

1984

**SOLO
I & II
RULES**



Presented by

PIRELLI

MEMO

TO: All Solo Competitors

FROM: Tom Hardison, Marketing Manager

All of us at Pirelli wish you a successful Solo season. We know how challenging your sport is. We know how much effort it takes to be competitive. And we hope our support helps your sport get the recognition it deserves.

Have a good year!

Tom Hardison



PIRELLI

**high-performance
tires**



Specifications

P3

P3/70

- **Pirelli's best-selling radial.**
- **High performance, low cost.**
- **Dual steel belts, nylon cap assure stable footprint.**
- **Ultraflex bead core securely anchors tire on wheel.**
- **Speed rated to 112 m.p.h.**



P3 Size	Recommended Rims*	Cross Sec**	Overall Dia	Static Radius	Rev Per MI
145R10	3½, 4, <u>4½</u> , 5	5.47	19.29	8.66	1082
145R12	3½, 4, <u>4½</u> , 5	5.86	21.26	9.61	981
155R12	4, <u>4½</u> , 5	6.06	21.74	9.84	960
145R13	3½, 4, <u>4½</u> , 5	5.86	22.29	10.16	936
155R13	4, <u>4½</u> , 5	6.06	22.76	10.31	917
165R13	4, <u>4½</u> , 5, <u>5½</u>	6.57	23.47	10.63	889
175R13	4½, 5, <u>5½</u> , 6	6.97	23.94	10.75	872
165R14	4, <u>4½</u> , <u>5</u> , <u>5½</u>	6.57	24.49	11.02	852
175R14	4½, 5, <u>5½</u> , 6	6.97	24.93	11.26	837
185R14	4½, 5, <u>5½</u> , 6	7.28	25.56	11.53	816
155R15	4, <u>4½</u> , 5	6.06	24.77	11.30	842
165R15	4, <u>4½</u> , <u>5</u> , <u>5½</u>	6.57	25.48	11.57	819

*Measuring rim underlined.

**The cross section dimension changes approximately 0.20" for each ½" change in rim width.

P3/70 Size	Recommended Rims*	Cross Sec**	Overall Dia	Static Radius	Rev Per MI
165/70R13	4, 4½, <u>5</u> , <u>5½</u> , 6	6.53	22.29	10.12	936
175/70R13	4½, 5, <u>5½</u> , 6	6.93	22.76	10.31	917
185/70R13	4½, 5, <u>5½</u> , 6, <u>6½</u>	7.20	23.55	10.59	886
175/70R14	4½, 5, <u>5½</u> , 6	6.93	23.78	10.79	877
185/70R14	4½, 5, <u>5½</u> , 6	7.20	24.53	11.10	850
195/70R14	5, <u>5½</u> , <u>6</u> , <u>6½</u> , 7	7.71	24.97	11.34	836
185/70R15	4½, 5, <u>5½</u> , 6, <u>6½</u>	7.20	25.56	11.61	816

*Measuring rim underlined.

**The cross section dimension changes approximately 0.20" for each ½" change in rim width.

P5

- High performance, low profile.
- High traction, low noise.
- H and V rated.
- Steel radial, nylon cap.
- 70 Series.



P5

- Pirelli's "Plus One" pioneer.
- Low profile, wide tread.
- Facing tire performance for the street.

HR and VR series
 70, 85, 80 and 55 series
 HR and VR rated
 Original equipment on

P5 Size	Recommended Rims*	Cross Sec**	Overall Dia	Static Radius	Rev Per Mi
185/70HR14	5, <u>5½</u> , 6, 6½	7.32	24.58	11.26	850
195/70HR14	5, 5½, <u>6</u> , 6½, 7	7.84	25.05	11.42	834
205/70HR14	5, 5½, 6, <u>6½</u> , 7	8.11	25.68	11.82	814
205/70VR14	6, <u>6½</u> , 7, 7½	8.11	25.68	12.09	814
205/70VR15	6, <u>6½</u> , 7, 7½	8.11	26.35	12.05	793
215/70VR15	6, 6½, <u>7</u> , 7½, 8	8.77	26.85	12.24	776

*Measuring rim underlined.

