

FASTRACK® NEWS

OFFICIAL SCCA MEMBER NOTIFICATION

EFFECTIVE FIRST DAY OF THE COVER MONTH: MAY 2003

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GENERAL

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA March 3, 2003

The Board of Directors, Sports Car Club of America, Inc. met by conference call on March 3, 2003. The following members participated: Tom Campbell, Chairman; Charlie Clark, Brian Holtz, John Martinsen, Phil Mellor, Ken Patterson, Gary Pitts, Andy Porterfield, Bob Schader, Dan Sherrod, Erik Skirmants, Bill Weston and Kathy Barnes. Steve Johnson, President and CEO of SCCA, Inc. and Kurt Weiss, Chairman of the Competition Board also participated.

MOTION: To approve the Minutes of the February 5-9, 2003 Board of Directors meeting. (Porterfield/Weston) PASSED.

PRESIDENT'S REPORT

Steve Johnson gave the Board an update on enhancements which had been made to the SCCA web site. He advised the Board that there will be on-going changes to the site throughout the spring. The Convention evaluation forms have been reviewed and planning is underway for the 2004 National Convention. The budget has been sent to the Budget and Finance committee.

Next week SCCA will be hosting a safety symposium which will include staff, program board heads and specialists who have been working with the SCCA as well as other sanctioning bodies.

CLUB RACING

MOTION: To appoint Bill Pichardo to be 2003 National Administrator of Flag and

Communications. (Mellor/Porterfield) PASSED.

Southwest Division had scheduled six National races for the 2003 season, one of them to be conducted by South Texas Border Region at Cabiness Naval Air Station in Corpus Christi, Texas on the April 12-13 weekend. Due to the current level of alert all civilian activities at that site have been stopped until further notice. At this time efforts are underway to schedule a second Double National.

MOTION: To grant a waiver to SWDiv a waiver of GCR Section 3.4.3.I.1 to conduct a second Double National in the 2003 season. All racing regions are agreed to this waiver. (Sherrod/Barnes)

Should it not be possible to schedule the second Double National, the Division requests the following:

MOTION: To grant a waiver to GCR 3.17.2.A. to allow the division to schedule only 5 National races in 2003. (Sherrod/Schader) PASSED.

Dan Sherrod will keep the Board advised of which of these motions will be implemented.

MOTION: That the Board of Directors affirm the policy which has been in place for the last seven years that there will be no waivers granted to members for the Runoffs®. (Barnes/Sherrod) PASSED.

In response to member concerns raised by the specification changes for the FP MGB published in the April 2003 *FasTrack*, the Board asked Kurt Weiss, Chairman of the Competition Board to review the process followed for both the classification of the car and changes in specifications. In the January issue of *FasTrack*, the car was given an additional classification in FP. The April issue of *FasTrack* contained Minutes from meetings in December 2002, January 2003 and February 2003. In Minutes from the January meeting, two items regarding specifications for the car were tabled for investigation. At its February meeting, the Competition Board changed specifications based on their investigations. Those changes were published in the Technical Bulletin 03-04. The Competition Board acknowledged that it erred in responding to the original proposal to classify the car in F Production. Specifically, it erred by its lack of research for the specifications assigned to the car in F Production. It was considered preferable to make the specification changes now rather than in the middle of the season.

MOTION: Based on the time of season and the effect on competitors the Board of Directors rescinds Technical Bulletin TB 03-04 Item 1 in FP and directs the Competition Board to continue the process of obtaining additional technical data and member input on the matter.

(Skirmants/Pitts) FAILED. Martinsen, Pitts, Porterfield, Schader, Weston, Skirmants voted in favor.

The Board of Directors understands the impact this decision has on those competitors who chose to build their MGBs to the originally published F Production specifications as well as acknowledging the concerns raised by those who have chosen to compete in F Production with other cars.

SCCA PRO RACING

The Board has received inquiries from members who question the format that the Pro Spec Racer Series has taken. The scheduling of that semi-pro series has been done with the consideration that the series would have better financial performance with the new format. The board was advised that the fees paid by some series for events held on major professional racing weekends do not fit with the budget of SCCA Pro Racing's semi-pro series

OLD BUSINESS

Tom Campbell will review the proposed slate of Directors for the SCCA Foundation. They will be presented to the Board at a later meeting.

John Martinsen gave an update on the Court of Appeals process review which they have started.

NEW BUSINESS

The Board discussed the need for recognition of the contributions of our members on all program boards and in field staff positions. Ken Patterson passed along a suggestion regarding recognition of our members' for acts of heroism outside of SCCA.

Tom Campbell requested that Steve Johnson look into an appropriation for work with the SCCA archives.

MOTION: To adjourn. (Martinsen/Schader) PASSED.

Respectfully submitted,

Kathleen Barnes, Secretary

CLUB RACING

COMPETITION BOARD MINUTES SPORTS CAR CLUB OF AMERICA February 25, 2003

The Competition Board met via conference call on February 25, 2003. Participating were: Kurt Weiss, Chairman; Tom Howen, Kevin Kloepfer; Bob Dowie, Jim Leithauser, Bob Lybarger, Jim Rogaski, Secretary. Also participating were: Kathy Barnes, Phil Mellor, BoD Liaisons; Andy Porterfield, Area Director; Ken Brown, Director of Technical Services; Phil Clarke, Director of Club Racing; Jim Brown, Assistant to Director of Technical Services; Jeremy Thoennes, Technical Manager Club Racing.

In addition to those items covered in Technical Bulletin 03-05, the following decisions were made:

PROPOSED RULE CHANGES or CAR RECLASSIFICATIONS. The following subjects will be referred to the Board of Directors for approval. Comments, both for and against, should be addressed to the Competition Board.

GCR & SPORTS RACER

SPEC RACER FORD

Item 1. The contractual requirement for inclusion of the product name "Ford" in the description of the Spec Racer Ford expires during the 2003 race season. It is the recommendation of the Competition Board to remove the reference of "Ford" from the class name effective 1/1/04. These edits will take place during the development of the 2004 GCR and the rules for the class.

Effective 1/1/04, make the following changes to GCR and SRCS section 17.1.5.D.:

Delete all "Ford" references in describing the car/class.

IMPROVED TOURING

Item 1. The Competition Board has received numerous requests from competitors using late model ABS equipped cars that have deactivated their ABS systems per the GCR and wish to remove the various ABS related components. The Competition Board is recommending, effective 1/1/04, that ABS related components may be removed and/or bypassed.

Effective 1/1/04, add the following language to ITCS section 17.1.4.D.6.c.:

Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.

RECOMMENDATIONS TO THE BoD. The Competition Board provides its input to the Board of Directors on the following items.

None

MEMBER ADVISORIES. The Competition Board has become aware of the following issues and publishes these advisories to alert the membership to the Competition Board's plans regarding these issues.

PRODUCTION

Item 1. The Competition Board is working on a clarification of alternate control arms for limited Preparation Production rules. The proposal/clarification will be in the June *Fastrack*.

TOURING

Item 1. Numerous competitors have submitted requests that since the Touring rules allow for a maximum of 2 degrees of negative camber that suspension components be allowed to be substituted for alternative components in order to achieve the maximum allowance. The requests have come for several types of vehicles competing in the classes such as Porsche, BMW, and Chevrolet Camaro.

The Competition Board is requesting

input from the membership on allowing the addition and/or substitution of components for the sole purpose of achieving a maximum of 2 degrees negative camber.

SHOWROOM STOCK AND TOURING

Item 1. The Competition Board would like to respond to the input they have been receiving regarding the extension of car eligibility to 10 years but with an automatic 3% weight penalty for cars older than 7 years. The Competition Board is putting out for member input the concept of repealing the automatic 3% weight penalty. However, it will still reserve the right to make competition adjustments appropriate for the classes to encourage newer model participation.

AMERICAN SEDAN

Item 1. The Competition Board is actively working with the American Sedan Advisory Committee on a proposal that is intended to address the reliability of lower ends in American Sedan cars. The proposal will be in the June *Fastrack*.

The following items have been REFERRED to their respective advisory committees or TABLED pending receipt of additional information.

PRODUCTION

1. Classify Lotus Europa Twin Cam in Production Category. (Bartlett) Tabled for future consideration.

2. Classify Datsun 280Z in Production Category. (Sabatello) Tabled for future consideration.

EP

1. Input on Mazda Miata solid lifter issue that is out for member input. (Heintzman) Tabled for further member input.

GT

1. Classify Hyundai Tiburon in GT category. (Pillar) Tabled to advisory committee to research engine specifications.

IMPROVED TOURING

1. Reclassify Chrysler Neon. (Petersen) Tabled to see the results of member input item regarding IT competition adjustments.

The following items are NOT RECOMMENDED for implementation at this time.

PRODUCTION

1. Allow use of heim joints in limited preparation suspension setups. (Tippett) The purpose of limited prep rules is to keep the cost of constructing a car down.

2. Allow any valve that is the same diameter, any valve springs, and keepers, as well as any type of valve job on limited preparation rules. (Waldrop) The whole intent of limited preparation rules is to control costs, these allowances would increase the cost of preparing a cylinder head.

EP

1. Allow removal of auxiliary cold start throttle plates in the Mazda RX7 throttle

body. (Weisberg) Requested modification would constitute a competition adjustment.

2. Reconsider allowing larger venturis on the Alfa Romeo Alfetta GT. (Cudahy) The Competition Board still feels that the 34mm venturi size is appropriate for the car.

TOURING

1. Classify 2003 Mitsubishi Lancer EVO in Touring Category. (Ziegler) The car has not met the deadline for providing sufficient production numbers in order to classify in this year. The car will be classified in T2, effective 1/1/04, with the restrictor size and specifications still pending.

T2

1. Reduce the weight of the BMW Mcoupe. (Anderson) The car is competitive as specified.

2. Allow use of Racing Dynamics front strut brace on BMW Mcoupe. (Anderson) No proven need other than as a performance adjustment and as stated earlier, the car is competitive as specified.

3. Allow replacement of factory passenger seat in BMW M Coupe. (Anderson) Requested modification does not meet the class philosophy.

4. Allow use of H&R Springs on 1996-98 Ford Mustang Cobra. (Harding) There will be no performance enhancing adjustments to cars older than 5 years per the new eligibility rules.

5. Allow use of 245/40 front tire on Porsche Boxster S. (Ziegler) Car is competitive as specified.

SHOWROOM STOCK

SSB

1. Allow Chevrolet Camaro V6 to use Koni 8242 shocks and alternative springs. (Payageau) Not consistent with new SS rules where no performance kits components will be added.

2. Let the 2003 Acura RSX Type S use the performance package from the factory. (Skultey) Not consistent with new SS rules where no performance kits components will be added.

SSC

1. Add offset front camber adjustment bolts, alternate rear shock rubber bumpers, and a sport spring kit for the Acura RSX. (Curnutt) Not consistent with new SS rules where no performance kits components will be added.

2. Allow 1995-99 Dodge Neons to run 15X6 inch and 205 tires. (Leonard) The group of model years requested spans the 5-year or older, no performance enhancement adjustments rule recently enacted as well as the no performance kit components being added rule.

IMPROVED TOURING

1. Classify the 1993-96 Toyota Non-Turbo Supra in an IT class. (Henderson, O'Connor) The car has too great of a performance potential for ITS, however if competition adjustments should become an option in the future, we would be willing to

review this request again.

2. Allow commercially available camber adjustment components that substitute for stock non-adjustable components in IT. (Blaney) There is sufficient latitude within the current rules for camber adjustment.

3. Allow removal of heater cores in IT Category. (Davis) The current rules are sufficient as written.

ITS

1. Remove the BMW 325 E36 from ITS or increase its weight. (Bettencourt) Competition adjustments are not currently allowed. However, should the rule change we would be willing to revisit this issue.

The following items have been previously addressed, are submitted for information only, or require no further action by the Competition Board.

GCR

1. Clarify the requirement for fuel testing ports on Showroom Stock cars that do not have factory-installed fuel sampling ports. (Ewing) GCR 17.4.2 states that fuel rails may be modified to meet this requirement.

2. Review closed car roll cage construction rules for adequate helmet clearance. (DeRonne) Closed car roll cage rules are appropriate as written.

3. Put all of the competition rule books (Club Racing, Solo, Rallye, etc) into one CD-ROM. (Halstead) Thank you for your input we have forwarded the concept to the National Staff.

4. Supports the waving of the Black Flag during a Black Flag All situation and would recommend making it mandatory rather than discretionary. (Roland) Thank you for your input.

PRODUCTION

1. Change PCS rules so that cars with independent rear suspensions can relocate their differentials in order to improve driveshaft u-joint angles. (Dennis) Rules are adequate as written.

2. Clarify the fuel cell installation rules in Production category. (Horner) No rule change necessary, National Staff to contact the competitor and clarify installation allowances.

EP

The Competition Board would like to apologize to Mr. Madsen, who had submitted a competition adjustment request for the Porsche 944 classified in EP. Through an editing error, his request was incorrectly characterized as a reclassification in minutes of the January meeting. However, the response was and is still appropriate that the car's specifications are correct as specified.

FP

1. Clarify whether the several Carburetor modifications described in inquiry are legal modifications. (Flescher) Please reference GCR section 13.9 for the proper way to submit rules interpretations.

2. Remove 5 speed transmission from MGB recently classified in FP. (Early) Alternate 5 speed transmission was

removed in a previous Technical Bulletin.

3. Make competition adjustments to the recently classified MGB. (Flescher, Snow) Changes made in a previous Technical Bulletin.

GP

1. Reduce weight of the Volkswagen Rabbit Gti in GP. (Linerud) Changes made in a previous Technical Bulletin.

GT

1. Classify the 1988 Honda Civic Hatchback 1493cc 4V in GT4. (Cartwright) The car is already classified in GT4 with the requested engine listed as an alternate.

TOURING

1. Use 285lbs for the drivers weight when calculating car weights. (White) Research shows that the average drivers weight is within 3% of the current figure being used.

2. Weight car with driver included. (Aquilante, Mixon) Previously addressed as a proposed rule change.

TI

1. There is not a need for an alternative radiator in the Chevrolet Corvette. (Aquilante) Competition Board has reviewed member input contrary to this view.

SHOWROOM STOCK

1. We support the extension of Showroom Stock car's eligibility to 10 years, but do not support the automatic 3% increase of car weights after 7 years. (Various) Thank you for your input.

2. Will cars currently classified cars with "Trunk Kits" be left alone? (Strickland) Cars have been grandfathered as they are in the classes. In order to balance the competition the Competition Board reserves the right to make weight adjustments as necessary.

SSB

1. Reduce the weight on the 2001-03 Mazda Miata. (Sanders) Previously addressed in an earlier Technical Bulletin.

SSC

1. Reduce weight on the Mazda MP3. (Charsley) Previously addressed in an earlier Technical Bulletin.

IMPROVED TOURING

1. Does the exhaust pipe have to exit outside the car in IT? (Finley) The rule states the exhaust must exit away from the car.

2. Clarify the installation requirements for fuel cells in IT. (Finley) The National Staff will contact the competitor and advise him of requirements.

3. Clarify fuel system delivery rules. (Hackman) The fuel system rules are adequate as written.

4. Classify 1997 Honda Prelude in the IT category. (Curnutt) The car was classified last year and is listed in the ITCS specs.

5. Classify the Porsche 944S in the IT Category. (Various) The car was classified in a prior Technical Bulletin.

6. Create a new class called IT2 and/or

change how car weights are determined.

(Amy) There is not a need for a new class in IT at this time. Thank you for your input on car weight calculations.

7. Classify the 1987-89 Volkswagen Jetta GLI 16V in the IT Category. (Burkheimer) The car was classified in a prior Technical Bulletin.

ITS

1. Move Porsche 944 from ITS to ITA. (Various) This is not recommended due to the performance of the 944, However, if competition adjustments should become an option in the future, the Competition Board would be willing to review this request again.

2. Reduce weight of Acura Integra GSR in ITS. (Various) If competition adjustments should become an option in the future, the Competition Board would be willing to review this request again.

ITA

1. Is the cold air induction system on my Mazda RX3 legal? (Susko) Please reference GCR section 13.9 for the proper way to submit rules interpretations.

TECH BULLETIN

DATE: February 25, 2003

NUMBER: 03-05

FROM: Competition Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All page numbers in the following document refer to the 2003.

GCR

1. Section 13.9, p.95 change second sentence to read: "The Chairman of the Stewards program will then convene a first court."

PRODUCTION

1. Section 17.1.1.D.1.e.1, p.8, Clarify by adding the following to the end of the section: "and adjustable cam gears are allowed."

EP

1. Honda Prelude Si, p.43, change specs to read: Weight: 2380.

FP

1. Triumph Spitfire Mk.III, p.80, correct specs to read: Bore & Stroke (in): 2.90 x 2.992

2. Triumph Spitfire Mk.IV, p.80, correct specs to read: Bore & Stroke (in): 2.90 x 2.992 (for 1296cc engine).

GP

1. BMW 1600, p.82, change the choke size on the 40 DCOE sidedraft carbs to 32mm.

HP

1. Classify BLMI Austin/Morris Mini-Cooper as Limited Prep. Add new spec line to PCS p.96-97. BLMI Austin/Morris Mini-Cooper 1275cc. Engine Type: OHV 4cyl., Bore(in) x

Stroke(in): 2.78 x 3.20, Disp.(cc): 1275, Block: Iron, Head/PN: Iron, #12G940, Valves IN & EX(in): 1.406(I), 1.219(E), Carb. No. & Type: (1)1.75" SU side draft, (2) 1.25" SU side drafts, Wheelbase(in): 80.2, Track F&R (in): 52/52, Wheels: 10 or 13x6", Trans. Speeds: 4, Brakes Std.: Factory spec @ all four wheels, Weight: 1500. Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Cylinder head prep per IT specs except that head may be milled to achieve max. comp. ratio. Intake manifold may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valves, keepers, springs, and pushrods to be ferrous-no titanium alloys. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Transmission must use original case and bell housing in the original locations, but internal components are free (no sequential shifting). Competitor must be in possession of factory workshop manual at all competitions. Alternate intake manifold (#CAM-6618).

GT

GT1

1. Section 17.1.2.D.1.e.3., p.8. Add the following after the first sentence: "All Pro cylinder head, part # 270-LM-13 is permitted."

GT2

1. Toyota Celica (RWD only) (2000-) V-6 classified in TB 03-04, add to the specs as follows: Weight(lbs.): 2280.

2. Nissan 350Z (2003), classified in TB 03-01, add to the specs as follows: Bore(mm) x Stroke(mm): 95.5 x 81.4, Disp.(cc): 3498.

3. Nissan/Datsun 240-Z / 260-Z / 280-Z (-1978), p.56, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

4. Nissan/Datsun 280-Z 2+2, p.56, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

5. Nissan/Datsun 280-ZX (1979-), p.56, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

6. Nissan 240-SX, p.56, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

7. Nissan 240-SX / S13, p.56, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

8. Nissan 240-SX / S14, p.56, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

9. Nissan 300-ZX / Z31 (-1989), p.56, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

10. Nissan 300-ZX / Z32 (1990-), p.57, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

GT3

1. Toyota MR-2 (1999-2002), classified in TB 03-01, correct specs as follows: Wheels 7" wide: 13/14/15.

2. Nissan/Datsun 200-SX / S10 (77-79), p.66, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

3. Nissan 200-SX / S11 (80-83), p.66, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

4. Nissan 200-SX / S12 (84-88), p.66, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

5. Nissan 240-SX / S13, p.67, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

6. Nissan 240-SX / S14, p.67, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

7. Nissan/Datsun HL510 / A10, p.67, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

8. Nissan/Datsun 610, p.67, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

9. Nissan/Datsun 710, p.67, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

10. Nissan/Datsun PL510, p.67, add to the specs as follows: Notes: 2003 Nissan 350Z bodywork allowed with wheelbase listed on spec line or 104.3in.

TOURING

T1

1. Dodge Viper RT-10/RT-10 ACR & GT-S / GT-S ACR (97-02) p.20., clarify specs as follows: Tire Size: 275/40 Front, 335/35 Rear.

2. Chevrolet Corvette C-5, Incl. Fxd Cpe (97-00), Z06 (hardtop) (01-03) p.20, add to the specs as follows: Notes: Radiator from Doug Rippie Motorsports P/N 30-695 is permitted, Cage attachment points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates.

T2

1. BMW M Coupe (98-99), p.23, add to specs as follows: Notes: Racing Dynamics sway bars P/N 196.81.36.015 is permitted.

2. Ford Mustang Mach 1 2003, classified in TB 03-03, add to the specs as follows: Wheel Size: 17 X 9 (F&R), Tire Size: 255/45.

3. Nissan 350Z Track Option (2003) classified in TB 03-01, Change specs as follows: include models Touring, Standard,

Track, Weight: 3088, Notes: Nissan oil cooler kit (part # 21300-RSZ33) is permitted, Nissan power steering cooler kit (part # 49790-RSZ30-US) is permitted.

SHOWROOM STOCK

SSB

1. Classify the 2003 Hyundai Tiburon Add new spec line to SSS p.41. Hyundai Tiburon V-6, 2003. Bore(mm) x Stroke(mm) 86.7 x 75/Disp.(cc): 2657, Valves IN & EX(mm): 32(I), 29.4(E), Comp Ratio: 10.1, Wheelbase(mm): 2530, Track F & R (mm): 1490/1490, Wheel Size (inch)/Mat'l: 17 x 7 aluminum, Tire Size: 215/45, Gear Ratios: 3.153, 1.944, 1.333, 1.055, 0.857, 0.704, Final Drive: 4.428, Brakes Std.(mm): (F) 280 x 26.17 vented, (R) 257 x 10.0 solid rear, Weight(lbs.): 3190.

2. Mazda MX-5 / Miata Sport (1999), p.41, change specs as follows: Weight: 2430.

3. Mazda MX-5 / Miata (2000), p.41, change specs as follows: Weight: 2430.

SSC

1. Nissan Sentra SER 2002 p.52, add the model year 2003.

IT

ITA

1. Mitsubishi Eclipse, classified in TB 03-02, correct spec as follows: "Valves Ex(mm) 30.63."

SPORTS RACER

1. Section 17.1.5.D.22., p.36, add sub section hh, " Butler Head Restraint, Enterprises Part # 180267, may be used".

2. Create new section at the end of the Spec Racer Ford Specifications Chassis, p.39, Section K: "Negative camber shall not exceed 5 degrees front and rear".

SOLO

SOLO EVENTS BOARD SPORTS CAR CLUB OF AMERICA February 25, 2003

The Solo Events Board met by conference call February 25th. Attending were SEB members Colan Arnold, Marcus Merideth, Charlie Davis, Paul Brown, Mark Sirota, Mari Clements, Mark Sipe, and Andy Hollis; BOD Liaison Erik Skirmants; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

SOLO II GENERAL ITEMS

The following rule change proposals are submitted for member comment:

ITEM 1) Effective 1/1/2004, replace the third and fourth sentences of Section 3.7 with: "Class letters must be between 25% and 50% of the number size and located adjacent to the numbers. All numbers and letters must be of the same single color and typeface, and in contrast to the background color. Contrast may also be obtained using a second color for a border or field, sized at least 25% of the number stroke."

The SEB is considering changes to

Section 4.7, covering minimum participation levels required for National classes. A specific proposal will appear in an upcoming issue of *Sports Car*.

