
911 (997 chassis)
911 GT3 (997 chassis, non-RS)
911 GT3 (996 chassis)
911 Turbo (930 chassis) (1974-89)
Boxster S (2009-13)
Boxster Spyder (2012)
Cayman R (2012)
Cayman S (2009-12)
Tesla
Roadster (all) (2008-12)

A STOCK (AS)

BMW
- 1 Series M Coupe (2011-12)
- Z4 M Coupe & Roadster (2006-08)

Cadillac
- XLR

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

Ford
- Mustang Boss 302 (Non-Laguna Seca) (2012-13)
- *Mustang Shelby GT500 (2007-13)*

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

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

Porsche
- 911 (996 chassis) (1998-2005)
- Boxster S (2005-08)
- Boxster (non-S, non-Spyder) (2009-13)
- Cayman (non-R, non-S) (2009-12)
- Cayman S (2006-08)

Chevrolet Camaro ZL1 (2012-13)

B STOCK (BS)

Acura
- NSX

Audi
- RS4
- RS6 (C5 chassis) (2003-04)
- S4 (2010-13)
- S5 (2008-13)
- TTS (2009-13)

BMW
- M Coupe & Roadster (2001-02)
- M5 (2004-10)
- Z4 Coupe (non-M) (2006-08) & Roadster (2002-13)

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 (2003-13)

Nissan
- NISMO 370Z (2009-13)

Pontiac
- Solstice GXP (2007-09)

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

B Stock (continued)

Saleen
- Mustang (N/A)

Saturn
- Sky Redline

Shelby
- Cobra (all)

Subaru
- Impreza WRX STI (including Special Edition) (2004-13)

Toyota
- Supra Turbo (1993½-98)

Audi RS5 (2010-13)

C Stock (CS)

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

Chevrolet
- Corvette (1963-82)

Chrysler & Plymouth
- Prowler

Ferrari
- 308 & 328

Jaguar
- XKE

Jensen
- Jensen Healey

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

Maserati
- BiTurbo

Mazda
- Mazdaspeed Miata (2004-05)
- Miata (1.8L) (1999-2005)
- MX-5 Miata (including 2007 MS-R) (2006-13)
- RX-7 Turbo (1987-91)
- RX-8

Mercedes-Benz
- SLK

Morgan
- Plus 8

Nissan
- 300ZX Turbo (1990-96)
- 350Z (all) (2003-09)
- 370Z (2009-13)

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

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

C STOCK (CONTINUED)

- 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 STOCK (DS)

Acura
- Integra Type R

Audi
- A3 quattro (3.2L V6, AWD) (2006-09)
- A5 (2008-13)
- S4 (2000-03)
- TT quattro (AWD)

BMW
- 128i & 135i (2008-13)
- 335i (2007-13), 335i xDrive (2007-13), 335d (2009-11)
- 3 Series (6-cyl, except M3 & 325e) (1975-2013)

Cadillac
- CTS

Chevrolet
- Camaro (V6) (2010-13)
- Cobalt SS (2.0L Turbo) (2008-10)

Chrysler
- Crossfire

Dodge
- Challenger (V6) (2009-13)

Eagle
- Talon Turbo (AWD)

Ford
- Mustang V6 (2011-13)

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

Infiniti
- G35 Coupe
- G35 Sedan
- G37 Coupe

Jaguar
- X Type (3.0L) (2002-08)

Lexus
- IS 250 (2006-13)
- IS 300
- IS 350 (2006-13)

Mazda
- Mazdaspeed3
- Mazdaspeed6

Mercedes-Benz
- C280 (2001-07)

D STOCK (CONTINUED)

- C 300 (2007-13)
- C 320 (2001-05)
- C 350 (2007-13)

MINI
- Clubman S
- Clubman S JCW (2009-13)
- Cooper S
- Cooper S Coupe (2013)
- Cooper S Coupe JCW (2013)
- Cooper S JCW (2006-13)

Mitsubishi
- Eclipse Turbo (AWD)
- Lancer Ralliart (2009-13)

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)

BMW 135is (2008-13)
BMW 335is (2007-13)

E STOCK (ES)

Alfa Romeo
- 2000 Spider
- 2000 GTV

BMW
- Z3 (4-cyl) (1996-98)

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

Dodge
- Charger Turbo
- GLH Turbo

Fiat & Bertone
- X1/9 (all)

Mazda
- Miata (1.6L)
- Miata (1.8L) (1994-97)
- RX-7 (non-turbo, all)

Morgan
- Plus 4, 4/4

Pontiac
- Fiero (V6)

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

Shelby
- Charger GLH-S (1987)

Sunbeam
- Tiger

Triumph
- TR-8

Toyota
- MR2 (non-turbo) (1985-95)

TVR
- 4-cyl & inline-6
- V8
- V12

F STOCK (FS)

AMC
- AMX
- Javelin (V8)

Audi
- S4 (V8) (2004-09)

BMW
- 5 series (NOC)
- 6 series coupe
- 8 series coupe (all)
- *M3 (E46 chassis) (2001-06)*
- *M3 (E90/92/93 chassis) (2008-13)*
- M5 (1988-93)
- M5 (2000-03)

Buick
- Regal & Grand National (Turbo V6)

Cadillac
- CTS-V

Chevrolet
- Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
- *Camaro SS (2010-13)*(incl. 1LE)
- Camaro (V8, NOC)
- Corvette (1953-62)

Chrysler
- 300 & 300C (2004-13)
- *SRT-6 (2005-06)*

Datsun
- 280ZX Turbo

Dodge
- Challenger (V8, all) (2008-13)
- Magnum (2005-08)
- Magnum SRT8 (2006-08)
- Ram SRT10 (2004-06)
- Stealth Turbo

Ford
- Crown Victoria
- Mustang (V8, NOC)
- Mustang Cobra (2003-04)
- Mustang GT (2010-13)
- Mustang Mach 1 (2003-04)
- Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
- Mustang SVT Cobra
- Thunderbird (V8 & V6 Supercharged)

GMC
- Syclone
- Typhoon

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

Infiniti
- G37 Sedan
- Q45

Jaguar
- XJ (1998-2013)
- XJ-S (1976-96)
- XK8 (1997-2006)
- S-Type (6-cyl)
- S-Type R
- Sedans (12-cyl)

Lexus
- *IS F (2008-13)*
- GS400
- SC300
- *SC400 (1992-2000)*

Lincoln
- LS (V8 sedans)
- Mark VIII

Mercedes-Benz
- C36 AMG
- *C63 AMG (non-Black Series) (2008-13)*
- CLK
- E55 AMG

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

Mitsubishi
- 3000 GT Turbo

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

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

F Stock (continued)

- GTO (2004-06)
- Trans Am Turbo (V-6)

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

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

Triumph
- Stag

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

Chrysler 300 (incl. SRT8) (2010-13)

G Stock (GS)

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

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

Audi
- 200 Turbo quattro
- 5000 Turbo
- A3 (FWD) (2006-13)
- 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)

Buick
- Reatta

Cadillac
- Catera

Chevrolet
- Camaro (V6) (1980-2002)
- Cobalt Sport (2.4L) (2008)
- Cobalt SS (2.4L) (2006-07)
- Cobalt SS (2.0L SC) (2005-07)
- Corvair (Turbo & 4-carb)
- Malibu (all) (2008-13)

Chrysler
- Cirrus (V6)
- Conquest Turbo
- Laser Turbo

G STOCK (CONTINUED)

- PT Cruiser (Turbo) (2003-09)
- Sebring (V6)

Daewoo
- 6-cyl models

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

Eagle
- Talon Turbo (FWD)

Fiat
- *500 Abarth (2012-13)*

Ford
- Contour (V6)
- Five Hundred
- *Focus ST (2013)*
- 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, 2010-13)
- Tempo (V6)
- Thunderbird Turbo
- ZX2 S/R (1999-2003)

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

Honda
- Accord (V6)
- Civic Si (1986-87)
- Civic Si (2006-12)
- Civic Si Mugen (2008)
- CRX Si
- Prelude VTEC (1993-96)
- Prelude (2.3L DOHC) (1992-96)
- Prelude (1997-2001)

Hyundai
- Genesis Coupe (4-cyl Turbo) (2010-12)

Infiniti
- M30

Isuzu
- Impulse Turbo (all)

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

Kia
- Forte & Forte Koup (2.4L)

Lexus
- ES 250
- ES 300
- GS 300

Lincoln
- LS (V6 sedans)

Mazda
- 323 GT Turbo (sedan)
- 323 GTX Turbo (AWD)
- Mazda6 (V6) (2003-13)
- Mazdaspeed Protégé
- Millenia S (Supercharged)
- MX-6 (4-cyl) (1993-97)
- MX-6 (V6 & 4-cyl Turbo, all)

Mercedes
- 190 (16v)
- 190 (2.6L)
- 280 (1995-2000)
- C 230 (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)

G STOCK (CONTINUED)

- Galant (V6)
- Galant VR4
- Starion Turbo

Nissan
- 200SX (4-cyl Turbo & V6)
- 240SX (all)
- 300ZX (non-turbo) (1984-89)
- Altima (2002-13)
- Maxima (1992-2013)
- NX2000 (1991-93)
- Sentra (2.0L) (2000-01)
- Sentra SE-R (1991-94)
- Sentra SE-R (2002-12)
- Sentra SE-R Spec-V (2002-12)

Oldsmobile
- Calais W41

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

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

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

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

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

Subaru
- Impreza 2.5 (non-turbo)
- SVX

Toyota
- Camry (V6) (1992-2013)
- Celica All-Trac Turbo
- Celica GT (1994-2005)
- Celica GT-S (1986-93)
- Celica GTS (2000-03)
- Celica ST (1994-99)
- Supra (1982-86)
- Supra (1986½-92)

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

Volkswagen
- 1.8L Turbo models (NOC) (2002-06)
- Beetle & New Beetle (1.8L Turbo)
- Corrado (all)
- Golf/GTI & Jetta (16v)
- Golf/GTI & Jetta (1.8L Turbo)
- Golf/GTI & Jetta (VR6 24v) (2002-05)
- GTI (2006-13)
- Jetta (2.0L Turbo) (2006-13)
- Passat (1.8L Turbo)
- Passat (V6, all)
- Passat (W8)
- Scirocco (16v)
- VR6 (FWD, NOC)

H STOCK (HS)

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

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

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

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

Austin
- Mini (all)

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

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

Chevrolet
- Aveo
- Beretta (NOC)
- Camaro (inline-4 & inline-6)
- Chevette
- Cobalt (2.2L, all) (2005-10)
- Corvair (2 carb, non-turbo)
- Cruze
- Nova (4- & 6-cyl, RWD) (1962-79)
- Nova (FWD) (1986-88)
- *Sonic (2012-13)*
- Spectrum (all)
- Sprint (all)
- Vega & Cosworth Vega

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

Daewoo
- 4-cyl models

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

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

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

H Stock (continued)

- Summit Turbo (16v)
- Talon (16v non-turbo)

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

Ford
- Aspire
- Contour (4-cyl)
- Cortina (all)
- Escort (non-ZX2 S/R)
- EXP (all)
- Festiva
- Fiesta (2011-13)
- Fiesta (1976-80)
- Focus (except ST 2013)
- Fusion (4-cyl)
- Mustang (Inline-4 & Inline-6)
- Mustang II (4-cyl & 6-cyl)
- Pinto
- Probe (4-cyl non-turbo) (1989-92)
- Taurus (NOC)
- Tempo
- Thunderbird (V6 non-S/C) (1989-97)
- ZX2 (non-S/R)

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

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

Honda
- 600
- 800
- Accord (4-cyl)
- Civic (2006-13)
- Civic (NOC)
- Civic del Sol DX
- Civic del Sol S & Si (1994-97)
- Civic del Sol VTEC
- Civic EX & Civic LX (1988-2013)
- Civic Si (1989-91)
- Civic Si (1999-2000)
- Civic Si (2002-05)
- CRX (non-Si)
- CR-Z
- Fit
- Insight
- Prelude (1979-91)
- Prelude S (1992-96)