**The cross section dimension changes approximately 0.20" for each ½" change in rim width.

P6

- **Pirelli's "Plus One" pioneer.**
- **Low profile, wide tread.**
- **Racing tire performance for the street.**
- **70, 65, 60 and 55 Series.**
- **HR and VR rated.**
- **Original equipment on many of the world's high-performance cars.**



P6 Size	Recommended Rims*	Cross Sec**	Overall Dia	Static Radius	Rev Per MI
185/60HR13	<u>5</u> , 5½, 6, 6½	7.24	21.37	10.08	955
205/60HR13	<u>5½</u> , 6, 6½, 7, 7½	7.99	22.67	10.47	917
185/65HR14	5, <u>5½</u> , 6, 6½, 7	7.48	23.46	10.70	886
185/60HR14	5, <u>5½</u> , 6, 6½, 7	7.24	22.76	10.35	918
195/60HR14	5½, <u>6</u> , 6½, 7	7.72	23.35	10.63	891
195/70VR14	5½, <u>6</u> , 6½, 7	7.72	23.35	10.63	891
225/60VR14	<u>6</u> , 6½, 7, 7½, 8	8.77	24.64	11.37	843
195/60HR15	5½, <u>6</u> , 6½, 7	7.64	24.41	11.10	853
205/60HR15	5½, <u>6</u> , 6½, 7, 7½	8.03	24.88	11.26	837
205/60VR15	5½, <u>6</u> , 6½, 7, 7½	8.03	24.88	11.26	837
215/60HR15	6, <u>6½</u> , 7, 7½	8.46	25.11	11.45	828
215/60VR15	6, <u>6½</u> , 7, 7½	8.46	25.11	11.45	828
235/55VR15	<u>6½</u> , 7, 7½, 8, 8½	9.25	25.17	11.67	825

*Measuring rim underlined.

**The cross section dimension changes approximately 0.20* for each ½" change in rim width.

P7

P7 Rally

- **Pirelli's legendary super high-performance tire.**
- **Ultra-low profile, extra wide tread.**
- **P77 Rally: softer rubber for maximum traction.**
- **60, 55, 50, 40, 35 Series.**
- **VR rated for speeds above 130 m.p.h.**



P7 Size	Recommended Rims*	Cross Sec**	Overall Dia	Static Radius	Rev Per Mi
175/50VR13 Rally	5½, <u>6</u> , 6½, 7, 7½	7.48	20.08	9.53	1046
195/55VR13 Rally	5½, <u>6</u> , 6½, 7, 7½	7.97	21.73	10.00	963
205/60VR13 Rally	5½, <u>6</u> , 6½, 7, 7½	8.31	22.84	10.31	917
205/55VR14 Rally	5½, <u>6</u> , 6½, 7, 7½	8.19	23.19	10.55	900
225/55VR14 Rally	6½, <u>7</u> , 7½, 8	9.25	23.98	11.22	875
195/50VR15	5½, <u>6</u> , 6½, 7, 7½, 8	7.79	22.88	10.55	914
205/50VR15	5½, <u>6</u> , 6½, 7, 7½, 8, 8½	8.27	23.27	10.67	900
225/50VR15	6, 6½, <u>7</u> , 7½, 8, 8½	9.41	23.98	10.87	873
255/60VR15 Rally	7, 7½, <u>8</u> , 8½, 9	10.23	27.00	12.28	775
275/55VR15 Rally	7, 7½, <u>8</u> , 8½, 9	10.51	27.00	12.28	775
285/50VR15	8, 8½, <u>9</u> , 9½, 10	11.30	26.22	11.65	795
285/40VR15	9½, 10, <u>10½</u> , 11	11.34	23.90	11.34	874
345/35VR15	11, 11½, 12, 12½, 13	12.83	24.65	11.18	846
205/55VR16	6, <u>6½</u> , 7, 7½, 8	8.27	25.08	11.50	830
225/50VR16	6, 6½, <u>7</u> , 7½, 8	9.41	25.08	11.34	830
265/50VR16	8, 8½, <u>9</u> , 9½	11.06	26.26	11.90	795

*Measuring rim underlined.

**The cross section dimension changes approximately 0.20" for each ½" change in rim width.

P77

- World's first dual tread, dual compound tire.
- Revolutionary all-season tire outperforms leading radials in dry.
- **INSIDE TREAD:** Softer rubber, wide grooves for superior wet traction.
- **OUTSIDE TREAD:** Firmer rubber, narrow grooves for outstanding dry handling.
- H speed category to 130 m.p.h.



CH36

Aggressive tread, soft compound for superior handling.

Dual steel belts, nylon caps

for excellent steering response.

80, 70 and 60 Series

HR and VR rated.