SOLO II STOCK CATEGORY

The SEB is working on a proposal to clarify the "expendable items" portion of Section 13.0. Specific wording will appear in an upcoming issue of *Sports Car*.

SOLO II STREET PREPARED CATEGORY

The following rule change proposal is submitted for member comment:

ITEM 2) Effective 1/1/2004, add new section 14.2.L as follows: "The OE radio may be removed."

The following class change proposal is submitted for member comment:

ITEM 3) Effective 1/1/2004, move the Triumph TR-8 from ASP to BSP.

The following class listing amendment is submitted for member comment:

ITEM 4) Effective 1/1/2004, change the listings for the Mitsubishi Eclipse/Eagle Talon/Chrysler Laser to reflect the following:

Eclipse ('00+)	DSP
All turbo ('89-'99)	ESP
All non-turbo FWD ('89-'99)	FSP

The previously published proposal to move the Toyota Corolla GTS from FSP to DSP is amended to read as follows: "Move from FSP to DSP: Toyota Corolla GTS ('84-'87) (AE86)

The issue of eccentric bolt usage as an alternative means of obtaining camber adjustment is under study.

SOLO II PREPARED CATEGORY

The following revised version of the PAC's recommended revisions to Section 15 is being submitted here for member comment. Proposed effective date is 1/1/2004.

15. PREPARED CATEGORY

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 Club 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, ask. If the rules do not specifically authorize a modification, it is not permitted.

2. Automobiles submitted for new classification in the Prepared Category shall be series produced in quantities of no less than 3,000 within a 12 month period. Such cars shall be equipped with normal road car equipment and be approved by the E.P.A. and D.O.T. for sale in the United States. Cars currently classed in the Prepared Category not meeting these production requirements will continue to be eligible for competition. The Club may choose not to classify vehicles meeting all these requirements if it deems them unsuitable for inclusion in the Prepared Category.

3. The Club 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 Club 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 supercede the limitations of Section 15.

Cars which are classed by the designation NOC (Not Otherwise Classified) in Appendix A, Prepared Category, are not eligible for competition at the Solo II Nationals, National Tour, or Divisional Events until specifically classified by the SEB. See Prepared Class A for alternate eligibility.

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 by some percentage. **See Section 15.11 for weight adjustments.**

B. Specifications

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

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

2. The Club may recognize certain optional components. Some non-original components may be made mandatory to obtain an adjustment of competition potential. In all cases, these components shall be listed in Appendix A. No permitted or alternate component or modification shall additionally perform a prohibited

function.

3. Requests for alteration, modification, and/or substitution of any specification or component shall be submitted to the Club for approval. The approval process will include, but not be limited to, an analysis of cost, availability, performance impact, rule enforceability, and competitor input.

15.1 Authorized Modifications

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

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

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

Refer to Appendix F for past clarifications of these rules.

15.2 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 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 per-

mitted 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. 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 in. clearance is allowed between modified floor area and exhaust, or modified floor area and driveshaft components.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, fuel carrying lines, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. It must create a sealed bulkhead between engine compartment and driver's compartment. No more than 8 in. clearance is allowed between modified firewall areas and above listed components.

G. Bumpers may be removed providing all projecting hardware is removed except when it (they) are an integral part of the bodywork, in which case it (they) may be replaced with replica(s) of different material. Non integral bumpers may be replaced with a replica of alternate material or removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose.

H. All interior trim, dash boards, gauges, floor covering, carpet and upholstery panels and similar non-performance comfort or convenience items may be removed or replaced.

I. The driver seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin.

J. 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. Roll bars **compliant with** Section 3.3.2 may either be bolted or welded to the vehicle.

L. Windows

1. All windows may be replaced with polycarbonate material. The front windshield shall have a minimum thickness of 1/8 inch. 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 hatch backs 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 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.

N. 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.

O. 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.

P. 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.

Q. The standard O.E.M front spoiler or a non-standard front spoiler may be used. If a non-standard front spoiler is used it must comply with the following requirements: It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward-most part of

the front fender opening (cutout) and shall not be mounted more than four inches 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 four inch 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. When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.

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

1. It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.

2. It is a non-production rear spoiler which is mounted to the rear portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. The angle of attack is free. The spoiler may not function as a wing.

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

1. No part of the fuel tank or fuel cell shall be closer than 6 inches to the ground unless contained within the basic structural frame rails of the car forward of the rear axle. **The fuel tank may be located in either approximately the same location as in the original car, behind the rear axle, or in other locations listed in Appendix A for the specific vehicle. Under no circumstances may the gas tank be located within the driver/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. (sentence deleted)

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

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

U. Component parts of the bodywork, such as hood, fenders, and deck lid may be lightened or replaced by ones of alternate materials, provided the shape is similar to the original and does not confuse the identity of the vehicle. 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 otherwise approved body panels must be removed or disabled.

V. Doors may be lightened, but may not be replaced by ones of alternate materials.

W. All headlights, front parking lights, and front signal lights may be removed. If removed, the openings shall be covered with a wire mesh screen or panel of fiberglass, plexiglass, metal or other non-flammable material. Ducts from headlights, front parking lights, and front signal lights in the front of the car 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.

X. All side marker lights and tail/stop lights may be removed. If removed, the resultant opening must be covered.

Y. Four-wheel drive is prohibited except for the original system installed on the cars.

Y. Spare wheel and tire may be removed.

15.3 Tires

Any tire meeting the Solo II safety requirements is allowed.

15.4 Wheels

A. Any wheel not exceeding the diameter specified in Appendix A is permitted.

B. Any wheel not exceeding the diameter specified in Appendix A is permitted. The width of the rim shall not exceed the maximum width specified in Appendix A.

C. Wheel spacers may be used.

D. Any wheel mounting stud or bolt may be used.

E. The use of center lock wheels and hubs is permitted.

F. 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.

15.5 Shock Absorbers & Springs

A. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.

B. 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.

C. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.

D. 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.

E. 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.

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

G. Electrically controlled active shocks are prohibited.

15.6 Brakes

A. The type of brake is unrestricted. (e.g. drum brakes may be replaced with disc brakes). Brake rotors/drums shall be located in the original position, (e.g. inboard vs. outboard). There is no allowance for converting the parking brake actuation mechanism to one of another type.

B. Brake rotors, drums, and calipers are unrestricted except that they must be made of metal. (e.g., no carbon fiber rotors)

C. Any dual brake master cylinder(s) may be fitted.

D. Any pressure equalizing or proportioning devices are permitted.

E. A servo assist may be added, or a standard servo assist may be modified, removed, or replaced.

F. Any brake pads and/or linings may be used.

G. Any brake lines may be fitted.

H. The hand brake and operating mechanism may be removed.

I. Brake Ducting

1. Brakes may be cooled by the ventilation of backing plates or the fitting of air ducts, provided no unauthorized changes are made in the bodywork for this purpose.

2. Front mounted ducting shall not extend to the side beyond the bodywork, nor forward of the most forward part of the front body panel or spoiler/air-dam.

3. Rear brake ducts shall extend, in a forward direction only, no more than 24 inches from the rear brake discs/drums.

4. Disc brake dust/splash shields may be altered or removed.

J. Active Anti-lock Braking Systems (ABS) may be removed in their entirety. If retained, they must be the OE system installed on the vehicle and must be unmodified.

K. Traction and Stability Control Systems and Devices may be removed in their entirety. If retained, they must be the OE system installed on the vehicle and must be unmodified.

15.7 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.

A. Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

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

15.8 Suspension/Suspension Control

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

riars, 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. 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 from the suspension components.

3. Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. All 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.

4. 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.

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

6. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction **by more than 1"**.

7. The minimum track for all prepared cars is the OE track dimension. (Note: this minimum applies to cars prepared "in excess" of Section 15.)

C. Steering

1. Steering arms, pitman arms, and steering linkage component parts may be modified, reinforced, or substituted. The steering system may be relocated or changed.

2. For model years 1983 and later, a steering column, if modified, shall be a collapsible-type, either by layout design or by column construction. A collapsible type column is one which has a layout and design and/or column structure exhibiting impact and energy-absorbing characteristics, as exemplified by those found in modern factory-original steering systems. A steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is in compliance with this requirement.

3. Any steering wheel and wheel quick release mechanism may be used. Steering wheel rake and steering column length may be altered.

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 messerschmidt joints).

15.9 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 blank-

ing 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.

15.10 Engine & Drive Train

A. Component Modification

1. Original and alternate components of the engine may be lightened, balanced, and modified by any mechanical or chemical means, provided that it is always possible to identify required components as original. Such means include, but are not limited to, shot peening, glass beading, heat treatment or hardening, plating, and milling or otherwise tooling.

2. No material or mechanical extension may be added to any required original component unless specifically authorized by these rules. Any repair performed to a required original component shall clearly serve no other prohibited function. Compression ratio may not be increased via welding of combustion chambers.

B. Induction System - Carburetors

1. The stock carburetor(s) may be used without modification.

2. Carburetor(s) are unrestricted except as limited by 15.10.B.3 and by Appendix A for a specific make/model car.

3. Non stock carburetor(s) - This includes modified stock carburetors.

a) Shall incorporate a butterfly-type throttle plate for engine speed control.

b) Float(s) shall not be removed or altered to produce (a) floatless carburetor(s).

c) Where Weber or Weber-type carburetors are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.

d) Where Weber carburetors are specified in Appendix A, Weber-type carburetors may be substituted. The following are approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.

e) When a maximum size carburetor or venturi is listed in Appendix A, any size carburetor(s) or venturi(s) up to the maximum size is allowed.

f) Unless specified in Appendix A, there is no limitation to the number of carburetors.

g) Where the number of carburetors is specified in Appendix A, that number is the maximum.

C. Induction System - Fuel Injection

1. Fuel injection is allowed, subject to the limitations within 15.10.C and Appendix A.

2. All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following: Cars utilizing fuel injection under this allowance shall use the factory mani-

fold and throttle body. Throttle body bore size shall remain stock. Manifold and throttle body may be ported and polished. The manifold may be cut apart to facilitate this work. When such a disassembly is rewelded, the external dimensions of the manifold shall remain unchanged. The number of injectors shall remain the same as stock and their relative mounting position and injection point shall be unchanged. The fuel injection system is unrestricted except that the original type (electrical, mechanical, etc.) shall be maintained. External throttle linkage to the standard fuel injection may be modified or changed.

3. Non-original Fuel Injection - This includes stock fuel injection modified beyond 15.10.C.2.

a) Shall incorporate a butterfly-type throttle plate for engine speed control. The use of a slide throttle on a non-stock fuel injection system is prohibited.

b) Use of a fuel injection system which is not listed for a specific car in Appendix A, or does not comply with the requirements of 15.10.C.2, will increase minimum weight by 10%.

c) Use of any non-stock fuel injection system which is not the one listed for the specific car in Appendix A, or the use of such a system if only "fuel injection" is specified in Appendix A, will increase the car's required minimum weight by 10%.

D. Induction System - Turbocharged/Supercharged Engines

1. Turbocharging and Supercharging is prohibited except for specific vehicles as listed in Appendix A.

2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than four inches from the compressor inlet and must maintain the specified diameter for at least .5 (half) inch. All inducted air must pass through this restrictor. The diameter for the restrictor unless specified otherwise in Appendix A is 52mm.

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. The type size and model of turbocharger is unrestricted.

E. Induction System - General

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 sys-

tem intake grilles.

2. 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.

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

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

F. The following items apply to all cars having value sizes in their listings (i.e., cars formerly covered by PCS rules):

1. The standard or approved optional carburetor(s) may be modified. The number, model, type, throttle plate and shaft location and bore diameter (as measured at the throttle plate) shall remain as specified. All inducted air shall pass through the venturi(s) of said carburetor(s). All carburetors with restricted venturi(s) must retain such venturi(s) in the original location within the carburetor.

2. Extension to or the addition of material to the exterior of the carburetor body is prohibited. Floats shall not be removed or altered to produce a floatless type carburetor.

3. All carburetors shall retain their standard method of fuel distribution. Utilization or modification of components that effect an annular discharge configuration is prohibited.

4. Original or approved intake manifolds may be ported and polished. If they may be cut apart to facilitate this work. When such a disassembly is rewelded, the external dimensions of the manifold shall remain unchanged.

5. Where a single downdraft carburetor is listed as an alternate, an adaptor may be used to fit the alternate carburetor to the original intake manifold. The adapter may be restricted to the dimensions given for the vehicle.

6. No portion of any intake manifold may extend into the intake ports of the cylinder head or rotary engine end plate. All alternate intake manifolds shall be capable of attachment without modification to the cylinder head or end plate. Port-to-port balance pipes or tubes in all intake manifolds may be plugged or restricted.

7. Any linkage may be used between the throttle and accelerator pedal.

G. The following items apply to cars without value sizes in their listings (i.e. cars formerly covered by GTCS rules):

1. All inducted air shall pass through venturi(s), maximum one (1) per cylinder or rotor.

2. Carburetor and intake manifold are unrestricted except as limited for a specific make/model. All cars with restricted carburetion are required to use individual runner manifolds with no plenums or balance pipes unless otherwise restricted for specific automobiles. Intake manifold(s) shall be

attached to the head(s) without modification(s) to the head(s).

3. Rotary engines: Carburetor and intake manifold are unrestricted except as limited for a specific make/model. All cars with restricted carburetion are required to use individual runner manifolds with no plenums or balance pipes. Intake manifold(s) shall be attached to the end cover(s) or rotor housing(s) without modification to the end cover(s) or rotor housing(s).

4. No portion of the intake manifold(s) may extend into the intake ports (reciprocating and rotary engines).

5. Carburetors must incorporate a butterfly-type throttle control for engine speed control.

6. Where Weber or Weber-type carburetors are specified and used, they must retain their standard configurations of fuel distribution. This is to prevent annular discharge carburetors

Where Weber carburetors are specified, Weber-type carburetors may be substituted. The following are approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.

H. Fuel System

1. Any fuel line(s) may be used. All non stock metal fuel line(s) passing through the passenger compartment shall be made of metal, or of metal 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.

1. 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.

J. Cylinder Head

1. The original or a specified alternate cylinder head shall be used. Any valve guides and valve seats may be used.

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

K. Camshaft and Valve Gear

1. Any camshaft(s) may be used.

2. Cam timing chains, gears, belts, and sprockets are unrestricted.

3. 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.

4. Any metal valves meeting the head diameter specified (if any) in Appendix A may be used. If no maximum valve diameter is specified in Appendix A, valve sizes are unrestricted. Valve springs, valve retainers, keepers, seals and adjustment shims are unrestricted.

5. Valve rocker arms, shafts and attendant assemblies are unrestricted.

6. Pushrods are unrestricted except they must be made of metal.

7. Any cam followers may be used.

8. Any valve covers may be used.

L. Block

1. The block may be rebored no more than 1.2mm (.0472 in) over standard. U.S. produced six-cylinder and V8 engines may be rebored no more than .060 inches over standard. U.S.-produced V6 and V8 engines must use a standard production block for the manufacturer's production street model, or an SCCA-approved heavy-duty version or alternate.

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.

4. The compression ratio may be increased by means of milling the block, and it 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.

M. Pistons and Rods

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

2. Alternate connecting rods made of ferrous material are permitted.

N. Crank and Flywheel

1. 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.

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

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

4. Any clutch is permitted.

5. Any steel or aluminum flywheel is

permitted.

O. Oiling System

1. 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.

2. 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.

3. 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.

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

Q. 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 suppressers may be fitted. Original torque suppressers 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.

R. 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.

S. Cooling System

1. Cooling fan(s) may be modified,

substituted, or removed. Electrically operated cooling fan(s) may be installed, provided it (they) serve no other purpose. The use of any engine, transmission, and/or differential oil coolers(s) is (are) permitted provided it (they) 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 mounted in the engine 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 15. A radiator may be relocated so long as the other applicable items in Section 15 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.

T. Transmission

1. The stock transmission without modification may be used.

2. If a modified stock transmission, or a transmission from another source is used:

a) Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.

b) Electrically-controlled over-drive transmissions are permitted only in those cars which were originally equipped with them.

c) A functional reverse gear is not required. A device for locking out reverse gear may be added.

d) 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.

3. Any shift linkage or means for changing gears may be used except for those which are pneumatic, hydraulic, or electronically controlled.

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

U. Final Drive

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

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

3. Any axle tube, or final drive housing is permitted.

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

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

V. All engine crankcase, and radiator overflow/breather lines shall terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment.

15.11 Other

A. Vehicles prepared in excess of Solo II allowances but prepared up to either the current GTCS, or the current PCS, are permitted to compete. Minimum weight will be the Solo II minimum weight from Appendix A plus any Solo II weight penalties (fuel injection modifications, etc.) Adjustments to minimum weight are calculated by adding the percentages to 1 and multiplying by the minimum weight listed in Appendix A. For example, for a car with non-stock fuel injection, the minimum weight is $(1+.10) = 1.10$ times the minimum weight in Appendix A. **The minimum weight for a car prepared to GTCS specifications with non-stock fuel injection is $(1+.10) = 1.20$ times the minimum weight in Appendix A. Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the weight addition. Example: The minimum weight for a C/Prepared car of 302 cubic inches with non-stock fuel injection and 12" wide wheels is: $2750 \text{ lbs.} \times 1.10 = 3025 \text{ lbs.} + 50 \text{ lbs.} = 3075 \text{ lbs. total.}$** Cars listed in the current GTCS/PCS will conform to the current year GTCS/PCS specifications. An exception to the GTCS will be that open cars are permitted, provided they comply with all provisions of Section 15 pertaining specifically to open cars. An additional exception for all cars will be that the following items listed in the GCR, PCS, or GTCS, while recommended, are not required: 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, braided steel brake lines. For those cars which have been delisted from the current year GTCS/PCS, upon member request the appropriate specifications will be developed and added to Appendix A.

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 GT specifications. The 10% increase in minimum weight does apply to such cars.

B. Data acquisition systems other than those approved by the Solo Events Board may not be used at Divisional, National Tour, or National events. The only approved devices at this time are as follows: RPM recording tachometers, G Analysts, and G-Cube.

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

D. 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.

E. All cars may have towing eyes or straps, one front and one rear, which do not dangerously protrude from the bodywork.

F. Removal of or modification to heating, ventilation, air conditioning, washer/wiper, audio, security, communication, and convenience systems is allowed, provided the modification does not serve another purpose (e.g. an air conditioning compressor may not be modified to serve as a supercharger).

15.12 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 GCR. Compliance with this requirement supersedes the need to comply with 15.12.A.1.

B. At a minimum all vehicles will be equipped with driver restraints meeting Solo II Safety requirements. It is highly recommended that all cars with roll bars/roll cages be equipped with driver restraints

meeting the requirements of the GCR.

C. A scattershield or explosion-proof bell housing complying with GCR section 12.23 is recommended.

The following revised version of the PAC's recommended revisions to Appendix A is being submitted here for member comment. Significant changes are **underlined in bold italics**. Proposed effective date is 1/1/2004.

PREPARED CATEGORY

Prepared Class A

Unlimited carburetion or fuel injection (Section 15.10.B, C. does not apply).

Layout

Make	Model (Variant)	Min. weight.	Wheels Max Diam./Width	Valve Head Diam. Intake/Exhaust (if applicable)	Max. Track Front/Rear (inches)
	Induction System (if applicable)				
	Alternate Specification (if applicable)				

Elva					
Courier					
	1600	1225	15x7		54/55
	1800	1350	15x7		54/55
	ATB 7224 MGA axle housing assembly				
Lotus					
Elan	1470		14x7		64/64
	Alternate head: P/N 26RD0703				
Europa					
	(Renault eng.) 1260		14x7		57/57
	Solex 1-3/8" DIDS A 2 bbl. or one Weber 45 DCOE				
	Cylinder head casting R-16 Renault				
	Fuel cell may be in front trunk				
	(Twin cam) 1470		14x7		64/64
	Two 40 Weber DCOE carburetors with max. 32 mm. venturis				
	Alternate cylinder head: P/N 26RD0703				
Super 7					
	(1340 cc)	1207	14x7		52/52
	(1498 cc)	1286	14x7		52/52
	Wood floorboards may be replaced with metal				
Mazda					
Miata					
	(1600cc)	1650	15x7		58.5/59
	(1800cc)	1750	15x7		58.5/59
Panoz					
GTS	Must use all GT-1 specifications including weight, wheels, track, and tires.				
Pontiac					
Fiero	2300		16X10		64/64
	(GM V6 up to 4.5L)				
Turner					
950S	900		14x7		49/49
	1500	1200	14x7		49/49
	Alternate part: 125 E crankshaft				
TVR					
1800	1350		15x7.5		55/57
	Vacuum brake booster - Comp 17				
V8	2000		16X10		64/64
Other normally-aspirated cars as follows:					
	Up to 5.100 Liters	2000	16x10		
		2050	16x12		
	Over 5.100 Liters	2200	16x10		
		2250	16x12		

Unlimited carburetion or fuel injection (Section 15.10.B, C. does not apply).

Turbocharged or supercharged cars as follows:

Any displacement	2200	16x10
	2250	16x12

Unrestricted turbocharger or supercharger. Section 15.10.C, D. does not apply, however, the number of turbochargers or superchargers may not be changed from that of the original configuration.

Cars competing under this listing which are also classified (specifically listed) elsewhere in the Prepared category must use all other preparation restrictions from the other current Appendix A specifications. NOC (Not Otherwise Classified) cars may only use Section 15 of the Solo II rules for preparation allowances. Front and rear tracks may not be changed more than 2 inches from stock, plus rounding. Fractional track values between 0.01" and 0.49" will be rounded to 0.5", and values between 0.51" and 0.99" will be rounded to 1.0". The provision for NOC cars does not permit models that do not meet the production requirements of **15.A.**

Prepared Class B

** indicates Induction : one four-barrel carburetor restricted to 1-11/16" throttle bore or fuel injection.

* indicates may use maximum 16x12 wheels with additional 50#

Maximum track 70" front and rear.

U.S.-produced V8 and V6 engines are allowed alternate-stroke crankshafts; crank angles must remain stock. Maximum displacement for V8 Small blocks = 366 ci. Maximum displacement for V8 Big blocks = 468 ci. Maximum displacement for six-cylinder engines: 4500 cc. The block may be bored and/or sleeved to achieve allowed displacement.

U.S. produced 6-cyl and 8-cyl engines manufactured by a particular corporation may be interchanged with ones of similar configuration from the same corporation (e.g., a Chevrolet engine would be allowed in a Pontiac). Coolant flow direction is unrestricted. Similar configuration is defined as having the same number and arrangement (i.e. V, Straight, Flat, etc.) of cylinders of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to block mounting surface in the same plane as the standard part.

U.S. Produced 6-cyl and 8-cyl engines may use any ferrous metal (iron) block with the same nominal dimensions for deck height, cylinder bore, cylinder bore center-to-center, and crank centerline to cam centerline as the corresponding standard part. Alternate blocks may not weigh less than the standard part.

Alternate **iron or aluminum** cylinder heads may be used on V-6 and V-8 cars. Any alternate cylinder head(s) used shall be of a conventional design (siamesed intake ports, two valves per cylinder, all valves inline) direct replacement type..

An alternate hood is allowed which has a bulge no more than four inches, measured off of the original base model hood, for induction clearance. The bulge may open to the rear. If the original base model hood has a 2" bulge, then an addition of 2" is allowed, if the base model has a 3" bulge, then 1" is allowed, etc.