Hyundai
- Accent (1995-2013)
- Scoupe (all)
- Tiburon (all)
- NOC

Infiniti
- G20

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

Jaguar
- 120
- 140
- 150

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

Lancia
- Beta (all)
- Scorpion

Lotus
- Cortina

Mazda
- Mazda2 (2011-13)
- Mazda3 (2004-13)
- 323 (1.6L 8v)
- 6 (4-cyl)
- 626 (all)
- 808
- 929
- Cosmo
- GLC (all)
- Millenia (non-S)
- MX-3 (all)

H STOCK (CONTINUED)

- MX-6 (non-turbo) (1988-92)
- Protégé MP3 (2001)
- Protégé (NOC)
- R100
- RX-2
- RX-3
- RX-4

Mercedes
- NOC

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

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

MINI
- Clubman (non-S) (2008-13)
- Cooper (non-S) (2002-13)
- Cooper Coupe (non-S) (2012-13)

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

Nissan/Datsun
- 200SX (4-cyl non-turbo)
- Altima
- Maxima (NOC)
- NX1600
- Pulsar (all)
- Sentra (1982-2013) (NOC)
- Stanza
- Versa (2007-13)

Opel
- 1100
- 1900 (all)
- GT
- Isuzu
- Manta

Peugeot
- 405 DL & 405 S

Pininfarina
- 2000

Plymouth
- Acclaim (4-cyl non-turbo)
- Arrow
- Champ
- Colt (1.5L)
- Colt (1.8L 16v) (1993-94)
- Horizon
- Laser (non-turbo)
- Neon (2000-01)
- Sapporo
- Scamp (2.2L)
- Sundance (4-cyl non-turbo)
- TC3
- Turismo

Pontiac
- G5 (2.2L) (2007-09)
- T-1000
- Fiero (4-cyl)
- Firebird (inline-4 & inline-6)
- LeMans (FWD) (1988-93)
- Sunfire (2.2L)
- Vibe

Porsche
- 356 (non-Carrera)
- 912
- 924 (Audi engine)

Renault
- NOC

Saab
- NOC

H Stock (continued)

Saturn
- 8v
- Astra (2008-09)
- DOHC models (NOC)
- Ion
- L series (4-cyl)

Scion
- tC (incl. Release Series 5.0, 2009) (2005-13)
- xA (2004-06)
- xB (2008-12)

Shelby
- Charger (non-turbo)

Subaru
- *Impreza 2.0i*
- Impreza (NOC)
- Legacy (NOC)
- Sedan Turbo (NOC)
- NOC

Sunbeam
- Alpine (4-cyl)

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

Toyota
- Camry (4-cyl)
- Camry (V6) (1988-91)
- Celica (FWD; NOC)
- Celica (RWD)
- Corolla (all)
- Cressida
- Echo
- Matrix (all)
- Paseo
- Prius
- Starlet
- Supra (1979-81)
- Tercel
- Yaris

Triumph
- GT6
- Spitfire
- TR2
- TR250
- TR3
- TR4
- TR4A
- TR6
- TR7

Volkswagen
- air-cooled models (all)
- diesel models (all)
- Beetle (2.0L)
- Dasher
- Fox
- Golf/GTI & Jetta (8v, all)
- Golf TDI
- Jetta (2.5L) (2005-13)
- Jetta TDI (2005-06, 2009-13)
- New Beetle (NOC)
- Passat (4-cyl non-turbo)
- Quantum
- Rabbit & GTI (all, NOC)
- Rabbit (2007-09)
- Scirocco (8v)

Volvo
- P1800
- NOC

Yugo
- all

RWD pickup trucks (NOC)

Chevrolet Volt (2012-13)

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STREET TOURING® CATEGORY

STREET TOURING® FWD (STF)

Acura
- RSX
- TSX

Chevrolet
- *Volt (2011-13)*

Chrysler/Plymouth/Dodge
- *Neon (NOC) (2001-04)*

Fiat
- *500 (2012-13)*

Ford
- Fiesta (2011-13)
- Focus (all)

Honda
- *Accord (4-cyl) (1998-2013)*
- Civic (non-Si) (2006-12)
- Civic (all) (2001-05)
- CR-Z
- Fit

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
- *Impreza 2.0i (2012-13)*

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

Volkswagen
- Golf (2.5L)
- *Golf/Cabrio (2.0L, 8v) (1999-2006)*
- *Golf & Jetta TDI (1999-2006)*

STREET TOURING® COMPACT (STC)

Acura
- Integra (1986-2001)

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

Chevrolet
- *Sprint (1985-88)*

Chrysler/Plymouth/Dodge
- Neon *(all) (1995-2000)*
- *Neon R/T & ACR (2001-04)*

Fiat
- *500 Abarth*

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

Volkswagen
- Beetle (1.8T & TDI)
- Golf (1.8T)
- Golf & Jetta (TDI) (2007-13)
- Jetta (1.8T)
- Passat (1.8T & TDI)
- *Rabbit, Golf, GTI, Cabrio (1974-92)*

Volvo
- S40 (non-T5)
- V40

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

STREET TOURING® SPORT (STS)

BMW
- Z3 (4-cyl)

Honda
- CRX
- del Sol & Civic del Sol

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

Pontiac
- Fiero (4-cyl)

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

STREET TOURING® XTREME (STX)

Acura
- Integra Type R

Audi
- A3
- A4
- TT quattro

BMW
- 128i (2008-13)
- 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)

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

Dodge
- *SRT-4 (2003-05)*

Eagle
- Talon Turbo (AWD)

Ford
- Mustang (up to 5.0L)

Honda
- Civic Si (2006-12)

Hyundai
- *Genesis (2.0L Turbo) (2010-13)*

Infiniti
- G35

Lexus
- IS300

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

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

Mitsubishi
- Eclipse Turbo (AWD)

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

Pontiac
- Firebird (up to 5.0L)

STX (CONTINUED)

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

Ford Focus ST

STREET TOURING® ULTRA (STU)*

Audi
S4
BMW
135i
3 Series (E9x chassis, *NOC* incl. M3) (2006-13)
M3 (E36 chassis) (1995-99)
M3 (E46 chassis) (2000-05)
Chevrolet
Camaro (over 5.0L)
Ford
Mustang (over 5.0L)
Mercedes-Benz
CLK55 (2001-06)
Mitsubishi
Lancer Evolution
Lancer Ralliart (2008-10)
Pontiac
GTO
Firebird (over 5.0L)
Subaru
Impreza WRX STI
Impreza WRX (2009-13)
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)

*See Fastrack Feb 2013 for new proposal.

STREET TOURING® ROADSTER (STR)*

BMW
- M Roadster & M Coupe (1998-2002)
  - ~~2000)~~
- Z3 (6-cyl, non-M)
- Z4 (non-turbo, non-M)

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

Honda
- S2000

Mazda
- Miata (non-turbo) (1994-2005)
- MX-5 Miata (2006-13)
- RX-7 GSL
- RX-7 GSL-SE
- RX-7 GXL
- RX-7 GTU (1988)

Nissan
- 350Z

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

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

Toyota
- MR2 Spyder

Saturn
- Sky (non-turbo)

Nissan 370Z (non-NISMO) (2009-12)

*See Fastrack Feb 2013 for new proposal.

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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.)

A STREET PREPARED (ASP)

Acura
- *NSX (1990-2005)*

BMW
- 128, 135, *1 Series M* (2008-13)
- 328, 335 (2006-13)
- *M3 (2007-13)*
- Z4 sDrive35i, sDrive35is (2012-13)
- Z8

Bricklin

Chevrolet
- *Camaro ZL-1 (2012-13)*

DeLorean

DeTomaso
- Mangusta (all)
- Pantera (all)

Dodge
- Stealth Turbo

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

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)
- 911 Turbo (964 chassis) (1990-94)
- 911 Turbo (993) (1996-97)
- 911 (996, 997 chassis) (1999-2012)
- Boxster, Cayman (all)

Shelby
- Cobra 289

Subaru
- Impreza WRX STI (2004-07)
- Impreza GT, WRX, WRX STI (2008-13)

Sunbeam
- Tiger (260, 289)

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

Audi S4 (2000-03)

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 & 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)

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

Jensen-Healey

Lancia
- Scorpion

Lotus
- Cortina
- Elite (1216cc)

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

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

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

Sports cars under 2.0L not otherwise classified.

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

D Street Prepared (DSP)

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

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

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

BMW
- *318 (16v) & 325 (E30 chassis)*
- *318 (E36 chassis)*
- 323, 325, & 328 (E36 chassis)
- 323, 325, 328 & 330 (E46 chassis, non-M3)
- 3 Series (16v, NOC)
- Bavaria

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

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

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

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

Fiat
- *500 Abarth (2012-13)*

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

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

Hyundai
- Tiburon

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

Kia
- Forte Koup (2010-12)

Lexus
- IS 300

*See Fastrack Feb 2013 for new proposal.

DSP (CONTINUED)

Maserati
- BiTurbo

Mazda
- 323 GT & GTX (AWD)
- Mazda6 (6-cyl)
- Mazdaspeed3
- Mazdaspeed Protege
- MX-6 (Turbo & V6)
- *RX-8*
- Spec Miata (See 15.0 for preparation allowance requirements)

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

Merkur
- XR4Ti

MINI
- Cooper S (*all including JCW & 2006 JCW GP except Countryman*)

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

Nissan & Datsun
- 200SX SE-R
- 200SX Turbo
- 200SX (V6)
- 240SX
- Altima (2007-13)
- Maxima
- Pulsar (16v)
- Pulsar NX Turbo
- Sentra (2.0L) (1995-99)
- Sentra (2.0L) (2000-01)
- Sentra (B15 chassis) (2002-06)
- Sentra (B16 chassis) (2007-12)

Peugeot
- 505 (all) (1979-91)

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

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

Renault
- Fuego Turbo
- R5 Turbo

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

Saturn
- Ion (all) & NOC

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

Toyota
- Camry V6
- Celica (2000-05)
- Celica All-Trac (all)
- Corolla FX16
- *Supra (1979-81)*
- Supra (1982-86)

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

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

6-cyl (n/a) & 4-cyl (mechanically forced-induction) 2WD sedans under 3.0L not otherwise classified.
(See Section 15.1.C for update/backdate limitations.)

E STREET PREPARED (ESP)

AMC
- AMX & Javelin (all)

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

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

Chevrolet, Pontiac, Buick, & Oldsmobile
- Camaro & Firebird (1967-70)
- Camaro & Firebird (1970½-81)
- Camaro, Firebird, & Firehawk (1982-92) (3rd gen)
- Camaro, Firebird, SS, Firehawk, & WS6 (1993-2002) (4th gen)
- Camaro (2010-13)
- Chevelle (1964-67)
- Chevelle (1968-72)
- Corvair Yenko Stage I, II, & III (all)
- Lumina
- Monza (V8) & Skyhawk (V6)
- Reatta
- Regal(1980-88) (V6 & V8, RWD)
- Starfire & Sunbird (V6, all)
- Trans Am Turbo (1982-92)

Chrysler, Plymouth, & Dodge
- Barracuda (1965-69) & Dart, Duster, & Valiant (1963-76) (A-body)
- Barracuda & Challenger (E-body) (1970 -74)
- Challenger (2008-13)
- Challenger (6-cyl & V8, NOC)
- Charger (2006-13)
- Conquest Turbo
- Laser (Turbo, all) (1989-99)
- Stealth (non-turbo)
- Dakota (1997-04)

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

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

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

Ford & Mercury
- Cougar (1965-70)
- Cougar (1971-74)
- Mustang (1964½ -66)
- Mustang & Cougar (1967-68)
- Mustang & Cougar (1969-70)
- Mustang & Cougar (1971-73)
- Mustang II (all) (1974-78)
- Mustang, SVO, Cobra, Cobra R (1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
- Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
- Mustang (S197 chassis incl. Boss 302 & Leguna Seca) (2005-13)
- Taurus SHO
- Thunderbird & Cougar (1983-88)
- Thunderbird & Cougar (1989-97)

Hyundai
- Genesis (2009-12)

Infiniti
- G35
- G37
- M30
- Q45

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

Lexus
- ES 250
- GS 400, LS 400, & SC 400

Mazda
- 929

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-supercharged) (1984-93)
Shelby
GT350 (1965-66)
GT350 & GT500 (1967-70)
Subaru
Forester 2.5XT
Legacy 2.5GT (2005-12)
Impreza WRX (non-STI) (2002-07)
Toyota
Supra (all) (1986½-92)
Supra (non-turbo) (1993-96)
Volvo
700 Series (all)
800 Series (all)
S60 & V70
Volkswagen
Passat W8 4Motion

American 6-cyl & V8 sedans & pick-ups not otherwise classified.
Other sedans over 3.0L not otherwise classified.
(See Section 15.1.C for update/backdate limitations.)