P77 Size	Recommended Rims*	Cross Sec**	Overall Dia	Static Radius	Rev Per MI
P205/70R13	5½, <u>6</u> , 6½, 7	8.22	24.61	10.91	845
P185/75R14	5, 5½, 6, 6½	7.67	24.84	11.18	838
P195/75R14	5, 5½, 6, 6½, 7	7.95	25.63	11.61	813
***P195/70R14	5, 5½, <u>6</u> , 6½, 7	7.87	24.84	11.18	838
***P205/70R14	5½, 6, <u>6½</u> , 7	8.42	25.63	11.65	814
P205/75R15	5½, 6, 6½, 7	8.26	26.81	12.08	777
P215/75R15	5½, <u>6</u> , 6½, 7	8.94	27.24	12.20	762
***P225/70R15	6, 6½, 7, 7½, 8	9.05	27.32	12.20	762

*Measuring rim underlined.

**The cross section dimension changes approximately 0.20" for each ½" change in rim width.

***Also available in blackwall.

CN36

- Aggressive tread, soft compound for superior handling.
- Dual steel belts, nylon caps for excellent steering response.
- 80, 70 and 60 Series.
- HR and VR rated.



CN36 Size	Recommended Rims*	Cross Sec**	Overall Dia	Static Radius	Rev Per MI
165HR13	4, <u>4½</u> , 5, 5½	6.57	23.39	10.75	892
175/70HR13	4½, 5, <u>5½</u> , 6	7.05	22.92	10.63	911
185/70HR13	5, <u>5½</u> , 6, 6½	7.32	23.63	10.83	886
195/70HR13	5½, <u>6</u> , 6½, 7	7.87	24.10	11.02	866
195/70VR13	6, <u>6½</u> , 7, 7½	8.07	24.10	11.22	866
215/60VR13	6, 6½, <u>7</u> , 7½	8.66	23.39	10.90	885
235/60VR13	6½, <u>7</u> , 7½, 8, 8½	9.64	24.02	11.18	861
185HR14	4½, 5, <u>5½</u> , 6, 6½	7.28	25.56	11.69	816
185/70HR14	5, <u>5½</u> , 6, 6½	7.32	24.77	11.42	842
195/70HR14	5, 5½, <u>6</u> , 6½, 7	7.87	25.08	11.53	832
205/70HR14	5, 5½, 6, <u>6½</u> , 7	8.34	25.64	11.65	814
205/70VR14	6, 6½, <u>7</u> , 7½	8.54	25.64	11.93	814
ER70HR14	5, 5½, 6, <u>6½</u> , 7	8.19	25.64	11.65	812
215/70VR14	6½, <u>7</u> , 7½, 8	9.05	26.11	12.13	799
175/70HR15	4½, 5, <u>5½</u> , 6	6.93	24.85	11.57	840
185/70VR15	5½, <u>6</u> , 6½, 7	7.79	25.75	12.01	810
215/60VR15	6, 6½, <u>7</u> , 7½	8.82	25.40	11.93	815
235/60VR15	6½, <u>7</u> , 7½, 8, 8½	9.45	26.34	12.32	786

*Measuring rim underlined.

**The cross section dimension changes approximately 0.20" for each ½" change in rim width.

1984 EDITION

Sports Car Club of America, Inc.

4750 South Embury Street

P.O. Box 3274

Englewood, Colorado 80155



SOLO I & II RULES

1984 EDITION

Sports Car Club of America, Inc.
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

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FOREWORD

Effective January 1, 1984, all editions of the SCCA Solo I & II Rules are superseded by the following SCCA Solo I & II Rules.

The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and to promulgate special rules in emergency. These will become effective upon publication in *Sports Car* magazine or the Solo Events Newsletter.

Questions concerning Rules clarifications should be addressed to:

Vice President, Solo Events
Sports Car Club of America, Inc.
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

Portions of these rules differing significantly from previous editions are denoted by a solid black bar in the left hand margin next to the line(s) which have been added, omitted or changed. An example of this "change bar" is at left.

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INTRODUCTORY SECTION

1. SOLO EVENTS

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

1.1 Category I (one) Solo Event

A Category I Solo Event is one in which conditions approach those of racing, except for the absence of direct car against car competition; where maximum protection is afforded to spectators and property; where driver protection requirements are substantially the same as for racing; and which require licensing of drivers. Category I events shall include, but are not limited to, hill climbs, time trials, acceleration runs and Special Solo I events.

Category I events are speed events which require sanction by the Sports Car Club of America, Inc. (SCCA) and are conducted under the standards set forth in the Solo I Rules (SIR) and basic standards generally applicable to speed events.

1.2 Category II (Two) Solo Event

A Category II Solo Event is a non-speed driving skill contest such as, but not limited to, gymkhanas, autocrosses, slaloms and field trials. They are run on short courses that emphasize the driver's ability and the car's handling and agility. Competition licenses are not required, and hazards to spectators, participants and property do not exceed those encountered in normal, legal highway driving.