Layout

Make	Model (Variant)	Min. weight.	Wheels Max Diam./Width	Valve Head Diam. Intake/Exhaust (if applicable)	Max. Track Front/Rear (inches)
	Induction System (if applicable)				
	Alternate Specification (if applicable)				

Chevrolet					
Corvette					
	(pre-'62)	2500	16x10*		N/A
	** May use Chevrolet 302 or 307 short block				

(63-'82)	2750	16x10*	N/A
May use any two valve per cylinder Chevrolet V-8 engine. May use transverse leaf front spring.			
(84-'96)	2750	16x10*	N/A
** Minimum weight when using ZR-1 engine is 2950 lbs. May use any Corvette engine			
Chrysler/Dodge Turbos			
Conquest	2300	16x10*	N/A
Dodge Viper	3050	16x10*	N/A
** 1-3/8" restrictor plate required			
DeTomaso Pantera	2850	16x10*	N/A
Jaguar XJS	2750	16x10*	N/A
Weber 44 mm. IDF carbs or fuel injection			
Mazda MX 6 GT Turbo	2300	16x10*	N/A
RX 7 Turbo	2200	16x10*	N/A
Multi-carbs or Fuel Injection 12A or 13B motor Alternate specification: non-stock fuel injection, add 175#			
Mitsubishi Starion Turbo	2300	16x10*	N/A
Porsche 928 S	2700	16x10*	N/A
** 4 valve per cylinder head add 200#			
924 Turbo	2100	16x10*	N/A
930 Turbo Carrera	2500	16x10*	N/A
944 Turbo	2200	16x10*	N/A
Fuel Injection Alt. Spec:Transaxle: Hewland KP 300,Block: 944 101 00900 Head: 944 104 02500, Intake: 10C 944 11052P1, Runners: 944 11042701 Throttle body: 944 11004900 Injection pump: 944 091002, Injection nozzles: 912 110212200, Turbo Air Inlet Restrictor: 54 mm.			
Nissan 280 ZX Turbo	2200	16x10*	N/A
Multi-carbs or fuel injection			
300 ZX Turbo (90+)	2200	16x10*	N/A
Three 48mm IDF w/40mm Venturis or NMR fuel injection			
300 ZX (pre-'90)	2200	16x10*	N/A
Multi carbs or fuel injection			
Shelby Cobra	2750	16x10*	N/A
Toyota Supra Turbo	2500	16x10*	N/A
Multi-carbs or fuel injection 4 valve cylinder head			

Prepared Class C

Unless otherwise listed, the minimum weights will be determined from the following tables according to engine type and displacement. Minimum weight is based on actual displacement. The block may be bored and/or sleeved to achieve allowed displacement.

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

U.S. Produced 6-cyl and 8-cyl engines manufactured by a particular corporation may be interchanged with ones of similar configuration from the same corporation (e.g., a Chevrolet engine would be allowed in a Pontiac). Coolant flow direction is unrestricted. Similar configuration is defined as having the same number and arrangement (i.e. V, Straight, Flat, etc.) of cylinders and camshafts(e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bellhousing to block mounting surface in the same plane as the standard part.

U.S. Produced 6-cyl and 8-cyl engines may use any ferrous metal (iron) block with the same nominal dimensions for deck height, cylinder bore, cylinder bore center-to-center, and crank centerline to cam centerline as the corresponding standard part. Alternate blocks may not weigh less than the standard part.

Alternate iron or aluminum cylinder heads may be used on V-6 and V-8 cars. Any alternate cylinder head(s) used shall be of a conventional design (siamesed intake ports, two valves per cylinder, all valves in -line) direct replacement type.

Note: four and six-cylinder engines are allowed unrestricted carburetors. Chevrolet Corvair and Yenko Stinger may modify the original manifold to accommodate alternate carburetion.

V8 engines: one four-barrel carburetor restricted to 1-11/16" throttle bore, unless otherwise noted.

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

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

Note: All vehicles may use 13-16" x 10" wheels unless otherwise specified. Vehicles using greater than 10" wide wheels must add 50# to minimum weight. Maximum track 70" front and rear. (Minimum track sentence removed. Listed in 15.8.B.7.)

An alternate hood is allowed which has a bulge no more than four inches, measured off of the original base model hood, for induction clearance. The bulge may open to the rear. If the original base model hood has a 2" bulge, then an addition of 2" is allowed, if the base model has a 3" bulge, then 1" is allowed, etc.

Layout

Make	Model	Min. weight.	Wheels	Valve Head Diam.	Max. Track
	(Variant)		Max	Intake/Exhaust	Front/Rear
			Diam./Width	(if applicable)	(inches)
	Induction System (if applicable)				
	Alternate Specification (if applicable)				

AMC
AMX
Javelin
Spirit V-8
Gremlin V-8

Chevrolet
Beretta 2450
2.8 L V-6 or 2.3 L Quad 4 engine
Camaro (pre '70)
Camaro ('70-'81)
Camaro ('82-'92)
Camaro ('93+)
Monza
Corvair 1850
Corvair Turbo 1850

Alternate spec: original fuel injection.				
CRX/CRX Si	1488 1725	13x6	27.1mm/32.1mm	58.5/59.5
Carburetion: (1)40DCN, (1)40DCNF, (1)40IDF, 32/36 DGAV, or (2) auto type sidedraft w/ 30mm venturis on IR manifold. Choke 32mm.				
Alternate spec: original fuel injection.				
CRX 1.5 (88-91)	1825	13x6	29mm/25mm	60/60
Carburetion: (1) 40DCN, (1) 40DCNF, (1) 40IDF, 32/36 DGAV, or (2) auto type sidedraft w/30mm venturis on IR manifold. Choke 32mm.				
Alternate spec: original fuel injection.				
Del Sol non-VTEC	1825	14x6		60/60
Carburetion: (2) automotive type sidedrafts with 30mm venturis on I.R manifold				
Alternate spec: original fuel injection				
Lotus				
Seven, 7A				
(948 cc)	1125	14x6	1.16/1.00	52/52
(997 cc)	1125	14x6	1.30/1.20	52/52
(1098 cc)	1325	14x6	1.31/1.60	52/52
Mazda				
Miata/MX-5 (1.6)	1925	13x7	31.0mm/26.2mm	58.5/59
Miata/MX-5 (1.8)	2175	13x7	33.1mm/28.15mm	58.5/59
(1) 40DCOE with 30mm venturis, or (2) automotive type sidedraft with 28mm venturis on I.R. manifold, or original fuel injection.				
Porsche				
356, except Carrera and 1500, 1600				
	1700	16x6	1.57or1.63/1.35	53/53.5
Two 1.5" SU HS-4 or Two SU or Stromberg				
Alternate Parts:644.531.004.10 Aluminum Door and 644.531.003.10 Aluminum door.				
1300	1550	16x6	1.50/1.20	55/54
Two Solex 40 PBIC or 32 PBIC or 32 PBI or 2-32 mm Zenith DD carb.				
914, 1.7 & 1.8 L	1900	16x7	1.55/1.30 or 1.65/1.34	56.5/59
Bosch Fuel Injection 40 mm or Two Solex 40 PII-4 Weber				
40 IDF or Dellorto 40mm.				
Alternate Part: cast iron sleeves				
912 (1600)	1800	16x7	1.50 or 1.57/1.34	57.5/56.5
2 Solex PII-4				
Saab				
Sonett				
(1500)	1600	16x6		60/60
(1600)	1700	16x6		60/60
(1700)	1800	16x6		60/60
Suzuki				
Swift GLX, GTI	1750	14x7		60/60
(2) DCOE type, 45 mm carburetor				
Toyota				
MR2 non-s/c (84-89)	1775	15x7	30.7mm/25.7mm	59.5/59.5
Trunk mounted fuel cell allowed. "Dual Y" manifold required w/single DCOE carb, no plenum or balance tube.				
Starlet	1550	14x6		56/56
Triumph				
Spitfire 1147	1405	14x6	1.30/1.15	53/52
Two 1.25" SU or Stromberg				
Spitfire 1296 MkIII	1550	14x6	1.30/1.17	54/53
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU or one 1.5" CDSE Stromberg or one 1.5" SU.				
Spitfire 1296 MkIV	1550	14x6	1.44/1.17	54/55
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU				

Spitfire 1493	1550	14x6	1.44/1.17	54/55
One 1.5" Stromberg type SU or one 1.5" SU				
Turner				
950	1125	14x6	1.10/1.16	49/49

The following cars are not listed in the 1990 - 1993 GTCS/PCS. Therefore, these cars may only use Section 15 of the SIIR for preparation allowances:

Alpine				
A108	1300	16x6		
1000	1300	16x6		
1100	1300	16x6		
Chevrolet				
Sprint	1100	14x6		
Sprint Turbo	1300	14x6		
Mazda				
GLC, RWD, 1272	1500	14x6		
GLC, RWD, 1415	1600	14x6		
Mitsubishi				
Mirage 1600	1650	14x7		
Porsche				
912E, 1971cc	2000	16x7		

Prepared Class E

All cars in E Prepared may use up to a seven inch width wheel with a diameter up to that specified. If no diameter is specified a maximum diameter of 16" applies.

Weights are determined by engine displacement.

Cars in E Prepared with reciprocating engines must weigh at least 1.05 pound per cc of engine displacement. Increases in displacement resulting from legal overbore are not considered in this calculation.

Cars with Wankel rotary engines must weigh at least .89 pounds per cc of displacement specified.

Regardless of the weight formula above no car may weigh less than 1600 lb. or be required to weigh more than 2300 lb prior to addition of weight penalties defined in Section 15.

Fuel induction is as per Section 15.10.

The following additional cars are legal for E Prepared provided they conform to all accompanying specifications including those of any indicated non-Solo class and/or category:

1. Mazda RX-7, as listed in and prepared only to current SCCA Club Racing E Production specifications. 15.11.B weight penalty does not apply.

2. Datsun 240/260Z, as listed in and prepared only to current SCCA Club Racing E Production specifications. 15.11.B weight penalty does not apply.

3. Honda Prelude ('92-'96), as listed in and prepared only to SCCA Club Racing E Production specifications. 15.11.A weight penalty does not apply.

Layout

Make	Model	Min. weight.	Wheels	Valve Head Diam.	Max. Track
	(Variant)		Max	Intake/Exhaust	Front/Rear
			Diam./Width	(if applicable)	(inches)
	Induction System (if applicable)				
	Alternate Specification (if applicable)				

Acura					
Integra (pre-'89)			16x7		60/60
Two 45 mm automotive-type side draft w/42 mm venturis					
Integra ('90-'93)			16x7		60/60
(2) 45 mm with 38 mm venturis					
Alternate Specifications: 1590 cc engine with (2) 45 mm automotive type carburetors					

Audi Front Wheel Drive, non-Turbo					
4000S ('80-'87)			16x7		60/60

Alfa Romeo					
Alfetta GT			16x7		60/60
Alternate Parts: Cylinder Head: P/N 19510.01053.04. Fuel Injection: SPICA w/40mm butterfly in manifold					

Giulia 1300 & 1300 Ti	16x7		56/56	(2) DCOE type, max.38 mm Venturis Alternate Parts: Engine: L20B with cylinder head P/N 11041-N7120/22010, or 11041-V9182/U0600A, 43 mm Venturis. Hood may be modified for engine clearance but no openings are allowed.
Junior Z	16x7	1.457/1.339	54/56	
1600 GTV	16x7		60/60	
Alternate Part: Fuel Injection: SPICA-1750 & 2000 only, pump - AIBB.4C.S.75				
Giuletta Sprint & Spider	16x7	1.46/1.34	4.5/53.5	200SX/S12 ('84-'88) 16x7 60/60 (2) DCOE type, max. 43 mm Venturis Alternate Parts: Cylinder Heads: 11041-N7120. Engine: L20B, NAPZ.
Sport Sedan	16x7		60/60	
Alternate Cylinder Head: P/N 19510.01053.04 (twin plug) add 100 lbs.				
GTV 1750, 2000	16x7		60/60	200 SX/S10 ('77-'79) 16x7 60/60 (2) DCOE type, max. 43 mm Venturis Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120
Alternate Parts: Fuel Injection: SPICA-1750 & 2000 ONLY. Alternate Cylinder Head: P/N 19510.01053.04 (twin plug) add 100 lbs				
Spyder 2000, 2000 Spyder Veloce (pre-'77)	16x7	1.73/1.57	6.3/54.2	200 SX/S110 ('80-'83) 16x7 60/60 (2) DCOE type, max. 43 mm Venturis, Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 1041-21901, 11041-N7120. Engine: L20B, NAPZ
Alternate Part: Niki Lauda Edition spoiler				
Spider Duetto, 1750 Spider Veloce (pre-'71)	16x7	1.62/1.46	55.7/53.5	240Z 15x7 6.9/56.6 NOTE: Must use PCS for all preparation rules, except weight is as per Appendix A, Prepared Class E without weight adjustment from Section 15.11.B
Alternate Parts: Niki Lauda Edition Spoiler				
Austin-Healey				
100-4	16x7	1.73/1.42	3.5/55.5	260Z 15x7 6.9/56.6 NOTE: Must use PCS for all preparation rules, except weight is as per Appendix A, Prepared Class E without weight adjustment from Section 15.11.B
Alternate Part: Louvered hood				
3000	16x7	1.75/1.56	3.5/54.5	
Austin America	14x7		56/56	PL510 1600/1800 16x7 60/60 Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A,11041-U0602-SV, 11041-21901, 11041-N7120
BMW				
320i	16x7		60/60	PL510 2000 16x7 60/60 Carburetion: 50mm w/50mm venturis. Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A,11041-U0602-SV, 11041-21901, 11041-N7120
Alternate Parts: Bosch K-Jetronic Fuel Injection				
320 1800cc (pre- '80)	16x7		60/60	
2002, 2002TI, 2002TII	16x7		60/60	510/A10 16x7 60/60 (2) DCOE type, max. 43 mm venturis Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
Alternate Parts: Kugel Fuel Injection w/43 mm butterfly				
2000TI	16x7		60/60	
530 I ('75-'78)	16x7		60/60	610 16x7 60/60 (2) DCOE type, max. 43 mm venturis Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
3 Series 8V, 3 Series 16V, M3 (E30)	16x7		60/60	710 16x7 60/60 2) DCOE type, max. 43 mm venturis Alternate Parts: Cylinder Heads: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
(2) DCOE type, 45mm Alternate Parts: Bosch L-Jetronic Fuel Injection				
Chevrolet (and Pontiac, Buick, Oldsmobile and Cadillac Equivalents)				
Cosworth Vega	16x7		60/60	810 16x7 60/60 (3) DCOE type (2 barrell) 42mm venturi
Vega (2300 cc)	16x7		60/60	NX/KB13 (pre- '91) 16x7 60/60 (2) DCOE type, 45mm with max. 42 mm venturis
Chrysler				
Neon	16x7		60/60	Pulsar 16V/KN13 ('87-'90)14x7 60/60 Alternate Parts: Cylinder Head: P/N 11041-15M00. Engine: A14.
One (1) 45mm carburetor.				
Datsun/Nissan				
B210	14x7		60/60	Pulsar/KN12 ('83-'86) 14x7 60/60 Alternate Parts: Cylinder Head: P/N 11041-15M00.
Alternate Parts: Cylinder Head 11041-H2303, 11041-H5704.				
210 (pre- '79)	14x7		60/60	Sentra/B12 1.6 ('87-'90) 14x7 60/60 Alternate Parts: Cylinder Head: P/N 11041-15M00, Engine: L16
Alternate Parts: Cylinder Head 11041-H2303, 11041-H5704.				
B310 1400 (pre- '79)	14x7		60/60	
Alternate Parts: Cylinder Head 11041-H2303, 11041-H5704.				
SPL 310 - U	16x7	1.65/1.26	51.5/50.7	Sentra/B11 ('83-'86) 14x7 60/60 Alternate Parts: Cylinder Head: P/N 11041-15M00
SRL 311 Roadster (2000)	16x7	1.81/1.42	54.7/51.7	Sentra/B13 1.6 (pre- '91) 14x7 60/60 Alternate Part: P/N 11041-H5704
240SX/S13	16x7		60/60	

Dodge				M-6049-A230 with carburetion restricted to (2) DCOE type, 42 mm venturis
Colt (1995 cc)	16x7	60/60		
Daytona/Laser 2.2	16x7	60/60		
(2) DCOE type, max. 43 mm venturis				
Alternate Part: Chrysler EFI				
Omni/Horizon & 024	16x7	60/60		
(2) DCOE type, max. 34 mm venturis				
Shadow 2.2	16x7	60/60		
(2) w/max. 43 mm venturis				
Alternate Parts: Chrysler EFI				
Shelby Charger (pre- '79)	16x7	60/60		
Shelby Charger ('83+)	16x7	60/60		
(2) DCOE type, 45 mm				
Champ (pre- '80)	14x7	60/60		
Fiat				
124 Sport Coupe & Sedan	14x7	60/60		
124 Sport Spider (1438)	14x7	1.64/1.43	57/55.5	
124 Sport Spider (pre- '75)	14x7	1.64/1.43	57/55.5	
124 Sport Spider 1600 & 2000	14x7	57/55.5		
Two Weber 2 bbl. 40 IDF-40IFI 40mm Pri. 40 mm Sec. or two Solex C40P116 or 2000 fuel injection Bosch Jetronic				
128 Coupe SL 1300 & 3P	14x7	56/56		
128	14x7	56/56		
131 Coupe, Sedan & Brava	14x7	60/60		
Abarth 850/750	13x7	1.02'/0.94"	49/49.5	
Alternate Part: Fiat 902 motor				
Ford/Mercury				
Anglia Super	14x7	56/56		
Escort EXP/Lynx/LN7	14x7	60/60		
Escort GT, ZX-2 ('91+)	16x7	60/60		
Escort/Lynx (pre- '81)	14x7	60/60		
Escort GT (pre- '91)	16x7	60/60		
(2) 45 mm max. 42 mm venturis				
Escort Super & 1300 GT	14x7	56/56		
Escort Mexico	14x7	60/60		
Cortina	14x7	60/60		
Fiesta	14x7	60/60		
Festiva	14x7	60/60		
Pinto	16x7	61/61		
Alternate Parts: Spoiler - P/N D9FZ6440555-A; End Piece - P/N D9FZ6428010-A; End Piece - P/N D9FZ6428011-A (2.3L) SVO cylinder head (P/N M-6049-A230) with carburetion restricted to 42mm venturis				
Mustang II, 2300	16x7	60/60		
Alternate Part: (2.3L) SVO cylinder head (P/N M-6049-A230) with carburetion restricted to (2) DCOE type, 42 mm venturis				
Mustang/Capri ('79-'93)	16x7	60/60		
Alternate Part: (2.3L) SVO cylinder head (P/N M-6049-A230) with carburetion restricted to (2) DCOE type, 42 mm venturis				
Mercury Capri (all imported)	14x7	60/60		
Alternate Parts: 2.3 L engine may use SVO cylinder head P/N				
Honda				
Accord (4cyl)	16x7	60/60		
(2) DCOE type, 45 mm				
Alternate Parts: Cylinder Head: 12100-P05-010, 12100-P05-020				
Civic ('84-'87)	14x7	60/60		
(2) DCOE type, 45 mm				
Alternate Parts: Cylinder Head: 12100-PE3-000, 12100-PE0-010, 12100-XA1- 0084. Fuel Injection Honda EFI (1985 model)				
Civic ('88-'91)	16x7	60/60		
Civic ('92-'95)	16x7	60/60		
Civic 1488 ('80-'83)	14x7	60/60		
Alt. Cylinder Head: 12100-664-010, 2 valves per cylinder				
CRX 1488 ('84-'87)	14x7	60/60		
(2) DCOE type, 45 mm carburetor				
Alternate Parts: Cylinder head: 12100-PE3-010. 12100-XA1-0084; Fuel Injection: Honda EFI(1985 model); Mugen Body Parts: Front Bumper/spoiler, front fender, rear fender, rear bumper.				
Civic ('88-'91)	16x7	60/60		
(2) DCOE type, 45 mm				
Civic except DOHC VTEC(96+)	15x7	60/60		
(2) DCOE type, 45 mm				
Civic 1.6 DOHC VTEC (99+)	15x7	60/60		
(2) DCOE type, 45mm w/ 38mm venturis, or stock injection				
CRX ('88-'91)	15x7	60/60		
(2) DCOE type, 45 mm w/38 mm Venturis				
DelSol 1.6 VTEC,				
1.6 DOHC VTEC ('93-'96)	15x7	60/60		
(2) DCOE type 45mm w/ 38mm venturis, or stock injection				
Prelude	16x7	60/60		
(2) 45mm				
Alternate Parts: Cylinder Head - 12100-PC7-000, 12100-PC7-010, 12100- PC7-020				
Isuzu				
Sport Coupe	14x7	60/60		
Two 45 mm side draft				
Jensen Healey	16x7	1.40(2)/1.215(2)	57/56	
Alternate Parts: Cast Iron Sleeves				
Lancia				
Scorpion ('76)	14x7	1.67/1.44	7.5/59	
Fuel cell may be in front trunk. Fabric roof panel may be replaced with alternate materials.				
Mazda				
GLC, FWD	14x7	60/60		
Alternate Part: Cylinder Head: P/N E515-10-100B				
MX-6, non turbo	16x7	60/60		
(2) DCOE type, max. 38 mm venturis				
Alternate Parts: 12A Rotary - no peripheral port 48 IDA w/36 mm venturis				
RX2	16x7	60/60		
48mm IDA with max 38 mm venturis				
Specified Displacement: 2292 cc				
Alternate Specification: no peripheral port				