F STREET PREPARED (FSP)

Acura
Integra (1986-89)
Legend
Alfa Romeo
1300cc models (all)
1600cc sedans (all)
1750 & 2000 sedans (all)
Alfetta GT
AMC
(4-cyl, all)
Audi
80 (all)
90 (all)
100LS (all)
4000 (all)
5000
Austin
America (all)
Mini & Mini Cooper (850, 970, 997, 998, 1071, & 1275, all)
Austin-Healey
Sprite (all)
100-4, 100-6, & 3000
BMW
1600
1800ti & 1800 TiSA
1600-2, 1602, & 2002 (+ tii)
318i *(8v, E30 chassis)*
318i & 318is (E36 chassis)
318ti (E36 chassis)
320i
Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki
Beretta (4-cyl)
Camaro (4-cyl) (1982-86)
Chevette & T1000
Citation & Omega
Corvair (non-Yenko)
Fiero (4-cyl)
Firebird (4-cyl) (1982-86)
Metro & Swift (1985-88)
Metro & Swift (1989-93)
Monza (NOC), Starfire, Omega, Astre, & Skyhawk (RWD)
Phoenix & Skylark
Prism
S-10 (1994-2004)

FSP (CONTINUED)

- Spectrum (1.5L non-turbo) (1985-89)
- Spectrum (NOC)
- Sprint & Sprint Turbo
- Storm *(all)*
- Sunbird (4-cyl)
- Vega & Cosworth Vega

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

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

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

Fiat *& Bertone*
- 124 (1966-74)
- 128
- 131 & Brava
- 850 Sedan
- 850 Coupe & Spider
- Strada
- *X1/9 (all)*

Ford & Mercury
- Capri II (1976-77)
- Cortina
- Escort, EXP, Lynx, & LN7 (1981-90)
- Escort, Escort GT, & Tracer (1991-96)
- Escort, ZX2, & Tracer (1997-2002)
- Festiva
- Fiesta (1976-80)
- Focus *(all) (1999-2007)*
- Fusion & Milan (4-cyl)
- Mustang II (4-cyl) (1974-78)
- Mustang & Capri (4-cyl non-turbo)
- Pinto & Bobcat (1600, 2000, & 2300)
- Pinto Wagon (2000, 2300, & 2600)
- Probe (4-cyl non-turbo)

Honda
- Accord (1976-81)
- Accord (1982-12)
- Civic (1973-79)
- Civic (1980-83)
- Civic & CRX (1.3L) (1984-87)
- Civic (1992-95) & Del Sol (1992-96) (SOHC)
- Civic (non-Si) (1996-2000)
- Civic (non-Si) (2001-05)
- Civic (non-Si) (2006-12)
- Prelude (1979-82)
- *Prelude (1983-87)*
- *Prelude (1988-91)*

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

Infiniti
- G20

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

Kia
- Spectra (1.8L 4-cyl)

Lancia
- Beta & Zagato (1975-83)

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
- 200 SX (1976-79)
- 200 SX (1980-83)
- 200 SX (1984-88)
- 210
- 310
- 510 (1968-73)
- 510 (1978-81)
- 610
- 710
- B210
- F-10
- NX1600
- NX2000, Pulsar, Sentra, & Sentra SE-R (1991-94)
- Pulsar & Pulsar NX (non-turbo, all)
- Stanza (all)

Opel
- 1900 & Manta
- GT 1100
- GT 1500 & 1900
- Kadett 1100
- Kadett 1500 & 1900

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

Peugeot
- 405 DL & 405 S

Porsche
- 912
- 912E

Renault
- 15 & 17 (all)
- 16 (all)
- 17 Gordini
- 18i (all)
- Alliance, GTA & Encore
- Fuego (non-turbo)
- R-5 (NOC) & LeCar

Saab
- Sonnet (1968-74)

Saturn
- SL (1991-95), SW (1993-95), & SC (1991-96)
- SL (1996-99), SW (1996-99), & SC (1997-2000)
- SL (2000-02), SW (2000-02), & SC (2001-02)

Scion
- tC

Sunbeam
- Alpine (all)

Subaru
- Turbo 4WD (all, NOC)
- Forester (non-turbo)
- *Impreza 2.0i (2012-13)*
- Legacy & Legacy GT

Suzuki
- Aerio

Toyota
- Camry (4-cyl)
- Celica (1970-77)
- Celica (1978-81)
- Celica (1982-85)

FSP (CONTINUED)

- 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.)

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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

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.

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

*See Fastrack Jan 2013 for new proposal.

2-seater: *1810* lbs + 125 lbs per liter

4-seater: *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.)


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PREPARED CATEGORY

X Prepared (XP)

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

1. Bodywork and Structure

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

   b. Front hoods, engine covers, trunk lids, hatches, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. Fenders may be flared as per Prepared (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 (0.7432m^2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position.

   Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

   Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24cm) forward of the rear axle, more than 0" (0.0mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24cm) 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 (129.0cm^2) 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" (30.48cm) 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.*

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

d. Steering wheel, pedals, and driver's seat must be completely to the left or right of vehicle centerline.

e. Exhaust may exit through the bodywork. Rocker panels may be modified for exhaust routing.

f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.

g. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.

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" (139.7cm).

2. Wheels

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

3. Shock Absorbers and Springs

a. Section 17.5.B, which restricts the type of shocks authorized by 17.5.C.3, does not apply.

b. Active/reactive suspension systems incur a minimum weight adjustment, including standard parts.

4. Brakes

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

5. Suspension Control

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

6. Electrical System

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

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

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

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

e. Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

8. Other

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

9. Minimum Weights

a. Engine Classifications

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

2. Turbocharged or supercharged versions of all engines will be classified on a basis of 1.4 times the actual displacement.

3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, ~~10.a~~. Example: Weight for a RWD car *w/ 2000cc Turbo engine behind the driver is 1200 + [(2.0 x 1.4) x (200 x 20)] = 1816 lbs.* 9.a

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

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

WEIGHT ADJUSTMENTS	LBS
Cars with ABS	+ 50
Cars with traction/stability control	+ 50
Cars with active/reactive suspension	+ 100
Cars with engine behind driver	+ 20 per liter

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 stock.

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 ±½" (±12.7mm). Alternate material (e.g., aluminum) engine blocks may be used on US-produced 8-cyl engines. Any* ~~*alternate*~~ 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 *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" (10.16cm), 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" (50.8mm) bulge,

then an addition of 2" (50.8mm) is allowed, if the base model has a 3" (76.2mm) bulge, then 1" (25.4mm) 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 5100cc 3000

V8 engines equal to or less than 5100cc 2700

6-cyl engines maximum 4500cc 2450

Turbocharged 6-cyl engines maximum 4500cc 2550

Turbocharged 4-cyl engines 2450

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

Wheel size allowances are as per 17.4

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

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

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

Ford & Mercury
- Maverick & Comet (6-cyl & 8cyl) (1970-77)
- Mustang (6-cyl & 8-cyl) (1964-69)
- Mustang (6-cyl & 8-cyl) (1969-73)
- Mustang II (6-cyl & 8-cyl) (1974-78)

Mustang (6-cyl & 8-cyl) (1979-93)
Mustang Turbo & SVO (4-cyl) (1979-93)
Mustang (w/o IRS) (1994-04)
Air may be ducted to the intake airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.
Mustang *(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) – 1850 lbs

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

D PREPARED (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes and track dimensions are as per Section 17. 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 1667cc:
1.06 x displacement (cc)

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

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

Austin-Healey
- 100-4 (2660cc)
  - Alt part: louvered hood

BMW
- Z3 (4-cyl)

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

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

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

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

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

Lotus
- 7 & 7A (948, 997, & 1098cc)
- Elan
  - Alt cyl head: P/N 26RD0703
- Super 7 (1340cc & 1498cc)

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

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

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

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

Saturn
- Sky (non-turbo)

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

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

Turner
- 950S
- 1500

TVR
- 1800

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

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

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: 1590cc
Integra (1994-2001)
RSX (2002-06)
Sedans (3.0L and under, non-turbo, NOC)

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

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

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

BMW
1600 (1966-77)
2002, 2002ti, & 2002tii (1968-76)
2000ti (1966-72)
320i

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

Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents
Beretta (4-cyl & V6) (1987-96)
Chevette (1976-87)
Citation (1980-85)
Nova (FWD)
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
Mustang & Capri (4-cyl non-turbo) (1979-93)
Alt 2.3L cyl head: SVO P/N M-6049-A230
Mercury Capri (non-US) (1969-77)
Alternate 2.3L: SVO cyl head P/N M-6049-A230
Pinto (1971-80)
Alt 2.3L cyl head: SVO P/N M-6049-A230
Alt body parts: spoiler – P/N D9FZ6440555-A; end piece – P/N D9FZ6428010-A or D9FZ6428011-A
Probe (non-turbo) (1989-92)
Probe (non-turbo) (1993-97)

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

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

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

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

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

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

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

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

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

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

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

Toyota
Celica (non-turbo, 2WD) (1970-77)
Celica (non-turbo, 2WD) (1978-81)
Celica (non-turbo, 2WD) (1982-85)
Celica (non-turbo, 2WD) (1986-89)
Celica (non-turbo, 2WD) (1990-93)
Celica (non-turbo, 2WD) (1994-99)
Celica (non-turbo, 2WD) (2000-05)
Corolla (non-turbo, 2WD) (1968-70)
Corolla (non-turbo, 2WD) (1971-74)
Corolla (non-turbo, 2WD) (1975-79)
Corolla (non-turbo, 2WD) (1980-83)
Corolla (non-turbo, 2WD) (1984-87)
Corolla (non-turbo, 2WD) (1988-92)
Alt engine: 4A-C
Corolla (non-turbo, 2WD) (1993-97)
Corolla (non-turbo, 2WD) (1998-2002)
Corolla (non-turbo, 2WD) (2003-08)
Paseo (non-turbo, 2WD) (1991-97)
Starlet (non-turbo, 2WD) (1981-84)
Alt engine: 4A-G 1.6L *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)
- Tercel (non-turbo, 2WD) (1991-94)
- Tercel (non-turbo, 2WD) (1995-99)
- Yaris
- Sedans NOC (non-turbo, 2WD)

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

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

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

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 x displacement (cc)

Rotary Engines: 0.70 x listed displacement (cc)

Forced Induction: +0.450 x displacement (cc)

Peripheral Port Rotary: +0.050 x displacement (cc)

AWD: +0.100 x displacement (cc)

FWD: - 0.100 x displacement (cc)

Weight Adjustments: Equipment, Weight (lbs)

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

WEIGHT CALCULATION EXAMPLE

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

Actual displacement (before overbore): 2457cc

The formula would be: 0.750 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: 1.3 x 2457 = 3195 lbs (exceeds maximum limit).

2700 lbs (maximum 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

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

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

Honda
- S2000 (2000-09)

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

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

Lexus
- IS300 (2001-05)

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

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

MINI
- Cooper S (2002-10)

Mitsubishi
- Eclipse Turbo (FWD & AWD) (1990-98)

- Lancer Evolution (2003-06)

Morgan
- Plus 8

Nissan & Datsun
- 240Z, 260Z, 280Z (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

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 36mm 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)
- MR2 Supercharged (Mk1 chassis) (1988-89)
  - Alternate parts: 1985-89 chassis
- MR2 Turbo (1991-95)

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

TVR
- 6-cyl

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

G Prepared (GP)

Level 1 (Full Preparation) Vehicles

Maximum valve size is stock if not listed below.