Category II events normally do not require Sports Car Club of America, Inc. sanction. The Solo II Rules (SIIR) are

mandatory for use in SCCA Divisional and National Championship events, and standards set forth in the SIIR must be adhered to by all SCCA Regions who organize, sponsor, co-sponsor or sanction a Solo II Event.

2. SOLO EVENTS BOARD

The SCCA Board of Directors shall annually appoint an SCCA Solo Events Board. Those appointed shall be members from the existing divisions other than the Chairman's. The members of the 1984 Solo Events Board are:

Phil Schmidt, Chairman
4052 Holland-Sylvania Road
Toledo, OH 43623
H-419-865-2280
O-419-885-5070

Dan Cole
1445 Onondaga Place
Fremont, CA 94538
H-415-657-7134

Preston Lawley
590 Turtle Creek Drive
Birmingham, AL 35226
H-205-979-2406
O-205-252-9977

Harry Mann
6 Kyle Road
Merrimack, NH 03054
H-603-883-6354
O-603-889-2500

Al Mitchell
11523 Willwood
Houston, TX 77072
H-713-498-3473

The SCCA Solo Events Board submits to the SCCA Board of Directors recommended rules and standards for the conduct of SCCA Solo Events. The Solo Events Board monitors the execution of these approved rules and standards for SCCA-sanctioned Solo Events, and maintains liaison with the Divisional Solo Events Stewards.

Annually the SCCA Solo Events Board will accept bids and select the next year's National Solo II Championship site, and make an on-site inspection of the National Championship course(s) prior to giving final approval. The purpose of this inspection shall be to ensure a safe event, protection of spectators and property, an appropriate course and the suita-

bility of the program (including the event's supplementary regulations).

The Solo Events Board shall appoint the Chairman of the Protest Committee(s) and the Chief Steward for all National Championship events. Any Solo Events Board member in attendance at the National Championship Event will serve on the Appeals Committee.

3. DIVISIONAL SOLO EVENTS STEWARDS

Divisional Stewards are appointed by the SCCA Solo Events Board and are subject to approval of the Director(s) of the SCCA Division in which appointed. Divisional Stewards appointed for 1984 are:

Northeast

Solo I Events

Lynn Rau
Road # 2, Box 425
Coopersburg, PA 18036

Solo II Events

Lynne DeHart
123 South 9th Street
Akron, PA 17501
H-717-859-2957

Southeast

Solo I Events

Wanda Kirkham
1417-15th St. East. Apt. B
Tuscaloosa, AL 35404
H-205-553-3714,
O-205-345-8717

Solo II Events

Roy Herring
2584 River Oak Drive
Decatur, GA 30033
H-404-634-4671

Northern Pacific

Solo I Events

Bob Leard
14767 Harold Avenue
San Leandro, CA 94578
H-415-357-0639

Solo II Events

Dave Jalen
3726 Elston Avenue
Oakland, CA 94602
H-415-530-6074
O-415-521-5253

Southern Pacific

Solo I Events

Wayne Palmer
4351 Cloyne Street
Oxnard, CA 93033
H-805-488-0709

Solo II Events

Randy Welch
336 East Gregson Avenue
Salt Lake City, UT 84115
H-801-485-9267

Central

Joe Galownia
4113 Glenhaven
Cincinnati, OH 45238
H-513-251-8785

Midwest

Bob Anderson
6721 Foxbend Court
Florissant, MO 63033
H-314-355-1873

Southwest

Rob Snider
616 South 2½ Street
Nederland, TX 77627
H-713-727-0158, O-713-727-9420

- 3.1** All Divisional Solo Events Stewards are responsible to the Solo Events Board as follows:
- A. Assign Event Stewards and approve other key officials in accordance with the Solo I & II Rules.
 - B. Maintain liaison with the Solo Events Board, Divisional Solo Safety Steward, Scheduling Representative and other appropriate SCCA officials in the Division.
 - C. Recommend waiver of certain sanction requirements for qualified Regions.
 - D. Appoint Deputy Divisional Solo Events Stewards as required for SCCA areas, etc.
- 3.2** Divisional Stewards charged with Solo I duties are responsible to the Solo Events Board as follows:
- A. Approve courses and facilities at which SCCA Category I Solo Events are scheduled.
 - B. Approve non-SCCA Competition Licenses for participation in SCCA events in accordance with the SIR.
 - C. Approve or disapprove sanction applications for Category I events organized by Regions in his Division, and notify both applying Region and National Office of approval or disapproval. If approved, the Divisional Steward will then issue the event a sanction number and forward the sanction application with this assigned sanction number and sanction fee (\$35.00 payable to the SCCA for Category I Solo Events) to the Manager of Solo Events at the National Office for sanction acceptance. If disapproved, it will be returned to the requesting Region with reasons for disapproval. The SCCA Insurance Broker shall be notified of

all approved sanction applications by the National Office. If required participant accident insurance has not been obtained within 15 days of the scheduled date of the event, the Insurance Broker shall notify the National Office, which shall revoke the sanction.