RX3	16x7		60/60	Saab <u>non-Turbo</u>			
48 mm IDA with max. 36 mm Venturis				99E, CM, EMS, GL, LE	16x7		60/60
Specified Displacement: 2292 cc				Alternate Part: Fuel Injection: Bosch 02.801.500.04, Inlet			
Alternate Specifications : No peripheral port				Manifold-Butterfly			
323	14x7		60/60	900 ('79-)	16x7		60/60
(2) DCOE type, 45 mm sidedraft				Alternate Part: Fuel Injection: Bosch K-Jetronic (C15)			
626	16x7		60/60	Sedan V-4 (pre- '64)	14x7		60/60
2) DCOE type, 40 mm venturis				Alternate Part: IntakeManifold #379050			
RX 7	15x7		60.0/59.0	Saturn	16x7		59/58
NOTE: Must use PCS for all preparation rules, except weight is as per Solo II Rules Appendix A, Prepared Class E without weight adjustment from Section 15.11.				Subaru			
				GL Coupe FWD	14x7		56/56
Mitsubishi				Sunbeam			
Cordia	16x7		60/60	Alpine	14x7	**	55.5/54
Two 45 mm				**Valve Head Dia.:			
Alternate Specifications: No split shift.				Intake: 1.50 or 1.48 or 1.432 or 1.436, Exhaust: 1.21 or 1.18 or 1.172 or 1.176			
Eclipse, <u>FWD</u> non-turbo, 16V & 8V				Toyota (<u>2WD, non-Turbo</u>)			
16x7			60/60	Celica, 4-cyl	16x7		60/60
Two 45mm w/34mm Venturis				Celica GTS ('86-'89)	16x7		64/64
Alternate Specs: SOHC, (2) 45 mm carburetors				Celica GTS ('82-'85)	16x7		64/64
MG				Automotive type carburetion only			
MGA Twin Cam	16x7	1.59/1.44	51/52.5	Corolla 1200	14x7		56/56
Alternate Specification: Allowed to replace wood floorboards with metal				Corolla 1600 SR5 (pre- '75)	14x7		60/60
MG-A 1500, 1600 & 1622	16x7	1.56/1.34	51/52.5	Corolla ('80-'83)	16x7		60/60
Alternate Specs: Intake Valve Dia.Head=1.50, Exhaust Valve Dia. Head=1.28. Allowed to replace wood floorboards with metal				Corolla 1.6 ('84+)	14x7		60/60
MGB, MGB-GT	16x7	1.57 or 1.63/1.3	53/53.5	Corolla SportTwinCam ('85+)	16x7		60/60
Morgan				Alternate Part: Fuel Injection: Nippondenso D-Jetronic			
4/4 Mk 4	16x7	1.37/1.19	51.5/52.5	Corolla Sport Coupe and Liftback ('76-'79)	14x7		60/60
Alternate Specification: Replace wood floorboards with metal				Corolla SR-5, Sport Coupe ('89+)	14x7		60/60
4/4 Mk V	16x7	1.44/1.19	51.5/52.	Alternate Part: Engine 4A-C			
Alternate Specification: Replace wood floorboards with metal				Corolla Sport, Sport Coupe, 8V ('84-'87)	14x7		60/60
Nissan				Paseo	16x7		60/60
810 Maxima	16x7		60/60	(2) DCOE type, max. 42 mm Venturis			
Three (3) two-barrel DCOE carburetors, max. 32mm venturis				Alternate part: Nippondenso D-Jetronic			
Opel GT	14x7		60/60	Tercel	14x7		60/60
Two (2) 45 mm sidedraft				Triumph TR-2, TR-3	16x7	1.56/1.30	53/52.5
GT 1100	14x7	1.26/1.06	53/54	TR-4, TR-4A, beam axle	16x7	1.56/1.30	55/54
Sport Coupe Rallye, 57R	16x7		60/60	TR-4A, I.R.S.	16x7	1.56/1.30	55/54
1900, 51 & 53	16x7		60/60	TR-7	16x7	36.6mm/32.5mm	60.5/59
Porsche				Alternate Specifications: Rear spoiler V-775, Alternate manifold: V-740.			
924, non-turbo	16x7		60/60	Volkswagen			
(2) 45 mm with max.40 mm venturis				Corrado VR6	15x7		60/60
Alternate Part: Cyl. No. 933-104.302.50				Golf (4 cyl)	15x7		60/60
Renault				(2) DCOE type, 40 mm venturis			
5, R-1228 ('78)	14x7		56/56	Jetta (4 cyl)	15x7		60/60
(2) DCOE type, max. 30 mm venturis				(2) DCOE type, 40 mm venturis			
Alternate Part: Cylinder Head #7700597627.				Rabbit ('75-'84)	15x7		60/60
LeCar	14x7		60/60	(2) DCOE type, 40 mm venturis			
(2) 45 mm with max. 36 mm venturis							
Alternate Part: #7700597627-firewall modifications when using alternate cylinder head.							
R-17 Gordini	14x7		60/60				
Two 40 DCOE with max. 32 mm venturis							
Alliance/Encore	14x7		60/60				
Two 45 mm with max. 40 mm venturis							
Alternate Cylinder Head: P/N 77005972627							

Scirocco ('75-81) (2) DCOE type, 40 mm venturis	15x7	60/60
Scirocco ('82-87) (2) DCOE type, 40 mm venturis	15x7	60/60
1300 ('65-'66)	16x7	56/56
1300 ('67)	16x7	56/56
1600 ('70-'77)	16x7	60/60
1500/1600 ('67-'69)	16x7	60/60
Volvo P-1800, P-1800 ES, 1800 E, 1800 S	16x7	1.57r1.65/1.38
55.5/55.5 Alternate Part: Bosch Electronic fuel injection		
142S, 142E Alternate part: Front axle cross member Alternate engine kit: 2174cc	16x7	60/60
122 S Alternate Part: Front axle cross member Alternate engine kit: 2127cc	16x7	60/60

The following cars are not listed in the 1990 - 1993 GTCS/PCS. Therefore these cars may only use Section 15 of the Solo II Rules for preparation allowances:

Alfa Romeo GTV (NOC)
Acura (Non-turbo sedans, 3.0L and under, NOC)
Audi (Non-turbo sedans, 3.0L and under, NOC)
Austin Healey 100-6
Chevrolet (and Pontiac, Buick, Oldsmobile & Cadillac equivalents)
Beretta 4 & 6 cyl NOC
Chevette
Citation
Nova FWD
Spectrum
Dodge/Plymouth
Colt 8V, non-turbo ('89)
Colt Turbo ('89)
Spirit/Acclaim, 4 cyl.
Laser 16V & 8V, non-turbo
Eagle Summit
Ford Probe, non-turbo
Hyundai Sonata
Isuzu
I-Mark FWD RS 16V & turbo
Impulse, non-turbo
Lancia
Beta
Zagato
Lotus Cortina
Mazda
RX4
Cosmo
Mercedes 190
Mitsubishi Mirage, non-turbo ('89)
Peugot
405 DL & S
405 M116
Saab
96
SPG Turbo, 16 valve
900 Turbo
Yugo
Alfa Romeo, all sedans and sports cars NOC
BMW, all sedans NOC
Datsun/Nissan, all sedans NOC
Dodge/Plymouth, all sedans NOC
Mazda Sedans, NOC

Renault, all sedans NOC
Saab, all sedans NOC
Subaru, all sedans NOC
Toyota, all sedans NOC
Volkswagen NOC
Volvo, all sedans NOC

Prepared Class F

Layout

Make	Model	Min. weight.	Wheels	Valve Head Diam.	Max. Track
	(Variant)		Max	Intake/Exhaust	Front/Rear
			Diam./Width	(if applicable)	(inches)
			Induction System (if applicable)		
			Alternate Specification (if applicable)		

Acura
NSX 2300 16x10 64/64

Alfa Romeo
GTV V-6 2000 16x10 64/64
Alternate parts: Three 48mm downdraft automotive type carbs with max. 40mm venturis

Audi

4000, 4000 Quattro, Coupe Quattro, Coupe ('81-'87)
2500 16x10 60/60

90 Coupe, 90 Quattro Coupe and Sedan (90-'91)
2500 16x10 60/60

BMW
3 Series
(6-cyl 12 valve) 2100 16x10 64/64

3 Series including M
(6-cyl 24 valve E36) 2200 16x10 64/64

Chrysler/Dodge/Plymouth/Eagle Turbos

Daytona/Laser (to '88)
2300 16x10 64/64

Shadow/Sundance 2300 16x10 64/64

Talon/Laser('89+) FWD/AWD
2300/2500 16x10 64/64
(2) 45mm with max 34mm venturis

Datsun/Nissan
240Z 1900 16x10 64/64
Three 45mm automotive carburetors
Alternate part: headlight covers

260Z 2000 16x10 64/64
Alternate part: headlight covers

280Z 2100 16x10 64/64
Three DCOE type with max. 42mm venturis
Alternate part: headlight covers

280Z 2+2 2100 16x10 64/64
Three 44 PHH Mikuni with max. 42mm venturis
Alternate part: headlight covers

280ZX ('79+) 2100 16x10 64/64
Three 44 PHH Mikuni with max. 42mm venturis
Alternate parts: headlight covers.
Fuel injection: L-jetronic, max. 50mm single inlet.

300ZX/Z31 ('89) 2300 16x10 64/64
Alternate parts: headlight covers.
Fuel injection: L-jetronic, rear facing hood scoop 3.5" max. height

300ZX/Z32 (90+) (Non-turbo) 2300 16x10 64/64 Three 48 IDF with max. 40mm venturis Alternate part: rear facing hood scoop 3.5" max. height	Alternate parts: Two Solex 40 PED6KL or two 46 IDA. Fuel injection: Bosch (3.5, 3.6L) 2400 16x10 68/68 Multi-carbs or fuel injection Alternate parts: Factory twin-plug heads, dual ignition distributor
Ferrari Dino 246 GT 2300 16x10 68/68	914 (2.0L) 1800 15x7 60/60 Two Solex 40 PII, two Weber 40 IDF, two Dellorto 40 DLRA Alternate parts: Intake manifolds: #021-129-705R. Sleeves: cast iron. Top panel may remain if securely bolted or pinned.
308 GTB ('77+) 2300 16x10 68/68	914-6 (2.0, 2.5L) 1900 16x10 64/64 Two 40 IDT-PI or 46 IDA Dual spark plug heads prohibited. Top panel may remain if securely bolted or pinned.
Jaguar XK 120 2100 16x10 68/68	(2.7, 2.8L) 2100 16x10 64/64 Two 40 IDT-PI or 46 IDA Dual spark plug heads prohibited. Top panel may remain if securely bolted or pinned.
XK 140 2100 16x10 68/68	924S 2000 15x7 60/60 Two Weber 45 DCOE with max. 40 mm venturis Alternate parts: Cyl. Head: #933-104-302-50 with 36mm exhaust valve.
XK 150 2100 16x10 68/68 Three 2" SU or two 1.75" Stromberg Alternate parts: Three 48mm automotive type carburetors with I.R. manifold	944, Non-Turbo 2200 16x10 64/64
I.R. manifold XKE intake manifolds	<u>SAAB Turbo:</u> <u>99E, CM, EMS, GL, LE</u> <u>2300 16x10 64/64</u> <u>Alternate Part: Fuel Injection: Bosch 02.801.500.04, Inlet Manifold-Butterfly</u>
XKE (6 cyl.) 2100 16x10 68/68 Three 2" SU or two 1.75" Stromberg Alternate parts: Three 48mm automotive type carburetors with I.R. manifold	<u>900 ('79-) 2300 16x10 64/64</u> <u>Alternate Part: Fuel Injection: Bosch K-Jetronic (C15)</u>
Mazda RX-7 1900 16x10 64/64 (12A peripheral port engine) One 48mm Weber with max. 42mm venturis Alternate specifications: 13B engine; One 48mm 2 BBL with max. 44mm venturis Alternate parts: Rear Spoiler P/N 0000-86-320	Sunbeam Tiger 2400 16x10 64/64 Ford C30 FAB, C30F-951901E stock Sunbeam Tiger manifold only. Alternate parts: Holley 4150 (1-9/16"), Ford 302 short block.
(12A motor) 1800 16x7 64/64 48mm IDA with max. 36mm venturis No peripheral port Bridge port allowed Alternate parts: Rear Spoiler P/N 0000-86-320	<u>Subaru</u> <u>Impreza 2300 16x10 64/64</u> <u>WRX 2500 16x10 64/64</u>
RX-7 1900 16x10 68/68 Multi-carbs or fuel injection 12A or 13B motor Alternate specification: Non-stock fuel injection add 175 lbs. Bridge or peripheral port allowed. Alternate parts: Rear Spoiler P/N 0000-86-320	Toyota Celica Supra (2.4 L) 1900 16x10 64/64 (2.8 L) 2100 16x10 64/64 Three 45mm Weber with max. 38mm venturis
<u>Mitsubishi</u> <u>Eclipse Turbo FWD/AWD</u> <u>2300/2500 16x10 64/64</u> <u>(2) 45 mm with max. 34 mm venturis</u>	MR2 ('84-'89 non-s/c) 1900 15x7 60/60 Two DCOE type, 45mm with max. 42mm venturis Alternate parts: Nippondenso D-Jetronic fuel injection
Nissan 300 ZX 1900 16x10 68/68 Fuel injection or Three 48mm IDF with 40mm venturis	Triumph GT6 1800 15x7 60/60 Three Weber 40 DCOE with max. 34mm venturis Alternate parts: Two 1.5" Stromberg CC 150 or two 1.5" SU or two 1.75" Stromberg or two 1.75" SU
Pontiac Fiero (4 cylinder) 1900 16x10 64/64 Two DCOE type 48mm sidedraft or GM throttle body fuel injection Alternate parts: Air cleaner may protrude through engine hatch; double A-arm rear suspension.	TR-6 (SU / Strombergs) 1900 15x7 1.438 or 1.45/1.26 60/60 Alternate parts: Individual runner manifold
(V-6) 2100 16x10 64/64 Three 48mm sidedraft or GM fuel injection Alternate parts: Air cleaner may protrude through engine hatch; double A-arm rear suspension.	(Weber carbs) 2000 15x7 1.438 or 1.45/1.26 60/60 Fuel injection or three Weber 40 DCOE with max. 28mm venturis
Porsche 911 (2.0, 2.2, 2.4 L) 1900 16x8 60/60 Two Weber 40 IDA/IDS 3C, six Solex 40 PI Alternate parts: two Weber 40 IDA/IDS 3C/3CI, two Weber IDT 3C/3CI. Rear spoiler: 512.605.000 "Ducktail". No 3" flat plane spoiler.	
2.7, 2.8L) 2100 16x10 64/64 Two Weber IDT/IDS 3C/3CI with max. 42mm venturis. Dual spark plug heads prohibited.	

Alternate parts: Individual runner manifold

TR-8 (215 cid) (Carbureted) One Holley 4V 1-9/16" bore	2200	16x10	68/68
(Lucas fuel inj.)	2250	16x10	68/68
TR-8 (4L)	2300	16x10	68/68
TR-250 (SU carbs)	1900	15x7 1.438 or 1.45/1.26	60/60
(Weber carbs) Three Weber 40 DCOE with max. 28mm venturis Alternate parts: Individual runner manifold	2000	15x7 1.438 or 1.45/1.26	60/60
Volkswagen Corrado 16V Two 45mm with max. 34mm venturis	2300	15x7	60/60

Corrado (Supercharged)
2300 16x10 60/60
8V, 1800cc, 54mm inlet restrictor

The following cars are not listed in the 1990-1993 GTCS/PCS. Therefore these cars may only use Section 15 of the Solo II Rules for preparation allowances. The track may not be changed more than two inches plus 3% from stock.

Jaguar XKE (12 cylinder)	2100	16x10
Morgan Plus 8	1900	16x10
Porsche 911 (3.0, 3.2L)	2250	16x10
TVR 6 cyl.	1900	16x10

SOLO II STREET MODIFIED CATEGORY

The SEB considered a proposal to permit triangulated strut braces in SM, and tabled it at this time.

TECH BULLETINS

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

2) Stock: The spare tire cover on a C4 Corvette may be removed when the spare tire is removed as allowed by 13.2.F

3) Stock: The GS listing in Appendix A under "General Motors" should read "All FWD models with 6-cyl, Quad 4, Ecotec, or 4-cyl turbo engines, NOC".

4) Stock: per the SAC, the following new model listings are added:

Mercedes E55 AMG	AS
Mitsubishi Evolution VIII ('03+)	AS
Nissan Maxima ('04+)	DS
Volvo S60R ('03+)	DS
Chrysler PT Turbo ('03+)	GS
Mazda 6 ('03+)	GS
Saturn L-series 6-cyl	GS
Volvo (NOC)	GS, separate line from "Turbo models (all)"
Saturn Ion	HS
Saturn L-series 4-cyl	HS

5) Stock: The Porsche 911 GT3 is not eligible for Stock class competition at this time.

6) Street Touring: 3.6.A is updated to read "Stock and Street Touring class vehicles..."

7) Street Prepared: per the SPAC, the following new model listings

are added:

Ferrari 355	ASP
Ferrari 360	ASP
Bricklin	BSP
Mercury Cougar ('99-'02)	DSP
Kia Spectra 1.8 4-cyl	FSP
Subaru Legacy GT	FSP

8) Street Prepared: per the SPAC, the update/backdate of specifications only permits removal of the radio if one of the model variants covered by the same-line listing could have been ordered from the factory without a radio. Updating/backdating to a different radio is allowed provided the requirements of 14.1.C are met.

9) Street Prepared: Eccentric bolts are only permitted for suspension adjustment if they are as specified by the factory, per the last paragraph of 13.8.

10) Street Prepared: The FSP listing which currently reads "Subaru 4WD Turbo (all)" should read "Subaru 4WD Turbo (all NOC)"

11) Street Prepared: Add as a new first sentence in each of Sections 14.2 through 14.10, a reference to the corresponding subsection in Section 13. For example, the first sentence of 14.2 is now "Vehicles may only exceed the allowances of 13.2 as specified herein." The first sentence of 14.3 is now "Vehicles may only exceed the allowances of 13.3 as specified herein."

12) Street Mod: Section 3.6.B is updated to read "Street Prepared, Prepared, Street Modified, and Modified class vehicles..."

13) Street Mod: Section 18.C.2.a is clarified to read "All two-seat cars, including the types of cars listed above in 18.C.1.b, which are not excluded below."

14) Street Mod: Section 18.1.D.2 should refer to Section 3.6, not 3.6.6. NOTE: this subsection will be removed for 2004, since it is redundant with the corrected contents of 3.6.B.

15) Street Mod: per the SMAC, the list of SM2-eligible vehicles is amended to include all pickup trucks (subject to the limitations of Section 3.1), and all SM-eligible vehicles.

SOLO CONTINGENCY PROGRAM

Hoosier
RACING TIRE

Administered by Hoosier

Hoosier Tire Corp.
65465 U.S. 31
Lakeville, IN 46536
www.hoosiertire.com
219 / 784-3152
219 / 784-2385 Fax
Contact: Jeff Speer
Jspeer@hoosiertire.com

REGISTRATION:

www.hoosiertire.com/sccareg.asp.

REQUIREMENTS FOR ALL AWARDS: Any Hoosier equipped SCCA legal entry is eligible. Vehicle must have Hoosier Tires on all four corners of vehicle, throughout entire event, including tech inspection, and Hoosier 10" x 3.5" decals must be visible on each side of the car, and one 18" x 5" decal on the hood. Formula size cars use appropriate size decals.

AWARD CRITERIA: ProSolo and National Solo Championship payouts are presented to the top finishing Hoosier equipped drivers in class competition. There must be a minimum of five cars in the class to earn awards.

Tire Rack ProSolo National Series**PER EVENT, PER CLASS:**

First in class 2 tires

Tire Rack ProSolo Super Challenge Round

First in class 4 tires

Challenge round payout is for overall winner only.

Tire Rack ProSolo Year-End Class Champions:

First in class 4 tires

Tire Rack ProSolo Year-End Overall Champion:

First 4 tires

Tire Rack Solo 2 National Tour**PER EVENT, PER CLASS:**

First in class 2 tires

The Tire Rack SCCA Solo 2 National Championships**PER CLASS:**

First in class 4 tires



TOYOTA RACING DEVELOPMENT

Administered and paid by
Toyota Motorsports/TRD USA Inc.
1382 Valencia Ave
Tustin, CA 92780
714-918-7517
714-259-4804 Fax
tom_o'connor@Toyota.com
Contact: Tom O'Connor

Registration: All competitors must be enrolled in the program before the date of the event in which you will be competing.

Requirements For All Awards: Each competitor must display official TRD logo stickers, as supplied by TRD, prominently affixed to both sides of the entered Toyota vehicle. In addition each competitor must display the word "TOYOTA" in 3 inch die cut letters (black, white, or red only) on the race vehicle, one on each side and one forward facing. Competitors racing non Toyota bodied vehicles are requested to use the "Powered By Toyota" die cut in place of the 3 inch "TOYOTA" on the sides of their vehicles. The registration form has an area to request the stickers and die cuts that you require. Replacement stickers and die cuts are available from TRD upon request 714-918-7520. All contingency award claim forms must be accompanied by a copy of the official race results and submitted no later than 30 days after the event.

Eligible classes: All classes (Eligibility limited to current model Toyota)

ProSolo National Series
PER EVENT, PER CLASS:

1st \$200

Tire Rack ProSolo Year-End Class Champions**PER EVENT, PER CLASS:**

1st \$1000

Tire Rack SCCA Solo 2 National Championship Champions

PER EVENT, PER CLASS:

A minimum of 2 legal finishers in each class are required to be eligible for contingency awards:

1st \$1000



Administered by Mazda
MAZDASPEED Motorsports Development
P. O. Box 19734
Irvine, CA 92623-9734
949-222-2660
949-727-6943 Fax
Contact: Steve Sanders

REGISTRATION: All competitors must be enrolled in the Mazda Team Support program; call or FAX the company directly to be eligible.

REQUIREMENTS FOR ALL AWARDS:

Competitors must display official Mazda logo decals on the foremost part of the car hood (22" size) and on both rear fenders above the rear fender openings (16" size). Mazda decals may be ordered through Mazda's Competition Parts Department.

Competitors must submit a current photograph of the race vehicle (showing Mazda decals) with their first contingency request. A 2000 contingency request form and official race results must be submitted to Mazda to apply for a contingency award; these must be sent to the address on the request form and postmarked no more than 30 days following the event.

A minimum number of legal finishers in each class is required to be eligible for contingency awards:

*Three finishers - 1st Place Award Only
Four or more finishers - 1st & 2nd Place Award. - All classes eligible.*

Tire Rack ProSolo National Series

First in class \$200

Second in class \$100

Tire Rack ProSolo Year-End*

First place \$800

Second place \$400

*To earn championship, all points must have been earned in a Mazda vehicle.

Tire Rack Solo 2 National Tour
PER EVENT, PER CLASS

First in class \$200

Second in class \$100

The Tire Rack SCCA Solo 2 National Championship**PER CLASS:**

First in class \$800

Second in class \$400



Administered and paid by SCCA
PO Box 19400
Topeka, KS 66619
785-357-7222
785-232-7215 Fax
Contact: Nancy Downing

Vehicle Eligibility: WRX, Impreza (all model years), Legacy (1995 and newer)

ProSolo National Series: Per Event

Payouts will be made to the top finishing Subaru drivers in the "Tire Rack ProSolo Super Challenge and Ladies Challenge." In case of a tie, relative qualifying positions will determine the award winners.

Awards:

First Subaru \$500

Second Subaru \$300

Third Subaru \$200

ProSolo Year End: Class Champion

A driver must have entered in and completed in a Subaru product in all qualifying Championship events.

Awards:

Class Champion \$500

Overall Tire Rack ProSolo Super Challenge Champion

A driver must have entered in and completed in a Subaru product in all qualifying Championship events.

Awards:

Champion \$500

The Tire Rack SCCA Solo National Championships:

Vehicle Eligibility: WRX, Impreza (all model years), Legacy (1995 and newer)

Eligible Classes:

DS, DSL, GS, GSL, HS, HSL,
DSP, DSPL, ESP, ESPL, FSP, FSPL,
STS, STSL, STX, STXL, SM, SML

Awards:

First Subaru \$300

Second Subaru \$200

Third Subaru \$100

Note: If there are between 1 and 6 cars in a class, only 1st Subaru will be paid. If there are 7-12 cars in a class, 1st and 2nd Subaru will be paid. Over 12 cars in a class and all 3 places will be paid.



Administered and paid by SCCA
 PO Box 19400
 Topeka, KS 66619
 785-357-7222
 785-232-7215 Fax
 Contact: Nancy Downing

REGISTRATION: Pre-registration is NOT required; however a W-9 will be forwarded from SCCA upon initial award and must be completed prior to payment.

REQUIREMENTS FOR ALL AWARDS: Competitors must compete with a Honda or Acura automobile which displays the approved decals in the center of the front bumper and on the rear quarter of each side of the vehicle. Decals are available by calling American Honda directly (310) 783-3177.