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

Make / Model (Variant) / Induction System (if appl) / Alt Spec (if appl)	Min Weight (lbs)	Wheels Max Dia/Width	Valve Head Dia In/Ex (if applicable)	Max Track F/R (in)
Alpine				
A108	1300	16x*8*		
1000	1300	16x*8*		
1100	1300	16x*8*		
Austin Morris				
Cooper 1275	1470	14x*8*		*58/58*
Alternate engines (cc):				
850	1050			
970, 997, 998	1100			
1071, 1098	1200			
Austin-Healey				
100-4	2200	16x*8*	1.73/1.142	*54.5/56.5*
Alternate part: louvered hood				
Austin-Healey & MG				
Sprite/Midget 948	1125	14x*8*	1.10 or 1.16/1.00	*52/50*.5
(2) 1.25” SU or 1.25” Stromberg				
Sprite/Midget 1098	1325	14x*8*	1.31/1.16	*52.5/51*
(2) 1.25” SU or Stromberg				
Sprite/Midget 1275	1550	14x*8*	1.31/1.16	52.5/51
(2) 1.25” SU HS2 or 1.5” SU				
Sprite/Midget 1500	1550	14x*8*	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				
SPL 311/311-U		14x7	1.66-1.69/1.26-1.38	53.7/50.7
1595cc	1700			
(2) Hitachi HJB-38W-3 or (2) SU HS-4 1.5”				

Fiat & Bertone

850 all (inc. Abarth)	1125	14x*8*	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	14x*8*	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	14x*8*	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	16x*8*	1.59/1.44	*52/53.5*
Allowed to replace wood floorboards with metal				
MGA		16x*8*	1.56/1.34	*52/53.5*
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28"				
Replace wood floorboards with metal				
MGB, MGB-GT	1798	16x*8*	1.57 or 1.63/1.3	*54/54.5*

Morgan

4/4 MkIV 2138cc	2138	16x*8*	1.37/1.19	*52.5/53.5*
Replace wood floorboards with metal				
4/4 MkV 2138cc	2138	16x*8*	1.44/1.19	*52.5/53*
Replace wood floorboards with metal				

Opel

GT 1900	1897	14x*8*		*61/61*
(2) 45mm sidedraft				
GT 1100	1350	14x*8*	1.26/1.06	*54/55*

Porsche

356, except Carrera and 1500, 1600				
	1700	16x*8*	1.57 or 1.63/1.35	*55/55.5*
(2) 1.5" SU HS-4 or (2) SU or Stromberg				
1300	1550	16x*8*	1.50/1.20	*57/56*
(2) Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				

Saab

93 & 96 Sedan		16x*8*		*61/61*
843cc (2-stroke)	1200			
Sonett		16x*8*		*61/61*
1498cc	1600			
1699cc	1800			

Sunbeam

Alpine		14x*8*		*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”				
1494cc	1494			
1592cc	1592			
1725cc	1725			

Triumph

Spitfire 1147	1405	14x*8*	1.30/1.15	*55/54*
(2) 1.25” SU or Stromberg				
Spitfire 1296 MkIII	1550	14x*8*	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	14x*8*	1.44/1.17	*56/57*
(2) 1.25” or 1.50” Stromberg or (2) 1.25” or 1.50” SU				
Spitfire 1493	1550	14x*8*	1.44/1.17	*56/57*
(1) 1.5” Stromberg-type SU or SU				
TR-2 & TR-3	1991	16x*8*	1.56/1.30	*54/53.5*
TR-4 & TR-4A (beam axle)				
	2138	16x*8*	1.56/1.30	*56/55*
TR-4A (IRS)	2138	16x*8*	1.56/1.30	*56/55*

Turner

950	1125	14x*8*	1.10/1.16	*51/51*
1500	1550	14x*8*	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

*See Fastrack Jan 2013 for new proposal.

D. Weber 34DAT, 34DATR, 34DATRA, or 34DMTR

E. Holley-Weber 5200

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
1574cc	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
1592cc	1590			
1608cc	1610			
(1) 40DCNF w/32mm chokes				
Comp ratio to 11.0:1, valve lift to 0.425”				
Ford				
Fiesta (1978-80)		13x7	1.41/1.24	56.0/55.5
1598cc	1600			
(1) 40DCN, 40DCNF, or 40IDF				
Comp ratio to 11.0:1, valve lift to 0.450”				
Festiva (1988-93)		13x7	1.26/1.10	60.1/59.5
1324cc	1325			
Fuel Inj or Carb				
Comp ratio to 10.5:1, valve lift to 0.450”				
Geo				
Metro 13BA (1989-94)		*13x7*	*1.42/1.18*	*58.4/57.4*
1298cc	*1300*			
Fuel Inj				
Comp ratio limited to 11.0:1, valve lift to 0.450”				
Honda				
Civic, Civic Si, CRX, & CRX Si (1984-87)				
1488cc	1490	13x6	1.07/1.30	58.8/59.1
Fuel Inj or Carb				
Comp ratio to 11.0:1, valve lift to 0.390”				

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

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

Nissan & Datsun

210 (‘79-’82) 13x6 1.46 or 1.38/1.18 56.0/54.7
1397cc 1400
1488cc 1490
(1) 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
1595cc 1595
(1) 40DCN or 40DCNF w/32mm chokes or (1) 36DCNVH
Comp ratio to 12.0:1, valve lift to 0.450”

Porsche

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

Renault

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

Suzuki

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

Toyota

Corolla (1971-74) 15x7 1.61/1.42 57.9/57.5
1588cc 1590
Carb
Comp ratio to 12.0:1, valve lift to 0.450”

Volkswagen

Golf (GTI, GT, GL) (non-turbo) 15x7 1.57/1.30 58.8/58.2
1780cc 1780
Fuel Inj
Comp ratio to 11.5:1, valve lift to 0.420”

Jetta (‘85-’91) 15x7 1.57/1.30 58.8/58.2
1780cc 1780
Fuel Inj
Comp ratio to 11.5:1, valve lift to 0.420”

Rabbit (‘81-’84) 14x7 1.34/1.22 58.9/57.2
1715cc 1715
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450”

Rabbit GTI (8v) (‘83-’84) 15x7 1.57/1.30 58.9/57.2
1780cc 1780
Fuel Inj
Comp ratio limited to 12.0:1, valve lift to 0.420”

Rabbit 13x7 1.34/1.22 58.9/57.2
1588cc 1590
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450”

Scirocco (‘81-’84) 14x7 1.34/1.22 58.9/57.2
1715 1715
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450”

Scirocco (8v) (‘83-’88) 14x7 1.57/1.30 58.9/57.2
1780cc 1780
Fuel Inj
Comp ratio to 12.0:1, valve lift to 0.420”

Scirocco 13x7 1.34/1.22 58.9/57.2
1457cc 1460
1471cc 1470
1457: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes or Fuel Inj
1471: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes
Comp ratio to 11.0:1, valve lift to 0.450”

Scirocco 13x7 1.34/1.22 58.9/57.2
1588cc 1590
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450”

MODIFIED CATEGORY

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

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 current year Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

A. Spec tires are not required.

B. Minimum wheelbase of 80 inches.

C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics:

1. May use any automotive based 2v engine up to 1300cc, any 2-stroke motor up to 900cc, any 4v or more engine up to 1005cc. Minimum weight with driver: 1020 lbs.
2. May use any 2v automobile-based production engines up to 1615cc. Minimum Weight with driver: 1110 lbs.
3. May use any 4v or more engine up to 1615cc. May use any 2-stroke up to 1300cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight with driver: 1180 lbs.
4. May use any naturally-aspirated engine up to 3000cc. Minimum weight with driver: 1285 lbs.
5. Minimum rim width: none.
6. Maximum allowed rim width: 15 inches.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not exceed 8 square feet. The current GCR CSR/DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer maximum 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 Club Racing GCR 9.1.1.A.1.g.10).
4. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.

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:

Cast iron head AND no cam change: 1280 lbs

Aluminum head OR cam change: 1305 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, LeGrand, Lola, Lotus, March, Merlyn, Mondiale, PRS, Reynard, Royale, Swift, Tiga, Titan, Van Diemen, Winkleman, and Zink. Only cars produced by the following manufacturers are eligible

for S2000 in this class: Bobsy, Chevron, Daedalus, KBHMariah, Lola, March-Apache, Reynard, Royale, Shrike, Swift, and Tiga. The SEB may add to this list at any time, effective upon notification of the membership.

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 *stock* 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.

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 40.0mm intake and 35.5mm exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used; however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm ventures. If a balance tube is used between manifolds runners, it shall be restricted to one ½" (50.8mm) ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

2) Increase bore up to and including 94mm maximum per cylinder, total displacement of 1915cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining (such as, but not limited to, unshrouding of the valves) is permitted. Valve guide centers must remain OE stock. Increased displacement engines up to 1915cc are restricted to maximum valve sizes 39mm intake and 32mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used; however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is per-

mitted. *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 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.

e) Any 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 stock. Crankshaft journals may be ground undersize a maximum of 0.030" (0.762mm) less than stock 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 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 (such as Helicoil) is permitted providing that the spark plug centerline is not changed.

k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.

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

m) One or more batteries may be used.

n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.

o) Valve covers are unrestricted and may be bolted on.

p) Electric radiator/engine cooling fan(s) may be installed.

3. TRANSAXLE

a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.

b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.

c) 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 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.

9. WEIGHT

Minimum weight with driver: 1000 lbs.

D MODIFIED (DM)

Modified Production and GT cars with *internal combustion* engine displacement 2000cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM with the following restrictions:

1. No replacement of cast iron engine case segments with aluminum.

2. On the 12A engine, only side and rotor housings from 1974 to 1986 engines shall be used.
3. No replacement of 12A or 13B sections such as side plates with those from other series engines, i.e. Renesis-type parts.
4. On 12A engines, no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water o-ring is permitted. On 13B engines, 4- & 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight (with driver) vs. Displacement

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

C. Performance Adjustments

AWD:	Add 200 lbs
Modified Tub:	Add 40 lbs

D. Weight Bias Adjustment - with driver sitting in the driver's seat

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

E MODIFIED (EM)

Modified Production and GT cars as follows:

A. Weight (with driver) vs. Displacement

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

B. Performance Adjustments

AWD:	Add 300 lbs
Modified Tub:	Add 50 lbs

C. Weight Bias Adjustment - with driver sitting in the driver's seat

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

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.

*See Fastrack Jan 2013 for new proposal.

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 34mm or 38mm Mikuni round-slide carburetors. AMW powered cars may use either the 38 mm AMW carburetors or update to the 38 mm Mikuni round-slide carburetors. In order to accommodate the use of the approved Mikuni VM 38mm sidedraft carburetors on the AMW engine, the use of the AMW intake manifold (part #2736-00) is permitted as are the AMW rubber attachment boots, gaskets, and/or hardware required for the use of this manifold. Competitors using the Rotax 494 RAVE engine are required to use the 494 non-RAVE rotary valve (Rotax part #924509 or 924508, Ski Doo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC) in their engine. RAVE valves shall be blocked in the 'full open' position or left as delivered. No other alterations are permitted. 494 RAVE and non-RAVE parts may not be interchanged between the two engines unless specifically noted.
6. Competitors utilizing the Rotax 493 engine may leave the manufacturer's specified intake balance tubes in place or, at their option, completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The Rotax 493 engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines.
7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM with minimum weight with driver of 850 lbs. Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.
8. All F440 & F500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used. Electric water pumps may be used.
9. F440 & F500 cars in FM are not required in Solo® to have the sidepods now mandated by Club Racing if they were manufactured prior to 1984 in which that requirement was added to the

GCR. Sidepods may not be removed from a car which was originally manufactured with them. The measurements for the height, the maximum width (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork E.9 2nd paragraph, shall have an allowance from the GCR of +/- one inch. It is the intent of this allowance to maintain the ability of the sidepod(s) to continue to hold such items as fuel tanks, battery, and radiator(s), but not to allow sidepods to be used for ground effects to achieve aerodynamic downforce on the vehicle.