3.3 D. Issue Solo Events Licenses in accordance with the SIR. Divisional Stewards charged with Solo II duties are responsible to the Solo Events Board as follows:

A. Approve courses, facilities and host Region for the Divisional Solo II Championships. Approve and forward sanction applications for these events at least 60 days before the event to the Vice President, Solo Events at the National Office.

B. Appoint the protest committee for Divisional Solo II Championships.

C. Approve written requests concerning attendance at an alternate Divisional Solo II Championship event per section 4.2.A of the Solo II Rules.

D. May be a member of the protest committee at all National Solo II Championships.

4. SOLO SAFETY STEWARDS

4.1 Scope

The Solo Safety Steward program is designed to provide reasonable precautions with regard to spectator safety at all Solo Events.

4.2 Duties

The duties of the Solo Safety Steward shall concern the safety of the spectators. This includes course security, which is defined as maintaining control over spectator access to the course. Driver and worker safety is the primary concern of the Chief Steward and the Scrutineers.

Solo Safety Stewards are responsible to their Divisional Solo Safety Steward as follows:

A. Serve as an SCCA representative on inspection of any Solo I or Solo II site.

B. Serve as Safety Steward at all Solo events, with prime

responsibility and invested authority to insure all necessary safety precautions are taken with respect to spectator safety.

4.3 Administration

The Solo Safety Steward for Solo II Divisional and National Championships and Solo I events shall be appointed by the Divisional Solo Safety Steward having jurisdiction. The Solo Safety Steward for Solo II regional events shall be appointed by the Regional Executive of the region or his designated representative. He must be chosen from a list of qualified people which the Divisional Solo Safety Steward will maintain. The Divisional Solo Safety Steward will advise the Vice President, Solo Events of new Solo Safety Stewards in his division so that licenses can be issued and the National list maintained.

The Solo Safety Steward may appoint a substitute Solo Safety Steward to act as the Solo Safety Steward during times that the regular Solo Safety Steward is competing. The substitute must hold the same grade of Solo Safety Steward's license.

If the course design is such that it cannot be visually observed by one person, the Solo Safety Steward may appoint Deputy Solo Safety Stewards. The Solo Safety Steward shall use discretion in making these appointments. A list of all of those appointed shall be included with the post-event summary.

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

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

The Solo Safety Steward will write a post-event summary to be used as constructive advice for subsequent events conducted at that site. In the case of hill climbs, the summary shall state how well the organizer adhered to the Course Inspection Report and shall include recommendations for changes

and/or additions to the Course Inspection Report for future events. This summary will be sent to the Vice President, Solo Events, for distribution to the Solo Events Board, the Divisional Solo Safety Steward, Divisional Solo Events Steward, the Chairman of the event, the Solo Safety Steward Sub-committee and the Insurance Broker for SCCA.

In the event of a breach in course security, which might endanger any spectators, the Solo Safety Steward has the authority to shut down the event until the breach is mended.

4.4 Administrative Details on the Day of the Event

- A. Review course to ascertain that all reasonable precautions have been taken with regard to spectator safety, that all spectator control measures are operational and, at hill climbs, to assure compliance with the Course Inspection Report.
- B. Review event operations with other key event officials.
- C. Conduct a meeting with Crowd Control Marshals and/or course workers prior to start of event.
- D. Make final course inspection just prior to start of competition each day, or at resumption of competition when event has been stopped for any extended period.
- E. In case of non-compliance with spectator safety requirements, the following steps shall be taken:
 1. Advise Chief Steward or Event Chairman of infraction and request immediate corrective measures be taken, before next car runs.
 2. If step 1. above is not accomplished, inform Chief Steward or Event Chairman that the event is shut down until corrective action is taken.
 3. If step 2. above is not sufficient, advise Chief Steward or Event Chairman, that the insurance and sanction for the event is suspended and continued operation of the event is at the individual's own risk. All participants shall be notified by whatever means possible. A copy of a memorandum of record shall be given to the Chief Steward or Event Chairman canceling the event.