ELIGIBLE CLASSES: All classes

Tire Rack ProSolo National Series PER EVENT, PER CLASS:

Five or more competitors:
 First in class \$150
 Second in class \$100
 Third in class \$50

Tire Rack ProSolo Super, Ladies, Honda Street CHALLENGE:
 First overall \$500

Tire Rack ProSolo YEAR-END CLASS CHAMPION:
 First in class \$1,500

Tire Rack ProSolo Super, Ladies, Honda Street, OVERALL Champion:
 First in class \$1,500

The Tire Rack SCCA Solo 2 National Championship, PER CLASS:
 Five or more competitors:
 First in class \$500
 Second in class \$300
 Third in class \$100



Administered and paid by SCCA
 PO Box 19400
 Topeka, KS 66619
 785-357-7222
 785-232-7215 Fax
 Contact: Nancy Downing

Vehicle Eligibility: all Dodge or Plymouth Neon models

ProSolo National Series: Per Event
 4 Eligible Classes: GS, GSL, STS, SM, DSP, L1, L2,

Awards:
 First Place: \$300
 Second Place: \$150
 Third Place: \$50

The Tire Rack ProSolo Super Challenge, Ladies and Street Challenge Per Event:

Awards:
 First Place: \$500
 Second Place: \$250
 Third Place: \$100

The Tire Rack ProSolo Bonus Challenge Per Event:

Awards:
 First Place: \$100
 Second Place: \$50

Tire Rack Solo 2 National Tour: Per Event. 8 Eligible Classes: GS, GSL, DSP, DSPL, STS, STSL, SM, SML

Awards:
 First Place: \$300
 Second Place: \$150
 Third Place: \$50

Tire Rack Solo 2 National Championships: 8 Classes Eligible: GS, GSL, DSP, DSPL, STS, STSL, SM, SML

Awards:
 First Place: \$1000
 Second Place: \$700
 Third Place: \$500
 Fourth Place: \$400
 Fifth Place: \$300
 Sixth Place: \$200

ROADRALLY

ROADRALLY BOARD MINUTES SPORTS CAR CLUB OF AMERICA February 5-8, 2003

The RoadRally Board (RRB) met at the Sports Car Club of America 2003 Convention on February 5-8, 2003.

Attending were: Jim Mirrielees, Chairman; Tim Craft, Secretary; members Ron Ferris, Mike Thompson, Jessica Toney, and Steve Gaddy.

Tasha Goodale and Ken Brown of the National office, and Pego Mack, Jim Heine, Chuck Hanson, Cheryl Babbe, Kim Ciccone, Sasha Lanz, and Kevin Poirer attended various portions of the meeting, including the Divisional Stewards breakfast and the RoadRally Town Hall.

Chairman Mirrielees initially called the meeting to order at 1:00 p.m. CST Wednesday, February 5, 2003. The meeting continued in various locations through Saturday, February 8.

Minutes of the January 8, 2003 meeting were approved as distributed. (Thompson/Gaddy)

Pending business

1. SCCA convention

Discussion: The RoadRally Board met with the SCCA Board of Directors to review our accomplishments in 2002 and outline the RRB's plans for 2003 and beyond. Chairman Mirrielees highlighted the stable National program, and our new focus on

rebuilding the Regional and Divisional programs. Throughout the year, the RRB will be working with the entire rally community to develop a RoadRally strategic plan. To address the re-emphasis on safety this year, Ron Ferris will act as liaison with the Safety Stewards in 2003.

2. 2003 RoadRally Rules for Organizers (RFOs) revisions

Discussion: The RRB reviewed the RFO draft submitted by the Rules Committee. Minor changes and corrections were made, and the final version is expected in time for the March Arizona rallies. Until this updated version is published, committees are to run events using the existing RFOs.

3. 2003 National and Divisional RoadRally calendar

Discussion: Members of the RRB and Rules Committee will work as liaisons for all National events. Each rally on the schedule has been assigned a liaison.

4. Division events for National Championship points

Discussion: Because 2003 is a start-up year for Divisional rallies eligible for National points, the RRB decided that competitors have until September 1, 2003 to declare whether or not a Divisional rally is to be counted toward their year-end total.

New business

1. RoadRally Board members liaisoning with Divisional Rally Stewards

Discussion: RRB members will be the liaison for one or more Divisional RoadRally programs. The Divisional Stewards will also participate in a RRB conference call, starting in April. The assignments are:

- Tim Craft: NEDiv; April conference call
- Jim Mirrielees: SEDiv; May conference call
- Steve Gaddy: SWDiv, MidDiv, and CenDiv; June conference call
- Jessica Toney: NorPac, SoPac, and Rocky Mountain; July conference call

2. Promoting the Nationally Sanctioned Divisional

Discussion: The Nationally Sanctioned Divisional Rally will be the subject of Jim Heine's March On Rallying column. Mike Thompson will make an explanatory post to the Yahoo! road rally group mailing list

3. Safety

Discussion: To promote consistently high safety standards in regional, divisional, and national rallies, Ron Ferris will be the liaison with all Safety Stewards and Safety Steward Instructors nationally.

4. Sponsorship and marketing

Discussion: In response to several questions about sponsorship support, the RRB informally polled those present. Locally, Subaru dealers have been accommodating in providing registration space and light refreshments for rallies. Local tire dealers have also been a reliable source of modest sponsorship. Nationally, there is already a mechanism in place for sponsorship of the US Road Rally Championship. To assist in marketing RoadRally, Tim Craft will act as the RRB's liaison with Garrett Mudd, SCCA Vice President, Marketing.

5. SCCA U curriculum

Discussion: As part of the on-going effort

to develop courses for SCCA U, Jim Mirrieles and Tim Craft will develop the RoadRally portion.

6. Strategic planning

Discussion: Much of 2003 will be devoted to strategic planning by all of the SCCA boards, in close consultation with competitors and other interested parties. As the year progresses, the RRB will be asking for input to the RoadRally strategic plan and linking our plan to the overall strategic plan.

7. Electronic communications

Discussion: The RRB will continue to emphasize on-line communications as the preferred method. As such, we will make printed material available in an electronic format whenever possible. The first step will be putting sample forms (such as time allowance forms) on the SCCA web site in PDF format.

8. RoadRally newsletter

Discussion: To strengthen communications with Regional and Divisional RoadRally leaders, the RRB will be producing a quarterly newsletter. This will be e-mailed to Regional and Divisional Stewards, and included the Regional Executive packet.

9. Regional RoadRally participation survey

Discussion: Jim Mirrieles will prepare a Regional RoadRally participation survey. The National office will send this to each Regional Executive and each Regional RoadRally Chair.

10. Class S equipment rules

Discussion: The concerns expressed in the RoadRally Town Hall about the steady march of stock odometers from analog to digital, and possible solutions to the problems that poses, will be referred to the Rules Committee.

11. Rules Committee members

Discussion: Mike Thompson is seeking new members of the Rules Committee to, among other duties, assist in the continued operations of the National RoadRally program. Interested parties should contact Tasha Goodale at tgoodale@scca.org.

Action items

- Spec to Ken Brown for RRB interactive
- Jim Mirrieles & Tim Craft: SCCA U curriculum
- Ron Ferris: Liaison with Safety Stewards and Safety Steward Instructors
- Tim Craft: Liaison with Garrett Mudd, SCCA VP of marketing
- Mike Thompson: Summarize RFO updates for Yahoo! Road rally list
- Post samples of RoadRally forms in PDF format on the SCCA web site
- Steve Gaddy: Rewrite section in RFOs on claims committee role
- All: Contact our Divisional Stewards

Next meeting

March 5, 2003, via conference call.

The meeting was adjourned at 10:00 a.m. CST Saturday, February 8, 2003.

Respectfully submitted,

Tim Craft, Secretary

PERFORMANCE RALLY

2004 RULES

The following proposals for 2004 rules are presented for member comment.

Please direct your comments to the PRB by May 26, 2003 at PERFORMANCERALLY@SCCA.com or by fax at 785-732-7215. The PRB greatly looks forward to your input.

1. In order to reduce costs and increase competitive balance, limit all competitors to one spare gearbox per event and one spare turbo (where applicable) per leg. Achieve this by requiring marking and sealing of spares at tech to limit the number of spare parts allowed. The PRB has an open concern about marking & handling of shared spares among competitors.

2. Currently, the rules do not explicitly disallow exchange of the motor block during the event. For 2004, limit exchange of motor block only prior to event start. This rule is intended to reduce costs.

3. In order to reduce top speeds and increase reliability, reduce Open Class restrictor from 40mm to 34mm.

4. Allow manual mechanically selected and actuated, sequential transmissions in Open Class (excluding electronic, electrohydraulic, hydraulic, pneumatic and similar transmissions)

5. Allow roof scoops in Production and PGT classes.

6. Currently, the rules do not have a provision for what happens if a car cannot start from the start line. Add the following rule: "Special stages commence from a standing start, with the car placed at the starting line. Any car not able to start from this point under its own power in the 20 seconds following a signal to do so is excluded and the car is immediately removed to a safe place."

7. Soliciting input (general): Does the membership prefer that the PRB and PRD work to slow down cars on events, stages, long straights.

8. Soliciting input (general): If any member is aware of an error or typo in Award History, please let the PRB know.

9. In an attempt to grow the Historic class, the PRB is soliciting input on easing the regulations for Historic class. The current proposal would allow all 2wd normally aspirated cars of model year 1974 and earlier, with period performance modifications.

10. To comply with FIA regulations, require all competitors, excluding residents of Canada and Mexico, to possess SCCA ProRally or ClubRally license in order to compete. Residents of Canada and Mexico will continue to be able to compete on CARS and FMAD licenses, respectively.

11. Allow or require the removal of rear seats and headliners in Production and Production GT cars.

2003 COMPETITION BULLETIN

For Immediate Release 11 March

SCCA ProRally and SCCA ClubRally Standardized First Aid Kit Availability

Bulletin #: PRCB 013103

To: All Competitors

From: Doug Robinson - SCCA ProRally Championship Chief Scrutineer
cc: Kurt Spitzner - SCCA Performance Rally Department Director
SCCA Performance Rally Board
SCCA ProRally Manufacturers Council

Subject: First Aid Kit sources

Entrants Affected: All

Overview:

For vehicles not currently equipped with Standardized First Aid Kits, or that have kits installed that cannot be upgraded, kits that meet the requirements set forth in the 2003 SCCA Performance Rally Rules (Article 6, Section 4.A.17, page 53) may be obtained from the following sources:

David Sekella
Susquehanna Motorsports
2 East Locust St
Ground Floor
Fleetwood, PA 19522
mosports@earthlink.net
<http://catalog.com/susq/index.htm>
610.944.3233 phone
610.944.3234 fax

Kristy Travis
Starlight_721@yahoo.com
763.208.2279

Implementation Date/Event:

Standardized first aid kits shall be installed in all Performance Rally vehicles entered in SCCA ProRally and SCCA ClubRally vehicles after 28 February, 2003.

Notes:

This bulletin provides supplemental information only, and does not change any rule.

PERFORMANCE RALLY CONTINGENCY PROGRAM



UPDATED!!!

2003 SCCA ClubRally (ProRally Support and WSRC Points Events) Official Contingency Program

Program Name:

"2003 Silverstone ClubRally Contingency Program" (ProRally Support Events

· Silverstone (Through Tabor Rally Team) is an Official Contingency Sponsor of the 2003 SCCA ProRally Championship ClubRally support events and the Western States Rally Championship.

· This is an optional contingency awards program: Signing up once automatically enters your driver's name and car number for the entire season.

· Failure to register and install required decals prior to start (Parc Expose) of an event will forfeit eligibility for an award.

· It is the entrants responsibility to regis-

ter properly and neatly apply decals.

Program Duration:

· All ProRally Championship ClubRally support events in 2003 (Beginning at Rim of the World) and ALL points earning Western States Rally Championship (WSRC) events.

Registration Requirements:

· Registration is REQUIRED at the SCCA National Office table at event registration at ProRally support events, or by contacting Matt Tabor (see contact info below) for eligible WSRC events. You will remain on this program for the remainder of the year unless you specify otherwise.

Decal Requirements:

· Required: YES
· # of Decals: 2
· Location: Two placed neatly on either side of car near wheel wells.
· Availability: At event registration from SCCA contact (see below) at ProRally support events, or from Matt Tabor (see below) for eligible WSRC events.
· No other directly competing company decals can be on car.

Class Eligibility:

· ProRally: SCCA Open, Group 5, Group 2, PGT, and Production.
· Class entry size requirement: None.

Award Information:

· Credits are awarded for for the Silverstone registered 1st - 3rd placed finishers in each class. Awards are ONLY given to the competitors registered on this program. (For example, the 1st place Silverstone award is given to the 1st place Silverstone registered competitor, not necessarily the 1st overall finisher in the rally.)
· ClubRally awards are presented for each individual ClubRally (ProRally support event or WSRC event).
· Product use is required on all 4 corners of vehicle during event. Entrants must have Silverstone Tyres originally purchased directly from the Tabor Rally Team to qualify for awards.
· Any ProRally teams that DNFs the ProRally during the first ClubRally event may enter the next day's subsequent ClubRally support event and be eligible for that awards at that event.
· Eligibility for this program at 2003 ClubRally National Championship (Held in February 2004) is limited for those invited to and competing in that specific event, not its supporting ClubRally events.
· Awards will be posted to the SCCA website 7-10 days post event.

Payouts & SCCA Contact Information:

· This contingency program is administered in part by the SCCA for Silverstone. Award winners are determined by the SCCA for all ProRally supporting ClubRally events. Award winners for all eligible WSRC events will be determined by Matt Tabor at Tabor Rally Team. Entrants should wait at least 2 weeks after event to make contact with Tabor Rally Team about claiming awards. Prizes will not be paid out at events.

· Payouts are credit only for future purchases of Silverstone Tyres.
· The Silverstone contact for claiming awards is Matt Tabor, Tabor Rally Team, 7505 SW Findlay Rd., Durham, OR 97224. 800.735.5556 (Phone) or: matt@taborrallyteam.com. All submittals for award redemption are made directly to this contact, and all awards are issued direct to responding entrant by Tabor Rally Team.
· For payout details, registering for the program, obtaining decals, or to ask questions, please contact **Sean Conlan**, SCCA Performance Rally Marketing & Logistics Manager. Contact info: sconlan@scca.com or 406.581.5789.

PAYOUT SCHEDULE

<u>1st in class</u>	<u>2nd in class</u>	<u>3rd in class</u>
ClubRally: 1ST - 3RD place on Silverstone program in class		
\$100	\$ 75	\$ 50
SCCA ClubRally National Championship		
\$100	\$ 75	\$ 50

Silverstone/Tabor Rally Team retains the option to name and/or change eligible categories, classes, and cars at any time during the 2003 season.



2003 SCCA ProRally Official Contingency Program

Program Name:

"2003 Sunoco Race Fuels ProRally Contingency Program"

Program Summary:

· Sunoco Race Fuels is an Official Contingency Sponsor of the 2003 SCCA ProRally Championship.
· This is an optional contingency awards program: Signing up once automatically enters your driver's name and car number for the entire season.
· Failure to register and install required decals prior to start (Parc Expose) of an event will forfeit eligibility for an award.
· It is the entrants responsibility to register properly and neatly apply decals.

Program Duration:

· All ProRally Championship events in 2003 beginning at Rim of the World.

Registration Requirements:

· Registration is REQUIRED at the SCCA National Office table at event registration. You will remain on this program for the remainder of the year unless you specify otherwise.

Decal Requirements:

· Required: YES
· # of Decals: 2
· Location: Two placed correctly in "protected space" on either side of vehicle.
· Availability: At event registration or

from SCCA contact (see below).

· No other directly competing "race fuel" decals or product can be in car.

Class Eligibility:

· ProRally: SCCA Open, Group 5, Group 2, PGT, Production and FIA Group N.
· Class entry size requirement: Minimum of 3 starters per class, per event.

Award Information:

· Sunoco payouts are credit only for top 1st, 2nd, and 3rd placed non-factory ProRally teams in each class using Sunoco race fuel purchased at event that awards are being paid out for and running the required Sunoco decals in the protected space. Fuel purchase receipts from authorized Sunoco dealer will be checked at event by SCCA for verification. Awards are ONLY given to the competitors registered on this program. (For example, the 1st place Sunoco award in a class is given to the 1st place non-factory Sunoco registered competitor, not necessarily the 1st overall finisher in the class.)
· An additional random drawing will be made by SCCA post event to determine an extra winner for a 5 gallon fuel certificate.
· Awards will be posted to the SCCA website 7-10 days post event.

Payouts & SCCA Contact Information:

· This contingency program is administered in part by the SCCA for Sunoco. Award winners are determined by the SCCA.
· SCCA will send out credit certificates about 7-10 days post event to each award winner based on product usage verification from SCCA.
· All credits must be used within 6 months of issue date listed on certificate. Credits may be redeemed at a ProRally event or through the Sunoco contact.
· The Sunoco contact for information on redeeming credit certificates is Art Brown (Sunoco Race Fuels) at: abrown@sunoco-inc.com.
· For payout details, registering for the program, obtaining decals, or to ask questions, please contact **Sean Conlan**, SCCA Performance Rally Marketing & Logistics Manager. Contact info: sconlan@scca.com or 406.581.5789.

PAYOUT SCHEDULE

ProRally - 1st, 2nd, and 3rd in Class	
1st Place	15 Gallon Credit
2nd Place	10 Gallon Credit
3rd Place	5 Gallon Credit
Random Draw	5 Gallon Credit

Sunoco retains the option to name and/or change eligible categories, classes and eligible cars at any time during the 2003 season.



**2003 SCCA ProRally
Official Manufacturer's
Contingency Program**

Program Name:

"2003 Mopar Performance Parts ProRally Contingency Program".

Program Summary:

Mopar Performance Parts is an Official Contingency Sponsor of the 2003 SCCA ProRally Championship.

This is an optional contingency awards program: Signing up once automatically enters your driver's name and car number for the entire season.

Failure to register and install required decals prior to start (Parc Expose) of an event will forfeit eligibility for an award.

It is the entrants responsibility to register properly and neatly apply decals.

Program Duration:

All ProRally Championship events in 2003.

Registration Requirements:

Registration is REQUIRED at the SCCA National Office table at event registration. You will remain on this program for the remainder of the year unless you specify otherwise.

Decal Requirements:

Required: Yes
of Decals: 3
Location: One placed neatly on hood, and two placed neatly on sides of car.
Availability: At event registration or from SCCA contact (see below).

Vehicle Eligibility:

2002 or newer Dodge or Plymouth Neon models only.

Class Eligibility List:

ProRally: SCCA G5 and G2 only.
Class entry size requirement: None.

Award Information:

PER EVENT payouts are presented to the 1st - 3rd placed Dodge or Plymouth Neon drivers (See "Vehicle Eligibility" above) per event for G5 and G2 classes in ProRally competition only.

Manufactured supported/entered vehicles are not eligible for this contingency program. Awards begin with the first Dodge or Plymouth Neon independent finisher in class (G5 or G2) competition.

Year-end awards are presented to the top 3 finishing Dodge or Plymouth Neon drivers in class competition based on accumulated Driver points for that particular class (G5 or G2) for the 2003 season while competing in eligible Dodge or Plymouth Neon vehicles only. In case of a tie, the number of overall best ProRally finishes

will be used as the tie breaker.

See "Payout Schedule" below for award amounts.

Payouts & SCCA Contact Information:

This contingency program is administered entirely by the SCCA for Mopar Performance Parts. Award payments will come from the SCCA National office about 2 weeks post event.

For payout details, registering for the program, or to ask questions, please contact **Sean Conlan**, SCCA Performance Rally Marketing & Logistics Manager. Contact info: sconlan@scca.org or 406.581.5789.

PAYOUT SCHEDULE

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
ProRally - Per Class (G5 & G2)	\$1,000	\$ 500	\$ 250
ProRally - Year End (G5 & G2 Classes)	\$5,000	\$3,000	\$1,000

Mopar Performance Parts retains the option to name and/or change eligible categories, classes, and cars at any time during the 2003 season.



**2003 SCCA ClubRally (ProRally
Support Events)
Official Manufacturer's Contingency
Program**

Program Name:

"2003 Mopar Performance Parts Contingency Program" (ProRally Support Events)."

Program Summary:

Mopar Performance Parts is an Official Contingency Sponsor of the 2003 SCCA ProRally Championship ClubRally support events.

This is an optional contingency awards program: Signing up once automatically enters your driver's name and car number for the entire season.

Failure to register and install required decals prior to start (Parc Expose) of an event will forfeit eligibility for an award.

It is the entrants responsibility to register properly and neatly apply decals.

Program Duration:

All ProRally Championship ClubRally support events in 2003.

Registration Requirements:

Registration is REQUIRED at the SCCA National Office table at event registration. You will remain on this program for the remainder of the year unless you specify otherwise.

Decal Requirements:

Required: Yes
of Decals: 3
Location: One placed neatly on hood,

and two placed neatly on sides of car.

Availability: At event registration or from SCCA contact (see below).

Vehicle Eligibility:

All Dodge or Plymouth Neon models.

Class Eligibility List:

ProRally: SCCA G5 and G2 only.
Class entry size requirement: None.

Award Information:

PER EVENT payouts are presented to the 1st - 3rd placed Dodge or Plymouth Neon drivers (See "Vehicle Eligibility" above) per event for G5 and G2 classes in ClubRally competition only.

Combined ClubRallies: At ProRallies with two support events, both of the ClubRally times for each competitor will be added together to determine one set of awards per event.

Manufactured supported/entered vehicles, ProRally, or "Dual-entered" vehicles are not eligible for this contingency program. Awards begin with the first Dodge or Plymouth Neon independent ClubRally finisher in class (G5 or G2) competition.

See "Payout Schedule" below for award amounts.

Payouts & SCCA Contact Information:

This contingency program is administered entirely by the SCCA for Mopar Performance Parts. Award payments will come from the SCCA National office about 2 weeks post event.

For payout details, registering for the program, or to ask questions, please contact **Sean Conlan**, SCCA Performance Rally Marketing & Logistics Manager. Contact info: sconlan@scca.org or 406.581.5789.

PAYOUT SCHEDULE

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
ClubRally - Per Class (G5 & G2)	\$ 500	\$ 250	\$ 150

Mopar Performance Parts retains the option to name and/or change eligible categories, classes, and cars at any time during the 2003 season.



2003 Valvoline Contingency Programs

Program Name:

"2003 Valvoline ProRally Contingency Program".

Program Summary:

Valvoline is an Official Contingency Sponsor of the 2003 SCCA ProRally Championship.

This is an optional contingency awards program: Signing up once automatically enters your driver's name and car number for the entire season.

Contingency registration will automatically register competitors for the Valvoline Cup, a national season points championship that is open to virtually all forms of

motorized racing around the country. In this competition, drivers from one racing series can compete with drivers from another racing series through a special points system on equal footing the same awards. For more information about "The Valvoline Cup" please go to www.valvolinecup.com.

- Failure to register and install required decals prior to start (Parc Expose) of an event will forfeit eligibility for an award. It is the entrants responsibility to register properly and neatly apply decals.

Program Duration:

- All ProRally Championship events in 2003 beginning at Rim of the World.

Registration Requirements:

- Registration is REQUIRED at the SCCA National Office table at event registration. You will remain on this program for the remainder of the year unless you specify otherwise.