10. Electric radiator/engine cooling fan(s) may be installed.

B. DWARF CARS AND 600 RACING, INC LEGENDS CARS

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

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

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 with driver: 1250 lbs.
2. WSDCA or US Legend Cars specific items not required are as follows:
   a) INEX-approved manufactured metal seat. Mounting guidelines still apply.
   b) Seatbelt harness dating requirements.
   c) Quick-release steering wheels.
   d) Fire extinguishers.
   e) Fire-retardant driver suit and gloves.
   f) Neck braces.
   g) Head and neck restraints (HNR).

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

2013 SCCA Solo Stock Category - Classification by Manufacturer

Manufacturer	Model	Engine	Years	Stock Class
Acura	CL	V6		G Stock (GS)
Acura	CL	4-cyl		H Stock (HS)
Acura	Integra		1986-89	H Stock (HS)
Acura	Integra (NOC)		1990-2001	H Stock (HS)
Acura	Integra GS-R		1992-2001	G Stock (GS)
Acura	Integra Type R			D Stock (DS)
Acura	Legend			G Stock (GS)
Acura	NSX			B Stock (BS)
Acura	RSX (non-Type S)			H Stock (HS)
Acura	RSX Type S			G Stock (GS)
Acura	TL			G Stock (GS)
Acura	TSX			H Stock (HS)
Acura	Vigor			G Stock (GS)
Alfa Romeo	1300			H Stock (HS)
Alfa Romeo	1600			H Stock (HS)
Alfa Romeo	164 (non-S)		1991-93	G Stock (GS)
Alfa Romeo	1750			G Stock (GS)
Alfa Romeo	1750 GTV			G Stock (GS)
Alfa Romeo	2000 GTV			E Stock (ES)
Alfa Romeo	2000 Sedan (4-door)			H Stock (HS)
Alfa Romeo	2000 Spider			E Stock (ES)
Alfa Romeo	GTV V6			G Stock (GS)
Alfa Romeo	Milano			G Stock (GS)
Alfa Romeo	Sedan, NOC			H Stock (HS)
AMC	AMX			F Stock (FS)
AMC	Gremlin	4-cyl		H Stock (HS)
AMC	Gremlin	6-cyl		H Stock (HS)
AMC	Javelin	V8		F Stock (FS)
AMC	Spirit	4-cyl		H Stock (HS)
AMC	Spirit	6-cyl		H Stock (HS)
Audi	100 (non-S4)			H Stock (HS)
Audi	200 Turbo quattro			G Stock (GS)
Audi	4000			H Stock (HS)
Audi	5000	non-turbo		H Stock (HS)
Audi	5000 Turbo			G Stock (GS)
Audi	80			H Stock (HS)
Audi	90			H Stock (HS)
Audi	A3 (non-quattro/FWD)		2006-13	G Stock (GS)
Audi	A3 quattro	3.2L V6	2006-09	D Stock (DS)
Audi	A4	Turbocharged 4-cyl		G Stock (GS)
Audi	A4	V6		G Stock (GS)
Audi	A5		2008-13	D Stock (DS)
Audi	A6			G Stock (GS)
Audi	A8			G Stock (GS)
Audi	Coupe quattro	non-turbo		H Stock (HS)
Audi	Quattro Coupe	Turbocharged		G Stock (GS)
Audi	R8			**not eligible**

2013 SCCA Solo Stock Category - Classification by Manufacturer

Audi	RS4			B Stock (BS)
Audi	RS5		2010-13	B Stock (BS)
Audi	RS6 (C5 chassis)		2003-04	B Stock (BS)
Audi	S4	V8	2004-09	F Stock (FS)
Audi	S4		2000-03	D Stock (DS)
Audi	S4		2010-13	B Stock (BS)
Audi	S4 (100CS chassis)		1992-94	G Stock (GS)
Audi	S5		2008-13	B Stock (BS)
Audi	TT (non-quattro/FWD)		2000-06	G Stock (GS)
Audi	TT 2.0 Turbo (non-quattro/FWD)		2008-12	G Stock (GS)
Audi	TT quattro			D Stock (DS)
Audi	TT RS		2012-13	Super Stock (SS)
Audi	TTS		2009-13	B Stock (BS)
Audi	V8 quattro			G Stock (GS)
Austin	Mini			H Stock (HS)
Austin-Healey	100/4			H Stock (HS)
Austin-Healey	100/6			H Stock (HS)
Austin-Healey	3000			H Stock (HS)
Austin-Healey	Sprite			H Stock (HS)
Bertone	X1/9			E Stock (ES)
BMW	1 Series M Coupe		2011-12	A Stock (AS)
BMW	128i		2008-13	D Stock (DS)
BMW	135i		2008-13	D Stock (DS)
BMW	135is		2008-13	D Stock (DS)
BMW	1600			H Stock (HS)
BMW	1800			H Stock (HS)
BMW	2000 CS Coupe			H Stock (HS)
BMW	2002			G Stock (GS)
BMW	3 Series (except M3 & 325e)	6-cyl	1975-2013	D Stock (DS)
BMW	318, NOC			H Stock (HS)
BMW	318i		1991	G Stock (GS)
BMW	318is		1991	G Stock (GS)
BMW	318ti		1995-99	G Stock (GS)
BMW	320			H Stock (HS)
BMW	325 M-Technic			**not eligible**
BMW	325e	eta		G Stock (GS)
BMW	325i		1987-91	G Stock (GS)
BMW	325is		1987-91	G Stock (GS)
BMW	325ix		1988-91	G Stock (GS)
BMW	335d		2009-11	D Stock (DS)
BMW	335i		2007-13	D Stock (DS)
BMW	335i xDrive		2007-13	D Stock (DS)
BMW	335is		2007-13	D Stock (DS)
BMW	5 Series, NOC			F Stock (FS)
BMW	6 Series Coupe			F Stock (FS)
BMW	7 Series	6-cyl		H Stock (HS)
BMW	8 Series Coupe			F Stock (FS)
BMW	M Coupe		1996-2000	C Stock (CS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