4. If step 3. above does not result in immediate corrective measures, the appropriate persons will be telephoned and the insurance and sanctions for the event will be suspended. Once this step is taken, it is irreversible.

4.5 Procedures for Becoming a Solo Safety Steward

- A. Interested individuals should write to the Divisional Solo Safety Steward for their division, expressing a desire to become a Solo Safety Steward, enclosing an experience resume and a letter of recommendation from any one of the following: Solo Events Board Member, Director, Regional Executive, or Divisional Solo Steward, (The Divisional Solo Safety Steward may also write the letter of recommendation.)
- B. Upon receipt of the letter of recommendation and resume, the Divisional Solo Safety Steward will issue a log book to the individual.
- C. A completed log book should be sent to the Divisional Solo Safety Steward who may, based upon the qualifications of the log book holder, approve the appropriate grade of license. The Vice President, Solo Events shall be advised of each approval and will issue each license.

4.6 Requirements for Solo Safety Steward's Licenses

- A. A license holder (any grade, including a log book holder) must be a regular or spouse member and must be at least 18 years of age or older.
- B. Attendance at a Solo Safety Steward Seminar is required for any grade of license.
- C. The three levels of license are various grades of license, and they must be obtained in order:
 1. Solo II Safety Steward
 - a. Attend a Solo Safety Stewards Seminar given by a member of the Solo Safety Steward Sub-Committee, Divisional Solo Safety Steward, or an Instructor certified by the Committee.
 - b. Act as Deputy Solo II Safety Steward (two events).
 2. Solo I Safety Steward — Time Trials (on SCCA-approved road course)

- a. Licensed Race Steward who has made application
OR
- b. Licensed Hill Climb Solo Safety Steward
OR
- c. 1.) Act as Deputy Solo Safety Steward (two events)
2.) Hold a Solo II Safety Steward's license
- 3. Solo I Safety Steward — Hill Climbs
 - a. 1.) Act as Solo Safety Steward at Solo I time trials (two events)
OR
 - 2.) Act as Deputy Solo Safety Steward at a hill climb (two events)
 - 3.) Act as Crowd Control Marshal at two hill climbs
 - b. Attend a training program for Hill Climb Solo Safety Steward

D. Solo Safety Steward Inspector

The Solo Safety Steward Inspector is qualified to inspect old and new Solo sites in addition to the regular duties appropriate for the grade of Solo Safety Steward's license held.

E. All grades of Solo Safety Steward's licenses must be renewed annually. For renewal of any grade of license, at least one event must have been worked during the year to maintain the same grade of license. Failure to work an event will result in a reduction of one grade in license, i.e.: Solo I Hill Climb reverts to Solo I Time Trials, Solo I Time Trials reverts to Solo II grade, Solo II reverts to logbook status. Renewal of a license/logbook shall be considered by the Divisional Solo Safety Steward upon receipt of the license/logbook.

F. Any of the requirements pertaining to licenses may be waived by the Sub-committee, except for attendance at a Seminar.

5.

DIVISIONAL SOLO SAFETY STEWARD

The following Divisional Solo Safety Stewards have been appointed by the Solo Events Board for 1984:

Northeast

Marc Gerstein
Road #2, Box 331
Center Valley, PA 18034
H-215-791-3684

Midwest

Bob Anderson
6721 Foxbend Court
Florissant, MO 63033
H-314-355-1873

Southeast

Ray Hill
902 Kite Lake Trail
Fairbanks, GA 30213
H-404-964-0074

Southwest

Al Mitchell
11523 Willwood
Houston, TX 77072
H-713-498-3473

Central

Joe Galownia
4113 Glenhaven
Cincinnati, OH 45238
H-513-251-8785

Northern Pacific

Bob Leard
14767 Harold Ave.
San Leandro, CA 94578
H-415-357-0639

Southern Pacific

Randy Welch
4651 Quail Vista
Salt Lake City, UT 84117
H-801-485-9267

5.1 Duties

- A. Shall be appointed by the Solo Safety Steward Subcommittee subject to the approval of the Divisional Solo Steward(s) and shall be responsible to the Subcommittee.
- B. Shall hold the highest grade of Solo Safety Steward license necessary for the Division in which he serves.
- C. Shall approve licenses and issue log books to qualified members within his Division.
- D. Shall maintain up-to-date records of all log book and license holders within his Division and advise the Subcommittee and the Vice President, Solo Events of the names and address of members who have been issued new log books and who are approved for licenses.

- E. Shall ensure that each Solo II region within his Division has at least one qualified Solo Safety Steward.
- F. Shall appoint Solo Safety Stewards for all divisional Solo II championship events and Solo I events held in his Division.