Decal Requirements:

- Required: YES
- # of Decals: 2
- Location: Two placed correctly in "protected space" on either side of vehicle.
- Availability: At event registration or from SCCA contact (see below).

Class Eligibility:

- ProRally: SCCA Open, Group 5, Group 2, PGT, Production and FIA Group N.
- Class entry size requirement: Minimum of 3 starters per class, per event.

Award Information:

- Valvoline payouts are credit only for 1 case of Valvoline Racing Oil to the top 1st, 2nd, and 3rd placed non-factory ProRally teams in each class running the required Valvoline decals in the protected space. Awards are ONLY given to the competitors running Valvoline decals during rally.

- An additional random drawing will be made by SCCA post event to determine an extra winner (Not class specific) for a credit for 1 case of Valvoline Racing Oil.

- Pikes Peak 2003 will have a separate payout schedule as there will be only 3 classes running: Open, Group N, and an exhibition two-wheel drive class. Pikes Peak payouts are only for 1st, 2nd, and 3rd placed non-factory teams in each class as for other ProRally events. An additional random drawing will be made by SCCA post event to determine an extra winner (Not class specific) for a credit for 1 case of Valvoline Racing Oil.

- When there are no supporting ClubRally events at a ProRally weekend, then the 1st place ProRally team in each class on this program will win 1 additional credit for a case of Valvoline Racing Oil.

- Awards will be posted to the SCCA website 7-10 days post event.

Payouts & SCCA Contact Information:

- This contingency program is administered in part by the SCCA for Valvoline. Award winners are determined by the SCCA.

- SCCA will send out credit certificates about 7-10 days post event to each award winner. Awards are redeemable at any NAPA auto parts store.

- All credits must be used by date indicated on certificate.

- For payout details, registering for the

program, obtaining decals, claiming awards, or to ask questions, please contact **Sean Conlan**, SCCA Performance Rally Marketing & Logistics Manager. Contact info: sconlan@scca.com or 406.581.5789.

PAYOUT SCHEDULE

ProRally - In Class

1st Place in Class - 1 case of oil - Credit
2nd Place in Class - 1 case of oil - Credit
3rd Place in Class - 1 case of oil - Credit

ProRally - Random Drawing in ProRally -

1 case of oil - Credit

ProRally - Pikes Peak in Class

1st Place in Class - 5 cases of oil - Credit
2nd Place in Class - 2 cases of oil
3rd Place in Class - 1 case of oil - Credit

Valvoline retains the option to name and/or change eligible categories, classes and eligible cars at any time during the 2003 season.



2003 ClubRally Support Program Details

Program Name:

"2003 Valvoline ClubRally Contingency Program" (ProRally Support Events)".

Program Summary:

- Valvoline is an Official Contingency Sponsor of the 2003 SCCA ProRally Championship ClubRally support events.

- This is an optional contingency awards program: Signing up once automatically enters your driver's name and car number for the entire season.

- Contingency registration will automatically register competitors for the Valvoline Cup, a national season points championship that is open to virtually all forms of motorized racing around the country. In this competition, drivers from one racing series can compete with drivers from another racing series through a special points system on equal footing the same awards. For more information about "The Valvoline Cup" please go to www.valvolinecup.com.

- Failure to register and install required decals prior to start (Parc Expose) of an event will forfeit eligibility for an award.

- It is the entrants responsibility to register properly and neatly apply decals.

Program Duration:

- All ProRally Championship ClubRally support events in 2003 beginning at Rim of the World.

Registration Requirements:

- Registration is REQUIRED at the SCCA National Office table at event registration. You will remain on this program for the remainder of the year unless you specify otherwise.

Decal Requirements:

- Required: YES
- # of Decals: 2
- Location: Two placed correctly in "protected space" on either side of vehicle.
- Availability: At event registration or from SCCA contact (see below).

- No other directly competing "oil" decals can be in car.

Class Eligibility:

- ClubRally: All.
- Class entry size requirement: None.

Award Information:

- Valvoline payouts are credit only for 1 case of Valvoline Racing Oil to the top 1st, 2nd, and 3rd placed ClubRally teams in each ClubRally (2 supporting ClubRally events per ProRally) running the required Valvoline decals in the protected space. Awards are ONLY given to the competitors running Valvoline decals during rally.

- Awards will be posted to the SCCA website 7-10 days post event.

Payouts & SCCA Contact Information:

- This contingency program is administered in part by the SCCA for Valvoline. Award winners are determined by the SCCA.

- SCCA will send out credit certificates about 7-10 days post event to each award winner. Awards are redeemable at any NAPA auto parts store.

- All credits must be used by date indicated on certificate.

- For payout details, registering for the program, obtaining decals, claiming awards, or to ask questions, please contact **Sean Conlan**, SCCA Performance Rally Marketing & Logistics Manager. Contact info: sconlan@scca.com or 406.581.5789.

PAYOUT SCHEDULE

ClubRally - In Class

1st Place in Class - 1 case of oil - Credit
2nd Place in Class - 1 case of oil - Credit
3rd Place in Class - 1 case of oil - Credit

Valvoline retains the option to name and/or change eligible categories, classes and eligible cars at any time during the 2003 season.



REGIONAL SCHEDULES

REGIONAL SOLO II

NORPAC

May 3-4	Winnemucca Airport, Reno, NV	(775) 233-7947
May 17-18	Portland International Raceway, Portland, OR	(888) 835-9250
May 18	Mt. Home AFB, Mt. Home, ID	(208) 467-0006
Jun 1	Marina Airport, Marina, CA	(650) 599-2615
Jun 1	Boise State University, Boise, ID	(208) 467-0006
Jun 7-8	Portland International Raceway, Portland, OR	(888) 835-9250
Jun 15	Western Idaho Fairgrounds, Boise, ID	(208) 467-0006
Jun 28-29	Oakland Coliseum, Oakland, CA	(650) 599-2615
Jul 4,5,6	Portland International Raceway, Portland, OR	(888) 835-9250
Jul 6	Golden Gate Fields, Albany, CA	(650) 599-2615
July 19	Marina Airport, Marina, CA	(650) 599-2615
Aug 3	Golden Gate Fields, Albany, CA	(650) 599-2615
Aug 10	Golden Gate Fields, Albany, CA	(650) 599-2615
Aug 16-17	Portland International Raceway, Portland, OR	(888) 835-9250

SOPAC

May 4	Las Vegas Motor Speedway, Las Vegas, NV	(702) 461-8683
May 2-23	Las Vegas Motor Speedway, Las Vegas, NV	(702) 461-8683
May 2	3-Com park at Candlestick Park, San Francisco	(408) 782-6525
May 24-25	Mineral County Airport, Las Vegas, NV	(702) 461-8683

RMDIV

Jun 1	Cohen Stadium, El Paso, TX	(915) 740-6565
Jun 13	Steamboat Springs, CO	(719) 471-4379
Jun 29	West Lot UNM, Albuquerque, NM	(505) 889-2486
Jul 19	Coors Field, Denver, CO	(970) 206-5629
Aug 2	Coors Field, Denver, CO	(970) 206-5629
Aug 17	Cohen Stadium, El Paso, TX	(915) 740-6565

SWDIV

May 3-4	Cabaniss Field NALF, Corpus Christi, TX	(361) 993-3421
May 31-Jun 1	Cabaniss Field NALF, Corpus Christi, TX	(361) 993-3421
Jul 5-6	Cabaniss Field NALF, Corpus Christi, TX	(361) 993-3421
Aug 2-3	Cabaniss Field NALF, Corpus Christi, TX	(361) 993-3421

CENDIV

May 4	Mid America Air Center, Lawrenceville, IN	(618) 943-2117
May 11	Miller Park, Milwaukee, WI	(262) 757-0562
May 18	Lake Michigan College, Benton Harbor, MI	(574) 825-5565
Jun 14-15	Miller Park, Milwaukee, WI	(262) 757-0562
May 26	Walesboro Airport, Walesboro, IN	(317) 535-5353
Jun 15	Walesboro Airport, Walesboro, IN	(317) 535-5353
Jun 28-29	Grissom Aeroplex, Peru, IN	(574) 825-5565
Jul 20	Lake Michigan College, Benton Harbor, MI	(574) 825-5565
Jul 20	Kentucky Speedway, Sparta, KY	(513) 248-1810
Jul 27	Walesboro Airport, Walesboro, IN	(317) 535-5353
Aug 2-3	Miller Park, Milwaukee, WI	(262) 757-0562
Aug 3	Kentucky Speedway, Sparta, KY	(513) 248-1810
Aug 24	Tire Rack, South Bend, IN	(574) 825-5565

NEDIV

May 3-4	Mid State Regional Airport, Southwest, Pa	(724) 423-8006
May 4	Kentucky Speedway, Sparta, KY	(513) 248-1810
May 10-11	Beaver Run Motorsports Complex, Wampum, PA	(412) 716-3126
May 11	Moore Airfield, Devens, MD	(603) 899-5045
May 17-18	Mid State Regional Airport, Southwest, PA	(724) 423-8006
May 18	Orange County Airport, Montgomery, NY	(845) 876-3164
May 18	FedEx Field, Landover, MD	(410) 465-1533
May 25	Nassau Coliseum, Uniondale, NJ	(516) 326-0444
Jun 1	Kentucky Speedway, Sparta, KY	(513) 248-1810
Jun 1	Beaver Run Motorsports Complex, Wampum, PA	(412) 716-3126
Jun 7-8	Mid State Regional Airport, Southwest, Pa	(724) 423-8006
Jun 8	Orange County Airport, Montgomery, NY	(845) 876-3164
Jun 15	Moore Airfield, Devens, MA	(603) 899-5045
Jun 15	Atco Raceway, Atco, NJ	(856) 694-5012
Jun 22	FedEx Field, Landover, MD	(410) 465-1533
Jun 29	Orange County Airport, Montgomery, NY	(845) 876-3164
Jun 29	Moore Airfield, Devens, MD	(860) 875-0254
Jun 29	Nassau Coliseum, Uniondale, NJ	(516) 326-0444
Jul 5-6	Moore Airfield, Devens, MD	(603) 899-5045
Jul 12-13	Beaver Run Motorsports Complex, Wampum, PA	(412) 716-3126
Jul 11-13	Divisional Solo II-Gainesville Raceway, Gainesville, FL	(412) 429-1041
Jul 13	Atco Raceway, Atco, NJ	(856) 694-5012
Jul 13	Nassau Coliseum, Uniondale, NJ	(516) 326-0444
Jul 20	FedEx Field, Landover, MD	(410) 465-1533
Jul 26-27	Moore Airfield, Devens, MD	(860) 875-6033
Jul 27	Orange County Airport, Montgomery, NY	(845) 876-3164
Jul 27	Nassau Coliseum, Uniondale, NJ	(516) 326-0444

Aug 3	Atco Raceway, Atco, NJ	(856) 694-5012
Aug 10	Moore Airfield, Devens, MD	(603) 899-5045
Aug 17	FedEx Field, Landover, MD	(410) 465-1533
Aug 17	Orange County Airport, Montgomery, NY	(845) 876-3164
Aug 17	Moore Airfield, Devens, MD	(860) 875-0254
Aug 17	Atco Raceway, Atco, NJ	(856) 694-5012
Aug 23-24	Beaver Run Motorsports Complex, Wampum, PA	(412) 716-3126
Sept 1	Beaver Run Motorsports Complex, Wampum, PA	(412) 716-3126
Sept 20-21	Beaver Run Motorsports Complex, Wampum, PA	(412) 716-3126
Sept 21	FedEx Field, Landover, MD	(410) 465-1533
Sept 21	Atco Raceway, Atco, NJ	(856) 694-5012
Sept 28	Orange County Airport, Montgomery, NY	(845) 876-3164
Sept 28	Nassau Coliseum, Uniondale, NJ	(516) 326-0444

SEDIV

May 3-4	School - Smokies Stadium, Sevierville, TN	(865) 690-4275
May 4	Nashville Super Speedway, Nashville, TN	(615) 220-9404
May 17	Blue Ridge Hillclimb, Sparta, NC	
May 18	Nashville Super Speedway, Nashville, TN	(615) 220-9404
May 18	WM Blount High School, Maryville, TN	(865) 690-4275
May 24-25	Skelly Field Solo 1	
Jun 1	Nashville Super Speedway, Nashville, TN	(615) 220-9404
Jun 7	Smokies Stadium, Sevierville, TN	(865) 690-4275
Jun 14-15	Nashville Super Speedway, Nashville, TN	(615) 220-9404
Jun 29	Oak Ridge Mall, Oak Ridge, TN	(865) 690-4275
Jun 28	Nashville Super Speedway, Nashville, TN	(615) 220-9404
Jul 12	Nashville Super Speedway, Nashville, TN	(615) 220-9404
Jul 20	Smokies Stadium, Sevierville, TN	(865) 690-4275
Jul 26-27	Divisional Solo II-Nashville Speedway, Nashville, TN	
Aug 2-3	Wm Blount High School, Maryville, TN	(865) 690-4275
Aug 9-10	Carolina Motorsports Park Solo 1	
Aug 16-17	Nashville Super Speedway, Nashville, TN	(615) 220-9404
Aug 30	Nashville Super Speedway, Nashville, TN	(615) 220-9404

MIDDIV

May 3	Parkland Community College, St. Joseph, IL	(217)469-0094
May 4	Kentucky Speedway, Sparta, KY	(513)248-1810
May 11	East Crawford Recreational Center, Salina, KS	(785)825-8769
May 17-18	Rantoul Aviation Center, Rantoul, IL	(217) 369-9204
May 25-26	Gateway Intl Raceway, Madison, IL	(636) 225-3236
June 1	Kentucky Speedway, Sparta, KY	(513) 248-1810
Jun 8	East Crawford Recreational Center, Salina, KS	(785) 243-4148

ROADRALLY

NEDIV

May 4	Take the Dust off Rally, Sykesville, MD	(410) 987-2878
May 28	Crab Cakes, Frederick, MD	(410) 854-6579

SEDIV

Jun 21	Prowling Pungo, Virginia Beach, VA	(757) 306-4057
Aug 16	Surry with Fringes, Dinwiddie, VA	(757) 306-4057

SOPAC

May 2	First Friday Nighter, Mission Hills, CA	(818) 771-2641
Jun 6	First Friday Nighter, Mission Hills, CA	(818) 771-2641
Jul 4	First Friday Nighter, Mission Hills, CA	(818) 771-2641
Aug 1	First Friday Nighter, Mission Hills, CA	(818) 771-2641

SOLO DIVISIONALS

NEDIV

May 24-25	Summit Point, Jefferson Circuit	(484) 332-8594
Jun 7-8	Spring Weatherly Hill Climb	(570) 654-0560
Jun 28-29	Pagoda Hill Climb	(610) 987-9646
Jul 12-13	Giant's Despair Hill Climb	(570) 823-1947
Jul 26-27	Rose Valley Hill Climb	(717) 859-2957
Aug 16-17	Duryea Hill Climb	(610) 987-9646

NEDIV

Aug 30-31	Summit Point, Jefferson Circuit	(570) 654-0560
Sept 27-28	Fall Weatherly Hill Climb	(570) 654-0560

RMDIV

Jun 14-15	Fathers Day Fun Second Creek, Commerce City, CO	(303) 499-0173
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CENDIV

May 25-26	Grissom Aeroplex, Peru, IN	
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SEDIV

Jun 14-15	Divisional Solo II-Turner Field, Atlanta, GA	
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MIDDIV

May 25-26	Gateway International Raceway, Madison, IL	(636) 225-3236
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OFFICIAL SOLO ENTRY FORM

Check appropriate boxes:

- ProSolo™ NationalSeries™**
 Solo II National Tour
 Divisional Solo II
 Divisional Solo I

Event Date

/ /

Location

Class _____ Car No. _____

ProSolo NationalSeries Rookie (first time at a **ProSolo** event)

DRIVER INFORMATION

Results are available within 48 hours of the event on www.scca.com
Do you also want a hard copy? Yes No

Name _____

Address _____

City _____ State _____ Zip _____

Phone: Hm () _____ Wk () _____ E-mail: _____

Member No. _____ Exp. _____ Social Security No. _____

Division _____ Region _____ **ProSolo** license holder? Yes No

Emergency Contact: Is this person at event site? Yes No Relationship _____

Name: _____ Phone: Hm () _____ Wk () _____

Additional Driver:

Name: _____

CAR/PRODUCT INFORMATION

Year _____ Make _____ Model _____ Color _____

Brand of Tires _____ Size _____ Wheels _____

Mufflers _____ Shocks _____ Spark Plugs _____

Oil _____ Other _____

Sponsor/Team Name _____

DRIVER BIOGRAPHY

Finishing positions you are proud of: _____

Worker assignments will on a first-come, first served basis. If you have a specialty you would like to work, please indicate below:

- Registration Tech Information Grid T&S Course Impound Safety (license required)

READ AND SIGN: I agree to compete under the current SCCA Solo Rules, and the supplemental rules pertaining to this event. I further affirm that the car I have entered complies with all requirements for the class and category in which it is listed above. I am a member in good standing of the Sports Car Club of America, Inc. I agree to permit the SCCA, the promoter/organizer of the event and their assigns, the use of my name, voice, and/or likeness for news, publicity, and feature use in ANY AND ALL MEDIA FORMATS in connection with advertising and for purposes of trade.

Driver's Signature: _____ Date: _____

Visa/MasterCard No.: _____ Exp.: _____

Phoned entries will be charged a \$15 processing fee. Add a \$20 late fee if the entry is received after the Monday prior to the event.

ENTRY FEES

CONTACT
APPROPRIATE
REGISTRAR
FOR
DEADLINES
AND LATE
FEES

ProSolo NationalSeries.....\$60
ProSolo Finale (must meet eligibility requirements)... \$80
Solo II National Tour.....\$60

Divisional Solo II/Divisional Solo I: (mail entry form to appropriate registrar. See *SportsCar* calendar section for contact number)

TOTAL AMOUNT ENCLOSED

\$ _____

Sanctioned by the Sports Car Club of America, Inc. Held under SCCA Solo Rules.

THE TIRE RACK[®]
SCCA[®] National SoloSM
The Road to Topeka!

**2003 Solo 2 National Tour
Generic Supplementary Regulations
"Held under the SCCA Solo 2 Rules"**

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A. GENERAL INFORMATION

1. ENTRY REQUIREMENTS: SIIR 4.2.
2. Courses will be open for walking Friday, 5pm - 7pm; Saturday, 6am - 8am and 6pm - 8pm; and Sunday, 6am - 7:30am. See Event Specific Supplementary Regulations for more detail.
3. Changes to the Supplemental Regulations and run/work order will be posted at Registration and at the posting area. It is the responsibility of each competitor to check for, and adhere to posted changes.
4. Other site restrictions required by the site owner such as "off-limits" areas, may be published separately, or posted on site and must be obeyed.
5. Trash containers and portable toilets will be provided. Do not obstruct the portable toilets.
6. Blocking approach to the toilets will obstruct use, and prevent servicing. Do not use for trash!
7. Scales will be available to the competitors during the event free of charge under the supervision of Impound. You will be restricted from using the scales when they are being used by Impound. Consult with the Chief of Impound if in doubt.
8. A mandatory drivers' meeting will be held Saturday morning at 8:30am. Final run/work order assignments will be announced at that time.

B. REGISTRATION PROCEDURES

1. Send registrations to: SCCA National Solo Registration, PO Box 19400, Topeka, KS 66619; phone (800) 770-2055, (785) 357-7222, fax (785) 232-7215. On line registration is also available at SCCA.com.
2. Entry forms must be received the Monday prior to the event to avoid the \$20 late fee. A \$30 late fee for entries received after the Wednesday prior to the event will be charged.
3. Entry forms received prior to the Friday before the event will receive a confirmation.
4. Two-driver cars in the same class: The first driver in the car must have a number 99 or lower.
5. Car numbers will be issued on a first-come, first-served basis. Only one- or two-digit numbers will be allowed (i.e., 0 through 99). Exception: Where there are two drivers in one car, in one class, then the second driver will be 100 plus the first driver's number (99 and 199). If desired, drivers of the same car but in different classes (open and ladies) may use the same car number. Drivers of the same car in the same class should send both entry forms in the same envelope. If a second driver enters later he/she must inform the registrar of the additional driver to ensure correct number assignment.
6. All drivers must bring to registration: Current valid drivers license, SCCA membership card, and Solo Rule book.
7. Minors: A minor release form (get proper form from your local Region).
8. The hours of operation for registration and tech: Friday, 5pm - 7pm;

Saturday, 7am - 8am.

C. SAFETY

1. A speed limit of 15 MPH will be enforced at the event site including pre-grid and grid. Tire spins, rapid speed or direction changes, or other "abnormal/unusual" driving techniques are strictly prohibited throughout the event site, other than during competition. See Event Chairman for questions or problems.
2. Children and pets are allowed anywhere on the event site EXCEPT during active competition. During active competition, children under 12 and pets are not allowed in the grid, staging and course areas. Drivers from eight (8) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Appendix I are exempt from this prohibition during their run group. Pets must be leashed at all times.
3. Drivers are responsible for the actions of their crew and guests. All must sign a waiver to be present in the pre-grid, grid, staging and course areas. Waiver forms will be available at registration.
4. The wristband, signifying waiver signature, will be worn either on the wrist or attached to the individuals exterior clothing from the waist up on the front of the body, in plain sight. All personnel entering the paddock must sign the event waiver, or display the waiver wristband as identified above.
5. It is recommended that the refueling of cars in grid be accompanied with assistant and fire extinguisher.
6. Cars may not be off the ground, in gear, while running for tire shaving/cleaning or other reasons. EXCEPTION: Cars like Formula 440s, with snowmobile-derived drive trains, may be started with the rear wheels off the ground. If a car with a snowmobile-derived train is started with the rear wheels on the ground, a driver must be on board.
7. Workers must be on their feet at all times while cars are competing.
8. Photographers desiring to enter a course area must be approved by the course safety steward and be accompanied by a spotter. A minor may not serve as a spotter.
9. Skate boards (motorized or manual, with or without stand-up handlebars or seat), roller blades and roller skates (motorized or manual), are prohibited from use in all areas of the event site. Intent: Skateboards, in any form, or name, with the basic function/form of a skateboard. The Chief Safety Steward will make the determination of vehicles qualifying under this regulation.
10. Pylons, tape, and/or other barriers will define "No Parking" areas near the course. Cars parked in such a manner that block or restrict defined driveways or entrances to course areas will be towed away without notice, at the expense of the vehicle operator/owner.
11. All incidents involving injury and/or property damage occurring on the event site, or felt associated to the event will be reported as soon as possible to the Event Chairman or Chief Safety

Steward.

12. The event safety steward will ensure that a functional system of technical inspection is in place and that items of safety interest are highlighted for inspection.

D. ORDER OF RUNNING

1. Competition will be on two successive days with one course run each day. Runs will be scheduled in four heats each day or five if number of entrants exceeds 225 (heats will be assigned by car class).

2. There will be a grid A and grid B instead of a pre-grid and grid. Therefore, drivers are to position their cars in grid A or grid B at least 30 minutes prior to the beginning of their heat.

3. All drivers will be assigned a "home" space number for grid purposes where they may leave any necessary equipment. After each run all drivers will return to their "home." Do not block the access lanes between spaces. Dual Drivers will have the same grid position.