BMW	M Coupe		2001-02	B Stock (BS)
BMW	M Roadster		1996-2000	C Stock (CS)
BMW	M Roadster		2001-02	B Stock (BS)
BMW	M3 (E30 chassis)		1988-91	C Stock (CS)
BMW	M3 (E36 chassis)		1995-99	C Stock (CS)
BMW	M3 (E46 chassis)		2001-06	F Stock (FS)
BMW	M3 (E90/92/93 chassis)		2008-13	F Stock (FS)
BMW	M3 Lightweight			**not eligible**
BMW	M5		1988-93	F Stock (FS)
BMW	M5		2000-03	F Stock (FS)
BMW	Z3	4-cyl	1996-98	E Stock (ES)
BMW	Z3, NOC	6-cyl	1997-2002	C Stock (CS)
BMW	Z4 Coupe (non-M)		2006-08	B Stock (BS)
BMW	Z4 M Coupe		2006-08	A Stock (AS)
BMW	Z4 M Roadster		2006-08	A Stock (AS)
BMW	Z4 Roadster (non-M)		2002-13	B Stock (BS)
BMW	Z8			**not eligible**
Buick	GNX			F Stock (FS)
Buick	Grand National	Turbocharged V6		F Stock (FS)
Buick	Reatta			G Stock (GS)
Buick	Regal	Turbocharged V6		F Stock (FS)
Cadillac	Catera			G Stock (GS)
Cadillac	CTS			D Stock (DS)
Cadillac	CTS-V			F Stock (FS)
Cadillac	XLR			A Stock (AS)
Callaway	Corvette			**not eligible**
Chevrolet	Aveo			H Stock (HS)
Chevrolet	Beretta			H Stock (HS)
Chevrolet	Camaro	4-cyl		H Stock (HS)
Chevrolet	Camaro	inline-6		H Stock (HS)
Chevrolet	Camaro	V6	1980-2002	G Stock (GS)
Chevrolet	Camaro	V6	2010-13	D Stock (DS)
Chevrolet	Camaro	V6		F Stock (FS)
Chevrolet	Camaro SS (including 1LE)		1998-2002	F Stock (FS)
Chevrolet	Camaro SS (including 1LE)		2010-13	F Stock (FS)
Chevrolet	Camaro SS (Level 1 & Level 2 suspension)		1993-2002	**not eligible**
Chevrolet	Camaro ZL1	Supercharged	2012-13	A Stock (AS)
Chevrolet	Chevette			H Stock (HS)
Chevrolet	Cobalt	2.2L	2005-10	H Stock (HS)
Chevrolet	Cobalt Sport	2.4L	2008	G Stock (GS)
Chevrolet	Cobalt SS	2.4L	2006-07	G Stock (GS)
Chevrolet	Cobalt SS	Supercharged 2.0L	2005-07	G Stock (GS)
Chevrolet	Cobalt SS	Turbocharged 2.0L	2008-10	D Stock (DS)
Chevrolet	Corvair	2-carb, non-turbo		H Stock (HS)
Chevrolet	Corvair	4-carb		G Stock (GS)
Chevrolet	Corvair	Turbocharged		G Stock (GS)
Chevrolet	Corvette		1953-62	F Stock (FS)
Chevrolet	Corvette		1963-82	C Stock (CS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Chevrolet	Corvette (C4 chassis)		1984-96	B Stock (BS)
Chevrolet	Corvette (C5 chassis, non-Z06)		1997-2004	A Stock (AS)
Chevrolet	Corvette (C6 chassis, non-ZR1)		2005-13	Super Stock (SS)
Chevrolet	Corvette Z06 (C5 chassis)		2001-04	Super Stock (SS)
Chevrolet	Corvette ZR1		2009-13	**not eligible**
Chevrolet	Cosworth Vega			H Stock (HS)
Chevrolet	Cruze			H Stock (HS)
Chevrolet	Malibu		2008-13	G Stock (GS)
Chevrolet	Nova (FWD)		1986-88	H Stock (HS)
Chevrolet	Nova (RWD)	4-cyl	1962-79	H Stock (HS)
Chevrolet	Nova (RWD)	6-cyl	1962-79	H Stock (HS)
Chevrolet	Sonic		2012-13	H Stock (HS)
Chevrolet	Sonic			**not eligible**
Chevrolet	Spectrum			H Stock (HS)
Chevrolet	Sprint			H Stock (HS)
Chevrolet	Vega			H Stock (HS)
Chevrolet	Volt		2012-13	H Stock (HS)
Chrysler	300		2004-13	F Stock (FS)
Chrysler	300 SRT8		2010-13	F Stock (FS)
Chrysler	300C		2004-13	F Stock (FS)
Chrysler	300M		1999-2004	H Stock (HS)
Chrysler	Cirrus	V6		G Stock (GS)
Chrysler	Conquest Turbo			G Stock (GS)
Chrysler	Crossfire			D Stock (DS)
Chrysler	Laser	non-turbo		H Stock (HS)
Chrysler	Laser Turbo			G Stock (GS)
Chrysler	Prowler			C Stock (CS)
Chrysler	PT Cruiser	non-turbo	2001-10	H Stock (HS)
Chrysler	PT Cruiser	Turbocharged	2003-09	G Stock (GS)
Chrysler	Sebring	4-cyl		H Stock (HS)
Chrysler	Sebring	V6		G Stock (GS)
Chrysler	SRT-6		2005-06	F Stock (FS)
Daewoo	NOC	4-cyl		H Stock (HS)
Daewoo	NOC	6-cyl		G Stock (GS)
Datsun	2000			E Stock (ES)
Datsun	1200			H Stock (HS)
Datsun	1500 Roadster			H Stock (HS)
Datsun	1600 Roadster			H Stock (HS)
Datsun	210			H Stock (HS)
Datsun	240Z			E Stock (ES)
Datsun	260Z			E Stock (ES)
Datsun	280Z			E Stock (ES)
Datsun	280ZX	non-turbo		E Stock (ES)
Datsun	280ZX Turbo			F Stock (FS)
Datsun	310			H Stock (HS)
Datsun	510			H Stock (HS)
Datsun	610			H Stock (HS)
Datsun	710			H Stock (HS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Datsun	810			H Stock (HS)
Datsun	B-210			H Stock (HS)
Datsun	F10			H Stock (HS)
DeTomaso	Mangusta			B Stock (BS)
DeTomaso	Pantera			B Stock (BS)
Dodge	024	1.7L		H Stock (HS)
Dodge	Avenger	4-cyl		H Stock (HS)
Dodge	Avenger	V6		G Stock (GS)
Dodge	Caliber (non-SRT)			**not eligible**
Dodge	Caliber SRT4			G Stock (GS)
Dodge	Challenger	2.6L		H Stock (HS)
Dodge	Challenger	V6	2009-13	D Stock (DS)
Dodge	Challenger	V8	2008-13	F Stock (FS)
Dodge	Charger (FWD)	non-turbo	1981-87	H Stock (HS)
Dodge	Charger Turbo			E Stock (ES)
Dodge	Colt			H Stock (HS)
Dodge	Conquest Turbo			G Stock (GS)
Dodge	Daytona	4-cyl, non-turbo		H Stock (HS)
Dodge	Daytona	Turbocharged 4-cyl		G Stock (GS)
Dodge	GLH	non-turbo		H Stock (HS)
Dodge	GLH Turbo			E Stock (ES)
Dodge	Intrepid			H Stock (HS)
Dodge	Lancer Turbo			G Stock (GS)
Dodge	Magnum		2005-08	F Stock (FS)
Dodge	Neon		1995-99	G Stock (GS)
Dodge	Neon		2000-05	H Stock (HS)
Dodge	Omni			H Stock (HS)
Dodge	Ram SRT-10		2004-06	F Stock (FS)
Dodge	Rampage			H Stock (HS)
Dodge	Shadow	4-cyl, non-turbo		H Stock (HS)
Dodge	Shadow	Turbocharged 4-cyl		G Stock (GS)
Dodge	Shadow	V6		G Stock (GS)
Dodge	Spirit	4-cyl Turbo		G Stock (GS)
Dodge	Spirit	4-cyl, non-turbo		H Stock (HS)
Dodge	Spirit (V6)	V6		G Stock (GS)
Dodge	SRT-4 (Neon chassis)			G Stock (GS)
Dodge	Stealth	non-turbo		G Stock (GS)
Dodge	Stealth Turbo			F Stock (FS)
Dodge	Stratus	4-cyl		H Stock (HS)
Dodge	Stratus	V6		G Stock (GS)
Dodge	Viper (non-ACR)		2008-10	Super Stock (SS)
Dodge	Viper GTS		1996-2005	Super Stock (SS)
Dodge	Viper R/T		1992-2003	Super Stock (SS)
Dodge	Viper SRT-10		2003-07	Super Stock (SS)
Dodge	Viper, NOC			**not eligible**
Eagle	Summit			H Stock (HS)
Eagle	Talon	16v, non-turbo		H Stock (HS)
Eagle	Talon Turbo (AWD)			D Stock (DS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Eagle	Talon Turbo (FWD)			G Stock (GS)
Ferrari	308			C Stock (CS)
Ferrari	328			C Stock (CS)
Ferrari	355			**not eligible**
Ferrari	360			**not eligible**
Ferrari	NOC			**not eligible**
Fiat	124			H Stock (HS)
Fiat	128			H Stock (HS)
Fiat	131			H Stock (HS)
Fiat	500 (non-Abarth)			**not eligible**
Fiat	500 Abarth		2012-13	G Stock (GS)
Fiat	850			H Stock (HS)
Fiat	Brava			H Stock (HS)
Fiat	Strada			H Stock (HS)
Fiat	X1/9 (all)			E Stock (ES)
Ford	Aspire			H Stock (HS)
Ford	Contour	4-cyl		H Stock (HS)
Ford	Contour	V6		G Stock (GS)
Ford	Cortina			H Stock (HS)
Ford	Crown Victoria			F Stock (FS)
Ford	Escort (non-S/R)			H Stock (HS)
Ford	EXP			H Stock (HS)
Ford	Festiva			H Stock (HS)
Ford	Fiesta		1976-80	H Stock (HS)
Ford	Fiesta		2011-13	H Stock (HS)
Ford	Five Hundred			G Stock (GS)
Ford	Focus except ST (2013)			H Stock (HS)
Ford	Focus ST		2013	G Stock (GS)
Ford	Fusion	4-cyl		H Stock (HS)
Ford	Fusion	V6		G Stock (GS)
Ford	GT			**not eligible**
Ford	Mustang	4-cyl		H Stock (HS)
Ford	Mustang	inline-6		H Stock (HS)
Ford	Mustang	Turbocharged 4-cyl	1979-93	G Stock (GS)
Ford	Mustang	V6	1979-93	G Stock (GS)
Ford	Mustang	V6	2011-13	D Stock (DS)
Ford	Mustang	V8		F Stock (FS)
Ford	Mustang Boss 302 (non-Laguna Seca)		2012-13	A Stock (AS)
Ford	Mustang Boss 302 Leguna Seca		2012-13	**not eligible**
Ford	Mustang Cobra		2003-04	F Stock (FS)
Ford	Mustang Cobra R			**not eligible**
Ford	Mustang Cobra SVT			F Stock (FS)
Ford	Mustang GT		2010-13	F Stock (FS)
Ford	Mustang II	4-cyl		H Stock (HS)
Ford	Mustang II	6-cyl		H Stock (HS)
Ford	Mustang Mach 1		2003-04	F Stock (FS)
Ford	Mustang Shelby GT (T82 & 54U only)		2007-08	F Stock (FS)
Ford	Mustang Shelby GT500		2007-13	A Stock (AS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Ford	Mustang SVO			G Stock (GS)
Ford	Pinto			H Stock (HS)
Ford	Probe	4-cyl, non-turbo	1989-92	H Stock (HS)
Ford	Probe	Turbocharged 4-cyl	1989-92	G Stock (GS)
Ford	Probe	V6	1989-92	G Stock (GS)
Ford	Probe		1993-97	G Stock (GS)
Ford	Taurus SHO		1989-99	G Stock (GS)
Ford	Taurus SHO		2010-13	G Stock (GS)
Ford	Taurus, NOC			H Stock (HS)
Ford	Tempo	4-cyl		H Stock (HS)
Ford	Tempo	V6		G Stock (GS)
Ford	Thunderbird	6-cyl, non-s/c	1989-97	H Stock (HS)
Ford	Thunderbird	Supercharged V6		F Stock (FS)
Ford	Thunderbird	V8		F Stock (FS)
Ford	Thunderbird Turbo			G Stock (GS)
Ford	ZX2 (non-S/R)			H Stock (HS)
Ford	ZX2 S/R		1999-2003	G Stock (GS)
General Motors	NOC (FWD)	6-cyl		G Stock (GS)
General Motors	NOC (FWD)	Ecotec		G Stock (GS)
General Motors	NOC (FWD)	Quad 4		G Stock (GS)
General Motors	NOC (FWD)	Turbocharged 4-cyl		G Stock (GS)
General Motors	NOC (FWD)			H Stock (HS)
General Motors	NOC (RWD)	V6		H Stock (HS)
Geo	Metro			H Stock (HS)
Geo	Prizm			H Stock (HS)
Geo	Spectrum			H Stock (HS)
Geo	Storm			H Stock (HS)
Geo	Tracker			**not eligible**
GMC	Syclone			F Stock (FS)
GMC	Typhoon			F Stock (FS)
Honda	600			H Stock (HS)
Honda	800			H Stock (HS)
Honda	Accord	4-cyl		H Stock (HS)
Honda	Accord	V6		G Stock (GS)
Honda	Civic		2006-13	H Stock (HS)
Honda	Civic del Sol			H Stock (HS)
Honda	Civic EX		1988-2013	H Stock (HS)
Honda	Civic LX		1988-2013	H Stock (HS)
Honda	Civic Si		1986-87	G Stock (GS)
Honda	Civic Si		1989-1991	H Stock (HS)
Honda	Civic Si		1999-2000	H Stock (HS)
Honda	Civic Si		2002-2005	H Stock (HS)
Honda	Civic Si		2006-13	G Stock (GS)
Honda	Civic Si Mugen		2008	G Stock (GS)
Honda	Civic, NOC			H Stock (HS)
Honda	CRX (non-Si)			H Stock (HS)
Honda	CRX Si			G Stock (GS)
Honda	CR-Z			H Stock (HS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Honda	del Sol			H Stock (HS)
Honda	Fit			H Stock (HS)
Honda	Insight			H Stock (HS)
Honda	Prelude	2.3L DOHC	1992-96	G Stock (GS)
Honda	Prelude		1979-91	H Stock (HS)
Honda	Prelude		1997-2001	G Stock (GS)
Honda	Prelude S		1992-96	H Stock (HS)
Honda	Prelude VTEC		1993-96	G Stock (GS)
Honda	S2000			B Stock (BS)
Hyundai	Accent		1995-2013	H Stock (HS)
Hyundai	Genesis Coupe	Turbocharged 4-cyl	2013	D Stock (DS)
Hyundai	Genesis Coupe	Turbocharged 4-cyl	2010-12	G Stock (GS)
Hyundai	Genesis Coupe	V6	2010-12	D Stock (DS)
Hyundai	Genesis Coupe	V6	2013	F Stock (FS)
Hyundai	NOC			H Stock (HS)
Hyundai	Scoupe			H Stock (HS)
Hyundai	Tiburon			H Stock (HS)
Infiniti	G20			H Stock (HS)
Infiniti	G35 Coupe			D Stock (DS)
Infiniti	G35 Sedan			D Stock (DS)
Infiniti	G37 Coupe			D Stock (DS)
Infiniti	G37 Sedan			F Stock (FS)
Infiniti	M30			G Stock (GS)
Infiniti	Q45			F Stock (FS)
Isuzu	I-Mark			H Stock (HS)
Isuzu	Impulse	non-turbo		H Stock (HS)
Isuzu	Impulse Turbo			G Stock (GS)
Isuzu	Stylus			H Stock (HS)
Jaguar	120			H Stock (HS)
Jaguar	140			H Stock (HS)
Jaguar	150			H Stock (HS)
Jaguar	Sedan	V12		F Stock (FS)
Jaguar	S-Type	6-cyl		F Stock (FS)
Jaguar	S-Type R			F Stock (FS)
Jaguar	XJ		1998-2013	F Stock (FS)
Jaguar	XJ-S		1976-96	F Stock (FS)
Jaguar	XK8		1997-2006	F Stock (FS)
Jaguar	XKE			C Stock (CS)
Jaguar	XKR Coupe			B Stock (BS)
Jaguar	X-Type	2.5L	2002-2005	G Stock (GS)
Jaguar	X-Type	3.0L	2002-08	D Stock (DS)
Jeep	CJ series			**not eligible**
Jensen	Jensen Healey			C Stock (CS)
Kia	Forte	2.0L		H Stock (HS)
Kia	Forte	2.4L		G Stock (GS)
Kia	Forte Coup	2.0L		H Stock (HS)
Kia	Forte Coup	2.4L		G Stock (GS)
Kia	Optima			H Stock (HS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Kia	Sephia			H Stock (HS)
Kia	Spectra5			H Stock (HS)
Lamborghini	NOC			**not eligible**
Lancia	Beta			H Stock (HS)
Lancia	Scorpion			H Stock (HS)
Lexus	ES 250			G Stock (GS)
Lexus	ES 300			G Stock (GS)
Lexus	GS 300			G Stock (GS)
Lexus	GS400			F Stock (FS)
Lexus	IS 250		2006-13	D Stock (DS)
Lexus	IS 300			D Stock (DS)
Lexus	IS 350		2006-13	D Stock (DS)
Lexus	IS F		2008-13	F Stock (FS)
Lexus	SC300			F Stock (FS)
Lexus	SC400		1992-2000	F Stock (FS)
Lincoln	LS Sedan	V6		G Stock (GS)
Lincoln	LS Sedan	V8		F Stock (FS)
Lincoln	Mark VIII			F Stock (FS)
Lotus	7			C Stock (CS)
Lotus	7A			C Stock (CS)
Lotus	Cortina			H Stock (HS)
Lotus	Eclat			C Stock (CS)
Lotus	Elan (RWD)			C Stock (CS)
Lotus	Elan M100			**not eligible**
Lotus	Elise	non-supercharged	2005-11	Super Stock (SS)
Lotus	Elise SC	Supercharged	2008-11	**not eligible**
Lotus	Elite			C Stock (CS)
Lotus	Esprit	non-turbo		C Stock (CS)
Lotus	Esprit Turbo		1996-2004	A Stock (AS)
Lotus	Europa			C Stock (CS)
Lotus	Evora	non-supercharged	2010-11	A Stock (AS)
Lotus	Evora S	Supercharged	2011-13	Super Stock (SS)
Lotus	Exige (normally aspirated)		2005	Super Stock (SS)
Lotus	Exige S	Supercharged	2006-11	**not eligible**
Lotus	Exige SC	Supercharged	2006-11	**not eligible**
Lotus	Sport Elise		2006	**not eligible**
Maserati	BiTurbo			C Stock (CS)
Maserati	Coupe		2002-07	B Stock (BS)
Maserati	GranSport		2004-07	B Stock (BS)
Maserati	Spyder		2002-07	B Stock (BS)
Mazda	323	1.6L 8v		H Stock (HS)
Mazda	323 GT Turbo Sedan			G Stock (GS)
Mazda	323 GTX Turbo (AWD)			G Stock (GS)
Mazda	626			H Stock (HS)
Mazda	808			H Stock (HS)
Mazda	929			H Stock (HS)
Mazda	Cosmo			H Stock (HS)
Mazda	GLC			H Stock (HS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Mazda	Mazda2		2011-13	H Stock (HS)
Mazda	Mazda3		2004-13	H Stock (HS)
Mazda	Mazda6	V6	2003-13	G Stock (GS)
Mazda	Mazda6		4-cyl	H Stock (HS)