SOLO SAFETY STEWARD SUB-COMMITTEE

6.1 Membership

- A. Four (4) members plus the Chairman of the Solo Events Board will constitute the committee. The Chairman of the Solo Events Board shall act as Chairman of the Sub-committee or may designate one of the other Sub-committee members to act in this capacity.
- B. The four (4) current members are:
 - Art Trier, Chairman
 - Marc Gerstein
 - Bob Leard, Jr.
 - Al Mitchell
- C. Membership will change through a majority vote of the Solo Events Board, with the concurrence of the Board of Directors. The replacement member will be selected by the Solo Events Board after receiving a recommendation from the Sub-committee.

6.2 Duties

- A. Coordinate the Solo Safety program.
- B. Hold Solo Safety Steward training seminars as required. Appoint qualified members to serve as Instructors at seminars if a Sub-committee member or a Divisional Solo Safety Steward can not be in attendance.
- C. Shall appoint a Divisional Solo Safety Steward (per paragraph 5.A) for each SCCA Division and supervise the administration of his duties.
- D. Submit a written status report to the Solo Events Board 30 days prior to each scheduled Solo Events Board meeting. This report to include an update for the Solo Events Program 5-Year Plan.
- E. Shall appoint a Solo Safety Steward, and deputies as required, for the National Solo II Championships.

SOLO I RULES

Conduct of Event Guidelines

Category I Solo Event courses fall into four groups: hill climbs, time trials, acceleration runs and special flat track events. Certain courses might be restricted to competition license holder participation only. Basic standards to be used in considering whether a course may or may not be approved for novice participation are as follows:

1. The number and proximity to the course of off-course hazards. This includes curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset a car which strikes it.
2. Maximum speeds attainable, and maximum cornering speeds. It must be born in mind that a novice driver is treading on more and more unfamiliar ground the faster he is traveling. Speeds must be considered in conjunction with off-course hazards.
3. Condition of the course surface. Generally, bad surfaces should not be approved. First class unpaved surfaces are approvable, taking into consideration attainable speeds. Generally, courses with high speed dips that get a car airborne should be restricted to licensed drivers only.
4. The installation of chicanes, and/or the marking of corners with artificial course marks, both subject to time penalties for displacement, may be required to increase safety margins at certain points on the course.
5. Any circuit approved for racing is automatically considered as having been approved for licensed driver participation. Further approval must be granted for novice driver participation on these circuits.
6. Caution and judgment must be used in setting up and approving courses and proper attention given to the location of property subject to damage from the event,

such as buildings, fences, utility poles, hydrants, etc. Extreme care must be given to the location of spectator parking and viewing areas. The protection of life and property should be the prime factor governing all decisions related to course design, approval and event classification.

7. Courses which are too short, narrow or tight for racing are approvable as time trial courses.
8. Full consideration must be given to safety in the pits, around the start-finish areas and flag stations. Particular attention must be given to assuring that timers are not placed in a hazardous location.

Generally, there are four classes of Category I Solo Events as follows:

1. Hill Climb—A speed competition between cars of one or more classes over a closed circuit having a significant elevation difference between start and finish lines. Cars compete one at a time against the clock. Due to off-course hazards, hill climb courses may be restricted against novice driver participation in at least certain classes and/or categories of automobiles.
2. Time Trial—A speed competition on a closed circuit with one car at a time running against the clock for fastest time. Some high speed events called auto-crosses, slaloms, traloms, gymkhanas, etc. are properly classified as time trials.
3. Acceleration Run—A contest to determine the fastest time over a specified straight distance from a standing start. Cars compete one at a time against the clock.
4. Special Solo I Events—this type of close-course Solo I Event permits passing under certain conditions during practice sessions or during a Solo I Drivers' School. Regions wishing to utilize passing at their events must first seek approval from the current Solo Events Board prior to sanction. Approval shall be given on a per course, per region basis and subject to renewal at the beginning of each calendar year thereafter.

Requests for approval shall include the following as a minimum:

- a) regional Solo I or road racing experience resume
- b) names and prior experience of regional officials organizing the event(s)
- c) detailed description of current driver training program
- d) detailed map of course to be used indicating:
 1. course length
 2. location of all flagging stations
 3. communication system used
 4. proposed number of vehicles permitted on the course during a session
 5. length of session
 6. location of proposed passing zones
 7. length and width of proposed passing zones

NOTE: If approval is given by the Solo Events Board, the event may be subject to review by the club's insurance carrier for possible additional insurance premium.