4. During competition, the course will be open for walk-through only prior to the 3rd heat each day. The walk-through will be a maximum of 30 minutes. The countdown clock will be started by the timing captains.

5. All drivers will be offered three runs on each course. Each run of each heat is divided into two segments. Therefore, for a three (3) run heat there are six (6) segments (1a, 1b, 2a, 2b, 3a, 3b).

6. The Grid Chief shall have the discretion to determine the run order within each heat, balancing the conflicting goals of running in numerical order within class, fairness to drivers of both single-driver and two-driver, keeping entire classes together, and facilitating efficient event operation. No competitor shall take a second run until after all drivers have completed their first run. After the completion of each run, vehicles must return directly to the grid. Vehicles are not permitted to depart the grid area for service.

7. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver of the same car. A grid marshal will be specifically assigned to handle two-driver cars and will keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from the time the car leaves the finish area of the course until the time it leaves the start line.

8. Drivers must proceed from the grid to the start line when so directed by a grid official, or that run will be scored as a Did Not Start (DNS). Exception: Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under 9.1.F.

9. In case a competitor is red flagged on course, the competitor may continue slowly through the remainder of the course, or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.

10. Heat assignments will be posted on the SCCA website - www.SCCA.com - the Tuesday prior to the event. Run/work order will be determined the Friday night of the event and be available on Saturday morning.

E. TECH PROCEDURES

1. Tech inspection will be at the event site.

2. All drivers are required to state on the entry the brand of tire they run on. However, the entry form does not commit you to a tire brand. This may be changed at tech.

3. All tires, at event site and intended for use on Stock and Street Prepared category cars must be teched. These tires will be checked for compliance with 13.3.I at tech inspection, however these tires will not be marked. Tires are un-protestable for violation of section 13.3.I after the car makes its first competition run on said tire(s). You may

tech as many tires as you feel you will need. It is the responsibility of the competitor for all additional tires acquired after tech inspection to be in compliance with tread depth and safety specifications outlined in 13.3.I & J. Any tire which fails tech inspection may be impounded by SCCA until the completion of competition.

4. Tech will check for compliance with 3.7 Vehicle Identification. (All required decals will be made available at Registration). Two SCCA Solo 2 Event decals, one on each side of the car; one SCCA decal on the hood or front bumper, two Tire Rack SCCA National Solo Road to Topeka decals, one on each side of the car; and the title sponsor decal (tirerack.com). This is a window tint decal to be placed at the top of the windshield. Vehicles without windshields or with plastic windshields may place the decal on the front of the car.

5. Helmets must meet specifications and will be teched. Approved helmets must be teched before the driver's car can receive a tech sticker. Helmets that do not meet the requirements of the Solo II rule Section 4.3.A will be impounded by the SCCA until the completion of the event.

F. IMPOUND PROCEDURES

1. The intent of impound is to allow SCCA officials and competitors to assure themselves that fellow competitors have complied with the specifications listed in the SIIRs and the Supplementary Regulations for this event.

2. Vehicles are required to be impounded on both days of competition. Vehicles will be impounded in the grid area except for those vehicles that are required to weigh. After your last run each day, return to your original grid position. After re-gridding, only those vehicles that are required to be weighed will be escorted to the impound area. All vehicles will be held in the grid/impound area for 30 minutes and/or until released by the Chief of Impound. The driver of each vehicle or a designated representative must remain in the grid/impound area during the impound period. Karts will be allowed to be driven from the grid to impound under close supervision by event officials.

3. Protests filed by competitors during second day impound may be accepted at the discretion of the protest committee within the limitations of SIIR 8.3.8. regarding extension of time limit.

4. Impound inspectors will inspect cars during impound and may require jacking or disassembly as part of the inspection procedure. Competitors are responsible for performing these procedures as required. Competitors are responsible for having appropriate rules and documentation of specifications available for the inspectors' use.

5. Impound inspectors will concentrate on top cars that trophy cars in class. Based on available time, the Chief of Impound may limit the number of vehicles inspected, provided the requirements of SIIR 6.10 are met.

6. The Chief of Impound may file protests based on the results of impound inspection.

7. Inspection by impound inspectors will proceed during the competitor inspection period. Competitors may observe, but must not hinder inspectors in any way.

8. Impound will generally not act on information regarding suspected illegalities provided by competitors. If competitors suspect a rule violation, they are expected to file protests in accordance with the Solo II rules. The decision whether to act on competitor-provided information is solely at the discretion of the Chief of Impound.

9. Vehicles under protest will proceed to and remain in impound with other vehicles until the class is released. They will be transferred to the custody of the Protest Committee and moved to another location as instructed by the Protest Committee.

10. All weights and measurements taken by impound will be available for all competitors to inspect.

G. PROTEST & APPEALS: SIIR Rule 8

1. Protest and Appeal forms will be available from the Chief Steward, Chief of Protest, and Chief of Impound. Protests may be filed with the Protest Committee or the Chief Steward and (except

for protests from the Chief of Impound or the Chief Steward) must be accompanied by the appropriate protest fee in cash, traveler's checks or approved credit card.

2. Bonds (if required by SIIR 8.3.2) are due in cash, traveler's checks or approved credit card.

3. Appeals may be filed with the Chief Steward or the Chief of Protest. The appropriate fee in cash, traveler's checks or approved credit card must accompany the Appeal (Chief Steward excepted).

4. The decisions of the Protest Committee may be appealed, but not protested. Only the original protester, protestee, or Chief Steward may file an appeal.

H. COURSE MARKERS

1. Directional pylons (pylons which are laid on their side) are for informational purposes and do not count if hit. Directional pylons placed directly adjacent to a penalty pylon must be obeyed or a DNF will result. Directional pylons not adjacent to a penalty pylon are for informational purposes only and do not result in a DNF if not followed. If a directional pylon displaces a penalty pylon, the penalty pylon will be assessed.

2. A penalty will be assessed for each displaced course entry and exit pylon.

3. The course will be lined on both sides, weather permitting. Crossing a line incurs no penalty.

4. Drivers observed driving at substantially less than normal competition speeds for the purpose of spotting slightly misplaced course markers to earn a re-run will be referred to the Chief Steward for action. As such conduct is considered unsportsman-like and an unnecessary delay of the event.

I. TIMING & SCORING

1. The total score will consist of the best-timed run from each course, combined to create one time.

2. Scores will be posted. See the Chief of Course to resolve problems. THE TIMING & SCORING VEHICLE IS OFF LIMITS FOR COMPETITORS, CREW AND SPECTATORS, unless invited to enter by an event official.

J. DRIVERS MEETING NOTES

There will be a drivers' meeting Saturday of the event. Changes to the Supplemental Regulations and other items of information as well as the names of all event officials will be included in the packet of material provided at on-site registration, or posted at Registration and at the posting area. IT IS A COMPETITOR'S RESPONSIBILITY TO CHECK AT REGISTRATION AND THE POSTING AREA FOR CHANGES TO THE SUPPLEMENTAL REGULATIONS.

K. ENTRANTS AS WORKERS: SIIR Rule 6

1. All competitors are required to work the event. Qualified replacements may be used as substitutes in worker assignments. However, workers must notify the Assistant Chief of Course prior to the substitution. Failure to comply with Rule 6.1 SIIR or properly perform assigned duties will result in additional work assignments or disqualification, as executed by the Event Chairman.

2. Early work assignments that offset a normal work assignment must be pre-approved by the Event Chairman and/or Chief of Course. These assignments must be extremely limited to prevent loss of critical support during the event. Serving as a volunteer prior to the event is greatly appreciated, and a key element in success of this event. However, this does not automatically offset a normal work assignment.

L. WORKER MEETING NOTES

Workers will report to the Chief of Course before the beginning of the last run of the heat prior to their assigned work heat for a brief instructional session and assignment. First heat workers will report 30 minutes prior to the start of the event. Failure to report on time will result in an additional work assignment after the finish of the last heat on that day. Not complying with these

rules will result in disqualification.

M. TROPHIES & AWARDS

Trophies will be awarded on Sunday after the last runs. They will not be mailed. If you leave the event early, appoint someone to receive your award.

N. CLASSES

All Open and Ladies classes as defined by the 2003Solo II Rules, and STX,STXL, SM2, SM2L and FJ (4 classes).

O. OFFICIAL RESULTS

Official results will be available within 48 hours of the event on www.SCCA.org.





THE 2003 VALVOLINE RUNOFFS® SUPPLEMENTARY REGULATIONS

Online Registration Available April 21, 2003 at www.scca.com

1. Entries
2. Driver Eligibility
3. Travel/Tow Fund
4. Registration
5. On-Track Sessions
6. Grid
7. Start/Finish
8. Timing & Scoring

Held under the 2003
General Competition
Rules #IDC-03-S

9. Pre-Race Tech Inspection
10. Impound and Post Race Inspection
11. Required Decals/Patches
12. Penalties / Protests / Appeals
13. Race Results
14. Rules of Operation / Pits /
15. Paddock
16. General Information

1. ENTRIES All drivers shall be current SCCA members in good standing, hold a current National Competition License and shall meet all criteria as listed under section 2. **DRIVER ELIGIBILITY.** Drivers may enter as many classes as they wish, and drive any car eligible for that class, provided they meet all driver eligibility requirements for each and every class entered.

1.1 A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class so entered per these Regulations and the vehicle shall be capable of meeting all requirements and specifications of those classes. Separate entry forms and fees are required for each class entered.

1.2 An entry is not considered filed until the completed entry form and the entry fee have been received by the SCCA Club Racing Department.

1.3 In no event will the SCCA accept entries from drivers who do not meet the requirements of GCR Section 16.4.1. or 16.4.2.

1.4 Entry fee is \$200 (non-refundable, U.S. funds) payable to SCCA, Inc. A \$25 fee will be charged, in addition to the amount owed, to those whose entry fee payment is returned for insufficient funds. If your entry is not accepted for the Runoffs, or you withdraw in writing (FAX or U.S. Mail) prior to September 2, 2003, your entry fee will be refunded. **ENTRY DEADLINE IS August 18, 2003.** A LATE FEE OF \$500, IN ADDITION TO THE \$200 ENTRY FEE, will be required for entries U.S. Postal Service postmarked or officially dated by an express service after August 18, 2003 (Postage meter imprint is not acceptable). Certified mail, return receipt, is recommended to provide you with proof of mailing date.

1.5 Any class that does not have at least 20 entrants by the close of normal entry date for the Runoffs (Aug 18th), may be combined with another class or classes for all sessions including races.

2. DRIVER ELIGIBILITY Entries will be accepted for this 2003 Interdivisional Championship Event from those drivers who meet all of the following for each class entered:

2.1 Shall have started at least four (4) National Championship events, two (2) of which shall have been in their Division of Record, and have been classified as a finisher in at least three (see GCR 16.4.1.)

2.2 Shall have finished in the top ten (10) in their Division's 2003 National Points Standings.

2.3 Shall have accumulated at least four (4) National Championship points in 2003.

2.4 Defending National Champions who finish in the top ten (10) positions in their class and Division of Record, will not count against the ten (10) entries to be accepted from that Division. If an entry is accepted from a Defending National Champion, the eligibility range for that class and Division will extend to 11th place. Those Defending National Champions who do not meet the standard qualifying criteria as an entrant may still be eligible to compete by meeting the alternate criteria as outlined in the 2003 GCR (section 16.4.2.A through D).

2.5 If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded. Drivers who believe their points accumulation totals for Divisional Championship standings and NATIONAL CHAMPIONSHIP RUNOFFS invitations are in error, shall contact their Divisional Pointskeeper, prior to the entry deadline, for resolution of the difficulty. Only if satisfaction cannot be achieved at the Divisional level should a driver contact the National Office for review of the matter.

3. TRAVEL/TOW FUND During 2003, a Tow Fund will be collected and maintained by the SCCA for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs. A driver's zone will be determined by the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received prior to the receipt of the entry. False representation of permanent residence could result in penalties as provided in GCR section 14.

Tow Fund will be paid to the three (3) drivers with the highest points total in each class from each Division (except Zone 1) who enter on time and are accepted to participate in the Runoffs. Entries submitted after the entry deadline will not be eligible to receive Tow Fund, no matter what their points total or standing in the Division. The Tow Fund checks will be mailed after the event to those eligible drivers who completed registration and tech inspection and received at least one official qualifying time while taking into consideration the tie-breaking procedures contained within these regulations. Tow Fund may not be paid to drivers/entrants who were disqualified from their race, **see Penalties section 12.** In the event there is an unbreakable tie within a class and Division (see GCR 16.2.2.) affecting Tow Fund payout, official qualifying times at the event will determine which participants will receive Tow Fund.

3.1 ALL TOW FUND CHECKS WILL BE MAILED APPROXIMATELY TWO WEEKS AFTER EVENT The name and address on the check will match that of the W-9 form each driver must complete at driver registration. A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 must be completed using the Tax ID company name; the Tow Fund check will be issued to that named company. Federal Tax ID, and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in Tow Fund.

4. REGISTRATION Driver Registration will be held at Mid-Ohio from Wednesday, September 10, 2003 through Noon, Thursday, September 18, 2003. All drivers SHALL register no later than NOON, Thursday, September 18, 2003. Crew members and guests may register from noon Wednesday, September 10, 2003, through 1:00 p.m. on Sunday, September 21, 2003. See schedule below for the hours of registration.

4.1 Entries will be considered incomplete without a valid transponder number. AMB Transponder will be available from SCCA Club Racing at (800) 770-2055 ext. 327.

4.2 REGISTRATION HOURS

Wed	Sept. 10	12:00 p.m. -	6:00 p.m.
Thur - Sun	Sept. 11 -14	7:00 a.m. -	6:00 p.m.
Mon - Wed	Sept. 15-17	7:00 a.m. -	4:00 p.m.
Thur - Fri	Sept. 18-19	7:00 a.m. -	5:00 p.m.
Sat	Sept. 20	7:00 a.m. -	1:00 p.m.
Sun	Sept. 21	7:00 a.m. -	1:00 p.m.

4.3 No one without a ticket or a credential will be allowed to enter the track after registration closes each day. If registration is closed, you will have to buy a General Admission ticket for \$40. This will be refunded at security if you register prior to noon the next day and show your credential and general admission ticket to security. NOTE: Lost credentials will NOT be replaced. Anyone losing their credentials will have to buy a ticket in order to get back into the paddock. Additional passes may be purchased from Mid-Ohio for \$40 each at the gate. Credentials must be worn in plain view.

4.4 Mid-Ohio does not sell hot-pit access passes. All crew members who need to be in hot-pit areas must be listed as crew on your entry. Additional passes are Paddock only. The Promoter shall provide a maximum of four (4) passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile. **Only the Driver or Entrant may add/change free or pay crew names.** The SCCA will inform all Registration personnel that the addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.

4.5 Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 14 Penalties.

4.6 PHOTO ID's will be available at the track for \$5.00 each.

5. ON-TRACK SESSIONS If combined groups for practice and qualifying are larger than a total of 60 cars, **the session will be divided into two parts with each group being given half the session (20 minutes divided into two equal parts allows 10 minutes per class).**

5.1 During the Practice Sessions Monday Sep 15th. (per GCR 9.4.2.E.) a White Flag will be shown on the first lap at each staffed corner station as information for the drivers regarding corner station location.

5.2 Station 6 will use lights in lieu of a yellow flag.

5.3 The following guideline will be applied by the Chief Steward: Drivers shall qualify within a maximum of 120% of the qualifying time of the fastest qualifier in the class in order to be permitted to start the race (ref. GCR 16.1.2.). Upon request, at his/her discretion, the Chief Steward may add eligible cars of proven capability to the BACK of the grid that were unable to comply with the 120% guideline. Requests must be made within thirty (30) minutes of the posting of the grid. Cars allowed to start at the back of the grid may be black flagged if lapped during the race.

5.4 QUALIFYING To alleviate traffic congestion in the false grid area and still provide an equal opportunity for all competitors to get a clean lap in their respective qualifying sessions, the following procedure will be used to determine the order in which cars enter the track for qualifying: Random number selections for positions on the false grid will be made after Monday's practice and after Tuesday and Wednesday's qualifying session for the following day's qualifying. **These random draw sheets will be posted at the base of the Goodyear Tower after each session.** Trading or exchange of positions is not allowed. The order for cars qualifying in combined groups on any or all days will be determined without regard to class. The random number selection process is NON-PROTESTABLE. All cars not on the false grid when their group enters the track will be started from the pit lane in the order they arrive and after the gridded cars have entered the track.

5.5 WARM-UP SESSIONS on Friday, Saturday and Sunday will be for WARM-UP only. Drivers may only participate in the warm-up session for the class in which they are entered. Competitors reported to be racing or driving at the limit will be counseled by the Chief Steward and may be penalized.

6. GRID All cars shall enter the race track through the false grid area. The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic. The grid closes at the one (1) minute warning. Cars late to the grid shall enter the course from the grid through the pit lane.

6.1 At the one minute warning, all persons assisting competitors must leave the grid area.

6.2 With the permission of the Chief Steward, multiple class drivers who have back-to-back sessions may have their second car staged in the pit lane. The driver shall forfeit their random drawn qualifying spot and be released from the pit lane at the back of the field.

7. START/FINISH THE START LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE BACK STRAIGHT NEAR STATION 5. THE NORMAL FINISH LINE WILL BE UTILIZED. Crossing of the normal finish line will constitute the completion of each lap. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black-flagged and held for a period up to one minute in the pits. Other penalties may also be imposed (GCR 14).

7.1 LENGTH OF RACE Official track length is 2.25 miles, all races will be twenty (20) laps or forty (40) minutes, whichever comes first. The forty minute time limit will be in effect for all races commencing when the pole car crosses the timing control line (located just ahead of the finish line.) and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 8.4.

7.2 ONE LAP TO GO A one lap to go sign with a number 1 will be displayed at the FINISH line indicating the last lap.

7.3 VICTORY LAP will be offered to each class winner per GCR 9.1.8. & 10.1.11.

8. TIMING & SCORING All corrections, i.e., name and/or sponsor changes/additions, must be submitted to Timing and Scoring prior to 5:00 p.m. on the last day of qualifying.

8.1 CAR IDENTIFICATION NUMBERS are assigned by the SCCA on a first-come, first-served basis. The Official Event Entry Form provides space to indicate six (6) possible numbers of your choice. Permitted numbers range from 00 through 99. Defending National Champions have the right of refusal for car #1 in their respective class. Number one (1) will not be assigned if not chosen by the defending National Champion. **Changes to assigned numbers must be made prior to the entry deadline (Aug 18, 2003).** Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring. Illegible numbers may not be timed or scored. All Formula Atlantic, Formula Continental, and Formula Mazda cars must have numbers on their rear wing end plates. In addition to the end plate, numbers elsewhere on the car are encouraged.

8.2 AMB Compatible Transponders are required for all on-track sessions.

9. PRE-RACE TECH INSPECTION Please be patient and bear with us as we try to make Tech a pleasant experience for you, as well as all concerned.

Tech Inspection is on a first-come first-served basis during the following hours:

9:00 a.m. - 6:00 p.m.
Saturday, September 13 - Sunday, September 14, 2003
&
7:30 am - 5:30 p.m.
Monday, September 15 - Sunday, September 21, 2003

Note: No engines will be run in the Tech impound area at any time during the week, unless directed to do so by a Tech official. Please push cars in and out of the area.

9.1 Report to the Tech area with your race car, vehicle logbook, race gear (including your helmet, driver's suit, etc.) and race car. You will be issued a Tech sheet that must be completed before you will be issued a Tech sticker.

9.2 Please advise Tech officials of your paddock space location for inclusion in the Event Paddock Map.

9.3 All new cars requiring the issuance of a logbook and first-time inspection shall be brought to the Tech area. Cars needing Homologation shall have this accomplished prior to arrival at Mid-Ohio, as Homologation will not be done at the Runoffs. Please remember, all cars in the Formula and Sports Racing (except Spec Racer Ford) classes registered after 1-1-83 shall have an original Homologation certificate with the logbook. Homologation per GCR 17.1.12., Fees per FCS-4 & SRCS-4.

9.4 Tech inspection will concentrate primarily on safety. Items observed during the course of this inspection not in compliance with the GCR eligibility and/or preparation limits, will be noted by the Scrutineer on the back of the tech card. The driver SHALL sign the back of the tech card to only acknowledge awareness that these discrepancies exist.

9.5 Drivers of open cockpit cars will be asked to be checked in their cars with helmets on.

9.6 Cars with restrictive specifications should be prepared, at Tech Inspection, to demonstrate they have complied with these restrictions.

9.7 The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than thirty (30) minutes after the final qualifying session Thursday, September 18, 2003. In addition, any car impounded after its qualifying session that has a tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.

9.8 ALL cars with camera mounts shall comply with GCR 11.2.1AA and must be approved by a Scrutineer prior to entering the course.

9.9 All cars may employ two-way radios. You may be required to change frequencies if interference occurs with Event Officials, and/or track communications. Operation of radios on the following frequencies is **PROHIBITED**: VHF 151.625, 151.655, 151.685, 151.715, 151.745, 151.775, 151.805, 154.45625. This will avoid interference with track communication systems.

9.10 BACK-UP CAR PROCEDURES Any additional cars and/or chassis that may be used at any time during the event, shall be presented at tech inspection and the driver shall inform the Chief Scrutineer of said substitution no later than 90 minutes before the start of the next session for that car/class. The Chief Scrutineer shall inform the Chief Steward directly or through the Tech Steward in impound. The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination prior to the substitution will be removed; the driver must re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed.

9.11 TECH STICKERS The VALVOLINE DECALS are your tech inspection stickers and will be placed on the vehicle by a Tech Inspector. A VALVOLINE DECAL will NOT be issued until your vehicle(s) have been approved by Tech officials. Upon completion of Tech Inspection, Driver and Crew will be issued impound area credentials.

9.12 Formula Mazda Tire Rule: 17.1.6.F.1.e.10.(A,B,C,E) Will not be in effect at this event.

9.13 SCALES The scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound.

10. IMPOUND AND POST-RACE INSPECTION At the conclusion of each race, the first six (6) cars in each class shall proceed to the impound area. Additional cars may be ordered to the impound area at the discretion of the Chief Steward. Cars shall remain in the impound area until released.

10.1 At the conclusion of each practice or qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his/her discretion.

10.2 *During any impound, admission to the Tech area is restricted to authorized officials and crew members with proper credentials. (See section 9.11 Tech Stickers)*

10.3 Fuel testing for compliance of GCR Section 17.4.1. may be implemented during qualifying and post-race inspection.

10.4 Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. **All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.**

10.5 Any part found to be in non-compliance with the GCR Specification Book and/or Supplemental Regulations may be retained by the SCCA, Inc., and disposed of at a later date, at its discretion.

10.6 The FIRST PLACE CAR in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:

Removal of cylinder head for measurement of bore, stroke, and valve size, where restricted by the rules for the class and category. A P&G gauge, or other measuring device, may be used in place of cylinder head removal at the option of the Chief Steward.

Teardown WILL begin within forty-five (45) minutes following the conclusion of each race and is to be completed within three (3) hours, except for Showroom Stock, T1, T2, and AS. The Chief Steward may modify these procedures at his sole discretion.

10.7 All checkered flags and other race awards shall be distributed only after the results are final.

10.8 SHOWROOM STOCK- Any electronic control module may be exchanged with one provided by the SCCA. A diagnostic machine may be available to the event officials, as well as to the competitors, so they may check their vehicle's compliance with all applicable governmental standards. This machine will be located in the Tech area.