Mazda	Mazdaspeed Miata		2004-05	C Stock (CS)
Mazda	Mazdaspeed Protégé			G Stock (GS)
Mazda	Mazdaspeed3			D Stock (DS)
Mazda	Mazdaspeed6			D Stock (DS)
Mazda	Miata		1990-97	E Stock (ES)
Mazda	Miata		1999-2005	C Stock (CS)
Mazda	Millenia (non-S)			H Stock (HS)
Mazda	Millenia S	Supercharged		G Stock (GS)
Mazda	MX-3			H Stock (HS)
Mazda	MX-5 Miata		2006-13	C Stock (CS)
Mazda	MX-5 Miata MS-R		2007	C Stock (CS)
Mazda	MX-6	4-cyl	1993-97	G Stock (GS)
Mazda	MX-6	non-turbo	1988-92	H Stock (HS)
Mazda	MX-6	Turbocharged 4-cyl		G Stock (GS)
Mazda	MX-6	V6		G Stock (GS)
Mazda	Protégé MP3		2001	H Stock (HS)
Mazda	Protégé, NOC			H Stock (HS)
Mazda	R100			H Stock (HS)
Mazda	RX-2			H Stock (HS)
Mazda	RX-3			H Stock (HS)
Mazda	RX-4			H Stock (HS)
Mazda	RX-7	non-turbo		E Stock (ES)
Mazda	RX-7	Turbocharged	1993-95	A Stock (AS)
Mazda	RX-7 Turbo		1987-91	C Stock (CS)
Mazda	RX-8			C Stock (CS)
Mercedes-Benz	190	16v		G Stock (GS)
Mercedes-Benz	190	2.6L		G Stock (GS)
Mercedes-Benz	280		1995-2000	G Stock (GS)
Mercedes-Benz	C 230		1999-2007	G Stock (GS)
Mercedes-Benz	C 280		2001-07	D Stock (DS)
Mercedes-Benz	C 300		2007-13	D Stock (DS)
Mercedes-Benz	C 32 AMG		2002-04	B Stock (BS)
Mercedes-Benz	C 320		2001-05	D Stock (DS)
Mercedes-Benz	C 350		2007-13	D Stock (DS)
Mercedes-Benz	C 36 AMG			F Stock (FS)
Mercedes-Benz	C 63 AMG (non-Black Series)		2008-13	F Stock (FS)
Mercedes-Benz	CLK			F Stock (FS)
Mercedes-Benz	CLK 55 AMG		2001-06	B Stock (BS)
Mercedes-Benz	E 55 AMG			F Stock (FS)
Mercedes-Benz	NOC			H Stock (HS)
Mercedes-Benz	SLK			C Stock (CS)
Mercedes-Benz	SLK 350		2005-13	B Stock (BS)
Mercedes-Benz	SLK 55 AMG		2005-11	B Stock (BS)
Mercedes-Benz	SLK32 AMG		2002-04	B Stock (BS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Mercury	Bobcat			H Stock (HS)
Mercury	Capri	V8	1979-86	F Stock (FS)
Mercury	Capri (FWD)		1991-94	H Stock (HS)
Mercury	Capri (Germany)		1970-78	H Stock (HS)
Mercury	Capri (US)	4-cyl	1979-86	H Stock (HS)
Mercury	Capri (US)	Turbocharged 4-cyl		G Stock (GS)
Mercury	Capri (US)	V6		G Stock (GS)
Mercury	Cougar	4-cyl	1999-2002	H Stock (HS)
Mercury	Cougar	Supercharged V6		F Stock (FS)
Mercury	Cougar	V8		F Stock (FS)
Mercury	LN-7			H Stock (HS)
Mercury	Lynx			H Stock (HS)
Mercury	Merkur			G Stock (GS)
Mercury	Milan	4-cyl		H Stock (HS)
Mercury	Milan	V6		G Stock (GS)
Mercury	Montego			G Stock (GS)
Mercury	Mystique	4-cyl		H Stock (HS)
Mercury	Mystique	V6		G Stock (GS)
Mercury	Sable			H Stock (HS)
Mercury	Scorpio			H Stock (HS)
Mercury	Topaz	4-cyl		H Stock (HS)
Mercury	Topaz	V6		G Stock (GS)
Mercury	Tracer			H Stock (HS)
Mercury	XR4Ti			G Stock (GS)
MG	MGA			H Stock (HS)
MG	MGB			H Stock (HS)
MG	MGC			H Stock (HS)
MG	Midget			H Stock (HS)
MINI	Cooper (non-S)		2002-13	H Stock (HS)
MINI	Cooper Clubman (non-S)		2008-13	H Stock (HS)
MINI	Cooper Clubman John Cooper Works		2009-13	D Stock (DS)
MINI	Cooper Clubman S			D Stock (DS)
MINI	Cooper Countryman			**not eligible**
MINI	Cooper Coupe (non-S)		2012-13	H Stock (HS)
MINI	Cooper Coupe John Cooper Works		2013	D Stock (DS)
MINI	Cooper Coupe S		2013	D Stock (DS)
MINI	Cooper John Cooper Works		2006-13	D Stock (DS)
MINI	Cooper S			D Stock (DS)
MINI	Cooper S JCW		2002-05	**not eligible**
Mitsubishi	3000 GT	non-turbo		G Stock (GS)
Mitsubishi	3000 GT Turbo			F Stock (FS)
Mitsubishi	Cordia			H Stock (HS)
Mitsubishi	Eclipse	non-turbo		H Stock (HS)
Mitsubishi	Eclipse		2000-12	G Stock (GS)
Mitsubishi	Eclipse Turbo (AWD)			D Stock (DS)
Mitsubishi	Eclipse Turbo (FWD)			G Stock (GS)
Mitsubishi	Galant	4-cyl, non-turbo		H Stock (HS)
Mitsubishi	Galant	V6		G Stock (GS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Mitsubishi	Galant VR4			G Stock (GS)
Mitsubishi	Lancer	non-turbo		H Stock (HS)
Mitsubishi	Lancer Evolution		2003-13	B Stock (BS)
Mitsubishi	Lancer Ralliart		2009-13	D Stock (DS)
Mitsubishi	Mirage			H Stock (HS)
Mitsubishi	Precis			H Stock (HS)
Mitsubishi	Premier			H Stock (HS)
Mitsubishi	Starion	non-turbo		H Stock (HS)
Mitsubishi	Starion Turbo			G Stock (GS)
Mitsubishi	Tredia			H Stock (HS)
Morgan	4/4			E Stock (ES)
Morgan	Plus 4			E Stock (ES)
Morgan	Plus 8			C Stock (CS)
Nissan	200SX	4-cyl, non-turbo		H Stock (HS)
Nissan	200SX	V6		G Stock (GS)
Nissan	200SX	Turbocharged 4-cyl		G Stock (GS)
Nissan	240SX			G Stock (GS)
Nissan	300ZX	non-turbo	1984-89	G Stock (GS)
Nissan	300ZX	non-turbo	1990-96	F Stock (FS)
Nissan	300ZX Turbo		1984-90	F Stock (FS)
Nissan	300ZX Turbo		1990-96	C Stock (CS)
Nissan	350Z		2003-09	C Stock (CS)
Nissan	370Z (non-NISMO)		2009-13	C Stock (CS)
Nissan	Altima		2002-13	G Stock (GS)
Nissan	Altima			H Stock (HS)
Nissan	GT-R		2009-13	**not eligible**
Nissan	Juke			**not eligible**
Nissan	Maxima		1992-2013	G Stock (GS)
Nissan	Maxima, NOC			H Stock (HS)
Nissan	MISMO 370Z		2009-13	B Stock (BS)
Nissan	NX1600			H Stock (HS)
Nissan	NX2000		1991-93	G Stock (GS)
Nissan	Pulsar			H Stock (HS)
Nissan	Sentra	2.0L	2000-01	G Stock (GS)
Nissan	Sentra SE-R		1991-94	G Stock (GS)
Nissan	Sentra SE-R		2002-12	G Stock (GS)
Nissan	Sentra SE-R Spec V		2002-12	G Stock (GS)
Nissan	Sentra, NOC		1982-2013	H Stock (HS)
Nissan	Stanza			H Stock (HS)
Nissan	Versa		2007-13	H Stock (HS)
Oldsmobile	442 HO W-41 (Sports package option)			**not eligible**
Oldsmobile	Calais W41			G Stock (GS)
Opel	1100			H Stock (HS)
Opel	1900			H Stock (HS)
Opel	GT			H Stock (HS)
Opel	Isuzu			H Stock (HS)
Opel	Manta			H Stock (HS)
Peugeot	405			H Stock (HS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Peugeot	405 Mi16		1989-92	G Stock (GS)
Peugeot	505		1979-91	G Stock (GS)
Pininfarina	2000			H Stock (HS)
Plymouth	Acclaim	non-turbo		H Stock (HS)
Plymouth	Acclaim	Turbocharged 4-cyl		G Stock (GS)
Plymouth	Acclaim	V6		G Stock (GS)
Plymouth	Arrow			H Stock (HS)
Plymouth	Champ			H Stock (HS)
Plymouth	Colt			H Stock (HS)
Plymouth	Horizon			H Stock (HS)
Plymouth	Laser	non-turbo		H Stock (HS)
Plymouth	Neon		1995-99	G Stock (GS)
Plymouth	Neon		2000-2001	H Stock (HS)
Plymouth	Prowler			C Stock (CS)
Plymouth	Sapporo			H Stock (HS)
Plymouth	Scamp			H Stock (HS)
Plymouth	Sundance	non-turbo		H Stock (HS)
Plymouth	Sundance	Turbocharged 4-cyl		G Stock (GS)
Plymouth	Sundance	V6		G Stock (GS)
Plymouth	TC3			H Stock (HS)
Plymouth	Turismo			H Stock (HS)
Pontiac	Fiero	4-cyl		H Stock (HS)
Pontiac	Fiero	V6		E Stock (ES)
Pontiac	Firebird	4-cyl		H Stock (HS)
Pontiac	Firebird	inline-6		H Stock (HS)
Pontiac	Firebird	V6		G Stock (GS)
Pontiac	Firebird	V8		F Stock (FS)
Pontiac	Firebird Firehawk			**not eligible**
Pontiac	Firebird Formula WS6 (including 1LE)		1998-2002	F Stock (FS)
Pontiac	Firebird Trans Am WS6 (including 1LE)		1998-2002	F Stock (FS)
Pontiac	Firebird WS6 (Level 1 & Level 2 suspension)		1993-2002	**not eligible**
Pontiac	G5	2.2L	2007-09	H Stock (HS)
Pontiac	G5 GT	2.4L	2007-08	G Stock (GS)
Pontiac	G8	V6	2008-09	G Stock (GS)
Pontiac	G8 , NOC	V8	2008-09	F Stock (FS)
Pontiac	GTO		2004-06	F Stock (FS)
Pontiac	LeMans (FWD)		1988-93	H Stock (HS)
Pontiac	Solstice (non-GXP)		2006-09	C Stock (CS)
Pontiac	Solstice GXP		2007-09	B Stock (BS)
Pontiac	Sunfire			H Stock (HS)
Pontiac	T-1000			H Stock (HS)
Pontiac	Trans Am Turbo	V6		F Stock (FS)
Pontiac	Vibe			H Stock (HS)
Porsche	968			C Stock (CS)
Porsche	356 (non-Carrera)			H Stock (HS)
Porsche	356 Carrera (4-cam)			C Stock (CS)
Porsche	911 (993 chassis)	non-turbo	1995-98	B Stock (BS)
Porsche	911 (996 chassis)		1998-2005	A Stock (AS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Porsche	911 (997 chassis)			Super Stock (SS)
Porsche	911 Club Sport			C Stock (CS)
Porsche	911 GT2		2002-05	**not eligible**
Porsche	911 GT3 (996 chassis)			Super Stock (SS)
Porsche	911 GT3 (997 chassis, non-RS)			Super Stock (SS)
Porsche	911 GT3 RS (997 chassis)			**not eligible**
Porsche	911 Turbo (930 chassis)		1974-89	Super Stock (SS)
Porsche	911 Turbo (996 chassis)			**not eligible**
Porsche	911 Turbo AWD			**not eligible**
Porsche	911, NOC	non-turbo		C Stock (CS)
Porsche	912			H Stock (HS)
Porsche	914			C Stock (CS)
Porsche	924 (non-S)	Audi		H Stock (HS)
Porsche	924 Turbo	Audi	1979-81	E Stock (ES)
Porsche	924S			E Stock (ES)
Porsche	928			C Stock (CS)
Porsche	944	16v		C Stock (CS)
Porsche	944	8v		E Stock (ES)
Porsche	944 Turbo			C Stock (CS)
Porsche	Boxster (986 chassis, non-S)		1997-2004	C Stock (CS)
Porsche	Boxster (non-S)		2005-08	B Stock (BS)
Porsche	Boxster (non-S, non-Spyder)		2009-13	A Stock (AS)
Porsche	Boxster S		2005-08	A Stock (AS)
Porsche	Boxster S		2009-13	Super Stock (SS)
Porsche	Boxster S (986 chassis)		2000-04	B Stock (BS)
Porsche	Boxster Spyder		2012	Super Stock (SS)
Porsche	Carrera 2 (964 chassis)			C Stock (CS)
Porsche	Carrera 4 (964 chassis)			C Stock (CS)
Porsche	Cayman (non-R, non-S)		2009-12	A Stock (AS)
Porsche	Cayman (non-S)		2005-08	B Stock (BS)
Porsche	Cayman R		2012	Super Stock (SS)
Porsche	Cayman S		2006-08	A Stock (AS)
Porsche	Cayman S		2009-12	Super Stock (SS)
Renault	NOC			H Stock (HS)
Saab	900	V6	1994-97	G Stock (GS)
Saab	9-2X Aero	Turbocharged 2.0L		D Stock (DS)
Saab	9-2X Linear	2.5L		G Stock (GS)
Saab	NOC	Turbocharged		G Stock (GS)
Saab	NOC			H Stock (HS)
Saleen	Mustang	non-supercharged		B Stock (BS)
Saleen	Mustang SC			**not eligible**
Saturn	Astra			H Stock (HS)
Saturn	Ion			H Stock (HS)
Saturn	ION Redline			G Stock (GS)
Saturn	L Series	4-cyl		H Stock (HS)
Saturn	L Series	6-cyl		G Stock (GS)
Saturn	NOC	8v		H Stock (HS)
Saturn	NOC	DOHC		H Stock (HS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Saturn	Sky	non-turbo	2006-09	C Stock (CS)
Saturn	Sky Redline			B Stock (BS)
Scion	FR-S			C Stock (CS)
Scion	iQ			**not eligible**
Scion	tC		2005-13	H Stock (HS)
Scion	xA			H Stock (HS)
Scion	xB		2004-06	**not eligible**
Scion	xB		2008-12	H Stock (HS)
Shelby	Charger	non-turbo		H Stock (HS)
Shelby	Charger GLH-S		1987	E Stock (ES)
Shelby	Cobra			B Stock (BS)
Shelby	GT350		1965-70	F Stock (FS)
Shelby	GT500		1967-70	F Stock (FS)
Subaru	BRZ			C Stock (CS)
Subaru	Forester 2.5XT			D Stock (DS)
Subaru	Impreza 2.5	non-turbo		G Stock (GS)
Subaru	Impreza WRX (non-STI)			D Stock (DS)
Subaru	Impreza WRX STI		2004-13	B Stock (BS)
Subaru	Impreza WRX STI Special Edition		2010	B Stock (BS)
Subaru	Impreza, NOC			H Stock (HS)
Subaru	Legacy 2.5GT		2005-12	D Stock (DS)
Subaru	Legacy, NOC			H Stock (HS)
Subaru	NOC			H Stock (HS)
Subaru	Sedan	Turbocharged		H Stock (HS)
Subaru	SVX			G Stock (GS)
Sunbeam	Alpine	4-cyl		H Stock (HS)
Sunbeam	Tiger			E Stock (ES)
Suzuki	Esteem			H Stock (HS)
Suzuki	Forenza			H Stock (HS)
Suzuki	Kizashi		2010-13	H Stock (HS)
Suzuki	Samurai			**not eligible**
Suzuki	Sidekick			**not eligible**
Suzuki	Swift			H Stock (HS)
Suzuki	SX4 Sedan		2007-2013	H Stock (HS)
Tesla	Roadster		2008-12	Super Stock (SS)
Toyota	Camry	4-cyl		H Stock (HS)
Toyota	Camry	V6	1988-91	H Stock (HS)
Toyota	Camry	V6	1992-2013	G Stock (GS)
Toyota	Celica (RWD)			H Stock (HS)
Toyota	Celica All-Trac Turbo			G Stock (GS)
Toyota	Celica GT		1994-2005	G Stock (GS)
Toyota	Celica GTS		2000-03	G Stock (GS)
Toyota	Celica GT-S		1986-93	G Stock (GS)
Toyota	Celica ST		1994-99	G Stock (GS)
Toyota	Celica, NOC (FWD)			H Stock (HS)
Toyota	Corolla			H Stock (HS)
Toyota	Cressida			H Stock (HS)
Toyota	Echo			H Stock (HS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Toyota	Matrix			H Stock (HS)
Toyota	MR2	non-turbo	1985-95	E Stock (ES)
Toyota	MR2 Spyder			C Stock (CS)
Toyota	MR2 Supercharged			C Stock (CS)
Toyota	MR2 Turbo			C Stock (CS)
Toyota	Paseo			H Stock (HS)
Toyota	Prius			H Stock (HS)
Toyota	Starlet			H Stock (HS)
Toyota	Supra	non-turbo	1993-98	F Stock (FS)
Toyota	Supra		1979-81	H Stock (HS)
Toyota	Supra		1982-86	G Stock (GS)
Toyota	Supra		1986½-92	G Stock (GS)
Toyota	Supra Turbo		1987-92	F Stock (FS)
Toyota	Supra Turbo		1993½-98	B Stock (BS)
Toyota	Tercel			H Stock (HS)
Toyota	Yaris			H Stock (HS)
Triumph	GT6			H Stock (HS)
Triumph	Spitfire			H Stock (HS)
Triumph	Stag			F Stock (FS)
Triumph	TR2			H Stock (HS)
Triumph	TR250			H Stock (HS)
Triumph	TR3			H Stock (HS)
Triumph	TR4			H Stock (HS)
Triumph	TR4A			H Stock (HS)
Triumph	TR6			H Stock (HS)
Triumph	TR7			H Stock (HS)
Triumph	TR-8			E Stock (ES)
TVR	8-cyl engine			C Stock (CS)
TVR	NOC	4-cyl		E Stock (ES)
TVR	NOC	inline-6		E Stock (ES)
TVR	NOC	V12		E Stock (ES)
TVR	V6 engine			C Stock (CS)
Volkswagen	Beetle	2.0L		H Stock (HS)
Volkswagen	Beetle	Turbocharged 1.8L		G Stock (GS)
Volkswagen	Corrado			G Stock (GS)
Volkswagen	Dasher			H Stock (HS)
Volkswagen	Fox			H Stock (HS)
Volkswagen	Golf	16v		G Stock (GS)
Volkswagen	Golf	8v		H Stock (HS)
Volkswagen	Golf	TDI		H Stock (HS)
Volkswagen	Golf	Turbocharged 1.8L		G Stock (GS)
Volkswagen	Golf	VR6 24v		G Stock (GS)
Volkswagen	Golf R		2012-13	D Stock (DS)
Volkswagen	GTI	16v		G Stock (GS)
Volkswagen	GTI	8v		H Stock (HS)
Volkswagen	GTI	Turbocharged 1.8L		G Stock (GS)
Volkswagen	GTI	VR6 24v		G Stock (GS)
Volkswagen	GTI		2006-13	G Stock (GS)