10.9 At the sole discretion of the Chief Steward, any Showroom Stock competitor may be required to bring his/her automobile into conformance with all applicable governmental standards before being permitted to start any race and/or qualifying session.

11. REQUIRED DECALS/PATCHES All required decals shall be displayed in a proper manner. SCCA CLUB RACING PATCHES WILL BE REQUIRED PER GCR PAGE 131. DECALS AND PATCHES WHICH IDENTIFY NON-SCCA RACE SANCTIONING BODIES (ORGANIZATIONS) SHALL BE REMOVED FROM RACE CARS AND DRIVER'S SUITS.

11.1 Each car shall prominently display the official SCCA Club Racing logo on BOTH sides of the automobile next to the car number and on the FRONT of the car (per GCR, page 132).

11.2 The VALVOLINE RUNOFFS decal (Tech Sticker) must be displayed on a vertical or reasonably close-to-vertical surface and placed on both sides of the vehicle. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the VALVOLINE DECALS. NO vehicle will be allowed to participate in this event WITHOUT the VALVOLINE DECALS in their proper place at ALL TIMES during the NATIONAL CHAMPIONSHIP RUNOFFS from Monday, September 15, 2003, through Sunday, September 21, 2002.

11.3 All decals and patches required for Contingency programs will be available at the SCCA Compound.

2. PENALTIES Penalties will be as stated in GCR section 14., except as follows: Drivers may be excluded from competing in the following year's Interdivisional Championship Event.

Tow Fund may not be paid to drivers/cars disqualified from the event.

12.1 PROTESTS All protests shall be lodged at Protest Central which is located in the SCCA compound. Driver advisors will be available to provide assistance. Protests shall be filed and will be heard in accordance with the provisions of Section 13., of the GCR except: Anyone who may be involved in a protest and fails to be available for the Court hearing, waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.

12.2 All decisions or penalties rendered by the Stewards of the Meeting may be Appealed

12.3 APPEALS The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 15., except;

Appeals shall be submitted to the Protest Central Office. The time limit for receipt of an appeal will be one (1) hour following announcement of the First Court's decision.

A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.

The Appeal fee is \$125 (\$50 will be retained).

12.4 Results of Protests and Appeals will be posted at Race Information. (Located at the base of the Goodyear Tower)

B. RACE RESULTS Results will normally be posted within thirty (30) minutes after the conclusion of each race at Race Information (Base of the Goodyear Tower). Upon completion of the event, each competitor will be mailed the final results book.

14. RULES OF OPERATION / PITS / PADDOCK NOTE: ALL FEES LISTED BELOW ARE SET BY MID-OHIO/TRUESPORTS.

LOCAL ORDINANCE: RACING ENGINES SHALL NOT BE RUN AFTER 10:00 PM OR BEFORE 6:30AM

14.1 VEHICLE REGISTRATION AND RULES OF OPERATION; All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that may be purchased for \$50. The sticker must be affixed to the registered vehicle along with car number and class. Vehicle passes will not be required for bicycles, as BICYCLES ARE RESTRICTED TO PADDOCK AREA ONLY.

14.2 Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts and utility vehicles in the spectator areas are not permitted on the spectator viewing grounds

14.3 Speed limit is five (5) miles per hour.

14.4 Only licensed drivers may operate pit vehicles.

14.5 Pit vehicles must be used only for essential transportation and hauling. **Use of pit vehicles without headlights after dark is prohibited.**

14.6 Reckless and dangerous driving, speeding or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 14 (Penalties).

14.7 For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility. The only race cars that will be allowed to be driven out of the facility will

be the cars specifically used by competitors for day-to-day transportation (i.e., Showroom Stock cars). No race cars are permitted to be driven outside the paddock area (except as noted above).

REMEMBER, YOU ARE RESPONSIBLE FOR THE ACTIONS OF YOUR CREW

14.8 RULES OF THE PITS The following are PROHIBITED from the pits: **Persons wearing shorts, smoking,** skateboards, roller skates/blades, scooters, children's tricycles, motorcycles and all motorized two-wheeled vehicles.

14.9 Shoes which cover entire foot are required of those entering the Pit Area.

14.10 PROHIBITED FROM TRACK No pets! Mid-Ohio Sports Car Course has a long standing policy which bans all pets from the grounds.

14.11 POSTING OF ADVERTISEMENT / FOR SALE SIGN(S) IS PROHIBITED.

14.12 RULES OF THE PADDOCK Do not poke holes in the hard surface of the paddock for tent stakes or for any other reason. Violators will be fined and removed from the event.

14.13 DO NOT POUR OIL OR GAS ON THE GROUND ANYWHERE ON THE FACILITY. Special Valvoline oil and fluid reclamation stations will be accessible throughout the garage and paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area immediately.

14.14 PARKING Admission to Mid-Ohio Sports Car Course prior to September 8, 2003, will be limited to those teams which are participating in the Regional event. If you are participating in the Regional event and the Runoffs, you must notify Security of your intentions so that you are parked in the appropriate paddock area. Failure to do so may require you to move Monday morning. Unless prior arrangements have been made with Mid-Ohio, teams arriving prior to Monday, September 8, 2003, may not have access to the garages. Teams arriving on Sunday, September 7, 2003 will be admitted if they have confirmed test day reservations for Monday, September 8, 2003. NOTE: Drivers/workers are permitted to stay over Sunday night, September 21, 2003 but need to vacate by 7:00 a.m. Monday September 22, 2003. All other areas must be vacated by 12 p.m.

14.15 Parking will be determined based on arrival time. Paddock spaces are 18' wide and all tow vehicles, trailers and race cars must fit into one designated space or either the tow vehicle or trailer must be removed from the paddock. No paddock parking is allowed for any vehicle or trailer unless a race car is with said vehicle or trailer. Please plan accordingly. If you arrive before 8:00 a.m. or after 6:00 p.m., park your rig on the far right by the registration building.

14.16 To arrange early admission, please contact: Security at Mid-Ohio Sports Car Course, 7721 Steam Corners Rd., Lexington, OH 44904; (419)884-4072

14.17 Vehicles used for daily transportation will be parked in designated lots adjacent to the paddock . . . one lot for drivers and crew and another lot for officials and workers. Each entry will be issued one free parking pass as will each official and worker. Lost passes will not be replaced. All other vehicles must be parked in the spectator lots.

14.18 TRAILER REMOVAL All open trailers should be moved to a specific parking area. It is requested that competitors retrieve their trailers as soon after their race as practical, in order to load their cars and preclude a trailer parking "jam- up" late Saturday and Sunday.

14.19 No enclosed trailer will be parked in paddock area unless one or more race cars are inside. Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars. Motor homes towing enclosed trailers will have paddock space for only one of the vehicles. Motor homes, travel trailers, fifth-wheel campers, camper vans and self-contained truck campers all fall into the motor home category.

There are two (2) parking areas for self contained (i.e., running water with holding tank) motor homes: paddock and track-side.

15. GENERAL INFORMATION

NOTE: ALL FEES LISTED BELOW ARE SET BY MID-OHIO/TRUES-PORTS.

15.1 CAMPING Overnight camping in the paddock or track-side MUST be in a legitimate self-contained motor home. NO EXCEPTIONS. Overnight tent/non self contained vehicle camping is available in the designated camping area for **\$25**.

15.2 MOTOR HOME fee is **\$50** for the entire event, consisting of Test week and Race week. The **\$50** fee includes: water, (non-potable) delivery and pumping (one per week). Motor homes are not allowed in the infield. Once the team motor home or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal. The track does not provide electric hook-ups. Please make your own provision for electricity, i.e., generator.

15.3 COUPONS Each competitor will receive, in their registration packet, \$15 worth of coupons good towards the purchase of products from Mid-Ohio Sports Car Course (i.e., Mid-Ohio souvenirs, concession goods). Lost coupons will not be replaced.

15.4 FUEL Fuel will be available to the competitors for purchase. The fuels available at the track service station are:

CAM2 Leaded Regular (Purple)	110 Octane
CAM2 Leaded Supreme (Blue)	112 Octane
CAM2 Unleaded (GT)	100 Octane
CAM2 Unleaded	92 Octane

The standard octane reading used by most states throughout the U.S. is achieved using the "Research Formula." This formula achieves a higher octane reading by testing under perfect conditions. Another formula used by some states to calculate octane is called the "Motor Formula." This formula uses less than perfect conditions, therefore achieving a lower octane reading.

Recently the State of Ohio passed a law to unify all fuel octane reading. This law requires all octane readings be calculated by using the Research Formula plus the Motor Formula divided by two. [R + M ÷ 2 = minimum octane reading]

This formula does reduce the octane reading stated on the pump. However, it is the same fuel listed in these Supplemental Regulations.

The track fuel pumps will be open Monday, September 8, through Sunday, September 21, 2003. Hours will be posted.

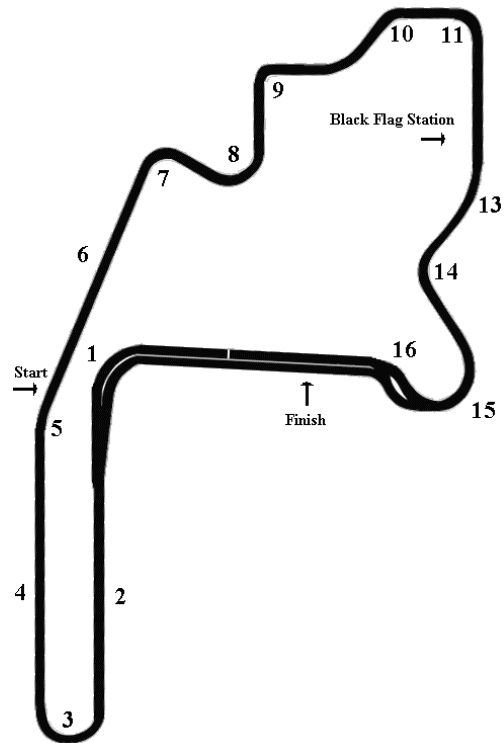
The transportation of fuel in the State of Ohio by private carriers or parties is governed by the Ohio Public Utilities Commission. All rules and regulations set forth by the DOT and Ohio Public Utilities Commission must be strictly adhered to by any party attending the Runoffs at Mid-Ohio Sports Car Course.

Anyone violating these regulations will be subject to the penalties and fines as set forth by the DOT and Ohio Public Utilities Commission and enforced by the various Ohio Law Enforcement Agencies.

16. RACE / DRIVER INFORMATION Race Information is located at the base of the Tower and is the "Information Center" for participants. For example, Race Information is where all messages and notification of parcel delivery will be posted. All parcels should be delivered to **Mid-Ohio Sports Car Course, 7721 Steam Corners Rd., Lexington, OH 44904** and **MUST** include name of recipient or Team name and may be picked up between the hours of 7:00 a.m. - 5:00 p.m. at the Mid-Ohio Sports Car Course's front office (behind the Registration building). Race results will be available at Race Information to drivers with credentials (number of results available to participants will be restricted because of limited quantities). Paddock location of other participants may also be available. Sound Control Reports, Results of Protests and Appeals also will be posted at Race Information. All requests for public address announcements should be brought to Race Information. Please go to Race Information with all of your questions before going to Mid-Ohio or SCCA offices.

16.1 DISABLED RACE CAR PARK Disabled cars will be parked adjacent to the Mid-Ohio maintenance building and SCCA Tech area until tech officials have inspected them.

Mid-Ohio Sports Car Course Runoffs Configuration





**September 15-21, 2003
VALVOLINE RUNOFFS
OFFICIAL ENTRY FORM**

For Office Use	
Rec'd _____	Race# _____
Paid _____	Ck # _____
Class _____	Car # _____

ONLINE REGISTRATION AVAILABLE APRIL 21, 2003 AT WWW.SCCA.COM

Mid-Ohio Sports Car Course. Held under the 2003 General Competition Rules Sanction #IDC-03-S

1. Enclose entry fee of \$200* (non-refundable U.S. Funds) payable to SCCA Inc. Check, Money Order, Visa/Master Card accepted.
2. Send entry form and fee to SCCA, ATTN: Runoffs, PO Box 19400, Topeka, KS 66619 or FAX (785)232-7214 (Faxed entries accepted with credit cards only).
3. Entry MUST be U.S. Postal Service postmarked, officially dated by an express service, or faxed no later than the **Deadline** date of **August 18, 2003*** (postage meter imprint NOT acceptable). Certified mail return receipt is strongly recommended to provide you with proof of mailing date.
4. Entry fee will be refunded if your entry is not accepted OR if you WITHDRAW in writing/fax by September 2, 2003.

*LATE FEE FOR ENTRIES POSTMARKED AFTER August 18, 2003 IS \$500 ADDITIONAL.

PAYMENT INFORMATION

Enclosed is: Check/Money Order # _____ or # _____ Exp _____

PLEASE PRINT CLEARLY!!!!

This is the information that goes into the Driver Manual and Entry List.

DRIVER Nat'l License # _____ Exp _____

Address _____ City, St, Zip _____

Phone Number (H) () _____ (W) () _____ Email _____

ENTRANT Complete only if entrant is different from driver (Entrant must be an SCCA Member)

Name _____ Membership # _____ Exp _____

CAR INFO Transponder number _____

Number Preference (assigned in order received): First _____ Second _____ Third _____ Fourth _____ Fifth _____ Sixth _____

Class: _____ Car Make _____ Model _____ Year _____ Color _____

CREW (Only Driver/Entrant may add/change crew)

Overcrew passes \$40 each. Payment collected at the track

1. Free _____ Overcrew _____

2. Free _____ Overcrew _____

3. Free _____ Overcrew _____

Overcrew _____

DRIVER MEDICAL INFORMATION

Age _____ Date of Birth _____ Date of Last Tetanus _____ Blood Type _____

Allergies _____ Medications/Special Medical Conditions _____

Major injury or illness in the last 12 Months _____

Emergency Contact Name: _____ Is this person at the track? _____

Relation _____ Phone # (if not at the track) () _____

Circle each that apply to you: Contacts/Glasses Dentures Asthmatic Organ Donor

Diabetic Epileptic Hemophilic

The entrant and the driver below agree to permit the Sports Car Club of America, the promoter/organizer of the event and their assigns, the use of, without compensation, their name, voice and/or likeness for news, publicity and feature use including radio, television, motion picture film, video, newspaper, magazines and any other media for purposes of advertising trade.

It's agreed and understood that the undersigned driver and the car described above will appear at the above described race meet if the entry is accepted by the SCCA. The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary Regulations and certify that automobiles entered comply with provisions of the GCR. All participants must sign release agreements at registration.

I am a member in good standing of the SCCA and my Region and hold a valid SCCA National Competition License.

I am a member in good standing of the SCCA and my Region.

Driver's Signature

Entrant's Signature



DRIVER BIO INFORMATION

For Office Use
 Class(s) _____
 Car #(s) _____

Make/Model _____ **CAR INFO**
 Year _____ Color(s) _____
 Primary Sponsor _____
 Other Sponsor(s) _____
 Head Mechanic/Crew (if applicable) _____

Name _____ **DRIVER'S PERSONAL INFO**
 Date of Birth _____ Age _____ Phone (h) (_____) (w) (_____)
 Address _____ City, St. Zip _____
 Hometown (City you want listed on results) _____ Region of Record _____
 Division _____ Occupation _____ Hobbies _____
 Specialty Licenses held (other than competition) _____
 Married Single Spouse's Name _____
 Children's Names and Ages _____

Please be specific **RACING HISTORY**
 Runoffs® First Time Yes _____ No _____
 When and how began racing _____
 Other racing experience, when/car/class (i.e., PRO Rally, karts, Circle Track, AMA) _____
 Any series Championships won (year/class/type/series) _____
 Track records held at (include year set) _____
 _____ Car/Class _____
 2000 Racing record: total National events _____ Poles _____ Wins _____ Top-Three _____
 Top-Five _____ Top-Ten _____ Car/Class _____
 Previous Runoffs/car/class/finish/year _____
 Top-Five _____ Top-Ten _____
 Unusual happenings during 2002 season _____

Newspaper #1 - City/State/Contact: _____ **LOCAL MEDIA CONTACTS**
 _____ Phone # (_____) _____
 Required Sports Dept Fax # (_____) Email _____
 Newspaper #2 / TV / Radio - Name/City/State/Contact: _____
 _____ Phone # (_____) _____
 Required Sports Dept Fax # (_____) Email _____

Feel free to submit a media kit and/or press clippings with your entry, or drop them off during the event at the Media Center in the tower.



Volunteer Worker Form

2003 SCCA Valvoline Runoffs®

September 15-21, 2003, at The Mid-Ohio Sports Car Course

We are recruiting officials for the 2003 SCCA Valvoline Runoffs®. If you are interested in working the event (Sept 15-21, 2003), please complete the following and mail this form to be received at the address below by the deadline date of **Aug 25, 2003**, you will then receive an acknowledgement postcard to verify receipt of your form. If you have not received an acknowledgement postcard within three weeks after mailing, please contact Ron Sharp at the address/phone below. Please remember to complete a minor release for any minors you are bringing with you to the event. You must supply your guest's name before Aug 30, 2003, or you will not receive a guest pass. Final worker information will be mailed to you in August or early September. All Workers should remember you have to register with Ron Sharp if you plan on working this year's Runoffs®. Worker sign-ups will not be accepted at the track. Thank you for your support.

PLEASE PRINT CLEARLY

Name _____ SCCA Membership No. _____

**If you worked the 2002 Valvoline Runoffs®, only fill out items below that have changed.
Be sure to fill out the days you can work!**

Address _____

City/State/Zip _____

E-Mail Address _____

Region Name _____

Specialty _____ License Level _____

Experience _____

Home Phone () _____ Work Phone () _____

Shirt Size _____ Occupation _____

Guest Name _____ (Cannot add guest name after Aug. 30, 2003)

MEDICAL INFORMATION (Please read 2003 GCR 6.6.5)

Emergency Contact Name _____

Address _____

City/State/Zip _____

Phone () _____ At Track? Yes No

Date of Birth _____ Blood Type _____

Allergies _____ Last Tetanus Date _____

Contact Lenses? Yes No Dental Prostheses? _____

Current Medication(s) _____

Physical Limitations _____

Recent Serious Injury/Illness _____

Please attach a list if there are special medical problems.

DAYS I CAN WORK (FILL OUT EVEN IF YOU WORKED THE 2002 RUNOFFS®)

- | | | |
|---|---|--|
| <input type="checkbox"/> Wednesday Sept. 10 (Reg.) | <input type="checkbox"/> Thursday, Sept. 11 (Reg.) | <input type="checkbox"/> Friday, Sept. 12 (Reg.) |
| <input type="checkbox"/> Saturday, Sept. 13 (Reg.-Tech) | <input type="checkbox"/> Sunday, Sept. 14 (Reg.-Tech) | <input type="checkbox"/> Monday, Sept. 15 |
| <input type="checkbox"/> Tuesday Sept. 16 | <input type="checkbox"/> Wednesday, Sept. 17 | <input type="checkbox"/> Thursday, Sept. 18 |
| <input type="checkbox"/> Friday, Sept. 19 | <input type="checkbox"/> Saturday, Sept. 20 | <input type="checkbox"/> Sunday, Sept. 21 |

PLEASE MAIL OR FAX YOUR FORM TO BE RECEIVED BY THE DEADLINE DATE OF August 25, 2003, TO:

Ron Sharp / Runoffs® Race Chairman, 3127 Madison, Des Moines, IA 50310 (Fax) 515-279-5565
For questions or information contact Ron at (ph) 515-277-4744 or Email RASINC35@aol.com

NOTE: IF YOU FAX THE FORM NEAR THE DEADLINE DATE, PLEASE CHECK BY PHONE OR E-MAIL TO VERIFY THAT THE FAX WAS RECEIVED.



2003 VALVOLINE RUNOFFS SCHEDULE

September 15-21, 2003

Held at The Mid-Ohio Sports Car Course

Held under the 2003 General Competition Rules #IDC-03-5

PRACTICE / QUALIFYING / MEETINGS / SOCIALS

	<i>Monday, Sept 15</i>	<i>Tuesday, Sept 16</i>	<i>Wednesday, Sept 17</i>	<i>Thursday, Sept 18</i>
	Practice	Qualifying	Qualifying	Qualifying
8:15 - 8:35	FP	SSC	FC/FM	SSB
8:40 - 9:00	F500	SRF	GT3	GP/HP
9:15 - 9:35	SSC	F500	TI	SRF
9:40 - 10:00	FV	GT1/GT2	SRF	S2
10:15 - 10:35	GP	GT3/GT4	DSR/S2	SSC
10:40 - 11:00	AS	SSB	AS	CSR/FA
11:15 - 11:35	SRF	FC/FM	CSR/FA	GT4/GT5
11:40 - 12:00	EP	FP/GP	EP	FV
12:00 - 1:00	Lunch/Comp Brd	Lunch/Comp Brd	Lunch/Comp Brd	Lunch/Comp Brd
LUNCH	Mtg w/SS/T 1-2/AS	Mtg w/GT	Mtg w/Form/Spts R.	Mtg w/Prod
1:00 - 1:20	GT3	CSR/FA	SSB	FC/FM
1:25 - 1:45	FC/FM	S2	GT4/GT5	TI/T2
2:00 - 2:20	TI/T2	TI/T2	FP/HP	FF
2:25 - 2:45	SSB	HP	F500	AS
3:00 - 3:20	GT1/GT2	FV	SSC	EP
3:25 - 3:45	FF	EP	FF	GT1/GT2
4:00 - 4:20	DSR/S2	AS	GT1/GT2	FP
4:25 - 4:45	GT4/GT5	DSR	GP	DSR
5:00 - 5:20	HP	GT5	FV	F500
5:25 - 5:45	CSR/FA	FF	T2	GT3
*6:00 - 7:00	Richland County Welcome Party	TBA	Mid-Ohio Driver Party *7:00 p.m.-9:00	BFGoodrich Worker of the Year

WARM UP / NATIONAL CHAMPIONSHIP RACES / AWARDS RECEPTION

All races will be 20 laps (45 miles), or 40 minutes, whichever elapses first
Race Times Are Green Flag Times

	<i>Friday, Sept 19</i>	<i>Saturday, Sept 20</i>	<i>Sunday, Sept 21</i>
10 Min warm-up	Races 1 - 8	Races 9 - 16	Races 17 - 24
8:15 - 8:35	CSR & SSC	HP & SSB	DSR & FV
8:45 - 9:05	GP & FA	F500 & TI	S2 & GT1
9:15 - 9:35	T2 & GT4	GT5 & AS	EP & SRF
9:45 - 10:05	FM & GT2	FF & FP	FC & GT3
10:15	RACE 1 CSR	RACE 9 HP	RACE 17 DSR
11:05	RACE 2 SSC	RACE 10 SSB	RACE 18 FV
11:55	RACE 3 GP	RACE 11 F500	RACE 19 S2
LUNCH			
1:40	RACE 4 FA	RACE 12 TI	RACE 20 GT1
2:30	RACE 5 T2	RACE 13 GT5	RACE 21 EP
3:20	RACE 6 GT4	RACE 14 AS	RACE 22 SRF
4:10	RACE 7 FM	RACE 15 FF	RACE 23 FC
5:00	RACE 8 GT2	RACE 16 FP	RACE 24 GT3