2013 SCCA Solo Stock Category - Classification by Manufacturer

Volkswagen	Jetta	16v		G Stock (GS)
Volkswagen	Jetta	2.5L	2005-13	H Stock (HS)
Volkswagen	Jetta	8v		H Stock (HS)
Volkswagen	Jetta	TDI		H Stock (HS)
Volkswagen	Jetta	Turbocharged 1.8L		G Stock (GS)
Volkswagen	Jetta	Turbocharged 2.0L	2006-13	G Stock (GS)
Volkswagen	Jetta	VR6 24v	2002-05	G Stock (GS)
Volkswagen	New Beetle	non-turbo		H Stock (HS)
Volkswagen	New Beetle	Turbocharged 1.8L		G Stock (GS)
Volkswagen	NOC	air-cooled		H Stock (HS)
Volkswagen	NOC	diesel		H Stock (HS)
Volkswagen	NOC	Turbocharged 1.8L	2002-06	G Stock (GS)
Volkswagen	NOC (FWD)	VR6		G Stock (GS)
Volkswagen	Passat	4-cyl, non-turbo		H Stock (HS)
Volkswagen	Passat	Turbocharged 1.8L		G Stock (GS)
Volkswagen	Passat	V6		G Stock (GS)
Volkswagen	Passat	W8		G Stock (GS)
Volkswagen	Quantum			H Stock (HS)
Volkswagen	R32 (Golf chassis)			D Stock (DS)
Volkswagen	Rabbit			H Stock (HS)
Volkswagen	Scirocco	16v		G Stock (GS)
Volkswagen	Scirocco	8v		H Stock (HS)
Volvo	C30			G Stock (GS)
Volvo	NOC	Turbocharged		G Stock (GS)
Volvo	NOC			H Stock (HS)
Volvo	P1800			H Stock (HS)
Volvo	S60R			G Stock (GS)
Volvo	V70R			G Stock (GS)
Yugo	(all)			H Stock (HS)
	Convertible, NOC (sedan-derived)	V8		F Stock (FS)
	Pickup truck, NOC	V8		F Stock (FS)
	Pickup truck, NOC (RWD)			H Stock (HS)
	Sedan, NOC	V8		F Stock (FS)