Upon event approval by the current Solo Events Board, host regions must include in their Supplementary Regulations, sanction request, and insurance request, all Solo Events Board requirements pertaining to the passing allowance on which approval has been based in addition to the following standard conditions under which all Special Solo I events will be run:

- a) Vehicles shall be released onto the course with adequate spacing to eliminate "bunching". The Chief Steward shall make every effort to maintain adequate separation between vehicles during the practice session in other than the approved passing zone(s). During Solo I Drivers' School, passing may occur in the approved area(s) only under the scrutiny and control of the Driving Instructor(s) or Chief Steward.
- b) Passing will be permissible in a clearly defined and marked zone(s) on a straight(s) following the

“exit” area from a corner and preceding the “braking” area for the following corner provided drivers run on the right side of the straight and pass to the left. “Racing” in the designated passing zone(s), or any other area on the course, is prohibited.

- c) Passing on other areas of the course is prohibited unless the vehicle being overtaken is obviously disabled and the driver has clearly indicated his intent to have overtaking vehicles pass him.
- d) All portions of Appendix “R” of the current GCR applicable and consistent with the Solo I Rules shall be utilized and all drivers instructed as to its use at the Drivers’ Meeting.
- e) Passing occurring under any circumstances other than those stated in b & c above is penalized by immediately bringing the vehicle doing the overtaking and passing in off the course and disqualifying the driver of that vehicle from further participation in the Solo I Drivers’ School or practice session and associated competition event.
- f) **No** passing is permitted in the actual competition timed portion of a Solo I event.

The following recommendations are made for events with novice driver participation:

1. A Chief of Driver Training should be appointed to assist all novice drivers. He should recruit experienced assistants to help him in the instruction of novice drivers.
2. All first-time novices should attend a classroom session prior to beginning practice.
3. Novice drivers’ cars should be distinctly marked to indicate that they are driven by a novice.
4. At events where novice drivers are allowed to participate, driver observers **MUST** be on course when novice drivers, are running. Their observations of novice drivers shall be passed on to the Chief Steward for his use in signing off novice licenses to show satisfactory performance.

How to Use Solo I Rules

The Solo I Rules (SIR) are the current edition of the SCCA General Competition Rules (GCR), as amended herein. As the Solo I Rules are basically a revision of the General Competition Rules, the following blanket amendments to the GCR will be required throughout, except that in the GCR:

the term GCR refers to SIR

the term race refers to event, run or complete (dependent on usage)

the term Competition Board refers to the Solo Events Board.

The following are paragraph-by-paragraph revisions as required. Where not amended, rewritten, deleted, etc., the standard language in the GCR will be retained. Where paragraphs are added or deleted, re-numbering will be required. Where no specific directions are indicated, complete substitution of the SIR paragraph for the GCR paragraph is made.

NOTE: Specific vehicle preparation allowances—except as noted in the SIR—are found in the appropriate SCCA Specification Publication (i.e. GTCS, PCS, etc.)

1.2.1 Application of the GCR

The GCR as amended shall govern all Solo I Events sanctioned by the SCCA.

1.3 SCCA Solo I Rules (add)

The Sports Car Club of America, Inc. (SCCA) has established these Solo I Rules (SIR). The term SIR includes the appendices to the SCCA Solo I Rules.

2.7.c Solo Events Board

See Section 2 of the Introductory Section of these rules.

2.9 Delete

3.1.2 Application for SCCA Sanction for Category I Events (add)

f. Applications shall be submitted to the Divisional Solo Events Steward who will approve or disapprove applications, notify both the applying Region and National Office of approval or disapproval, and forward approved applications and fees to the National Office for sanction issuance.

3.1.4 Entry Forms

- c. An announcement: "Held under the SCCA SIR."
- d. Spaces for signatures of entrants and drivers for indemnity declarations, acknowledgment of the authority of the SIR, declaration that automobiles entered comply with provisions of the SIR, persons to be notified in case of accident, and insurance beneficiary.

3.1.5 Official Programs (add)

This shall not preclude the offering of a simple entry list.

3.1.7 Insurance

a. Insurance Requirement

SCCA requires that all Category I Solo Events sanctioned by the SCCA will be insured for coverage of event liability and participant accident in coverage and amounts in compliance with the SCCA Master Insurance Plan. Participant accident insurance **MUST** be provided by the SCCA Master Insurance Plan. Event liability insurance may be provided by the SCCA Master Insurance Plan or an equivalent policy provided that it is in compliance with the procedures described in 3.1.7.c. (Alternative Event Liability Insurance).

Organizers shall make insurance certificates available to the Chief Steward and Stewards of the Meeting. The Chief Steward shall delay the beginning of the event until such time as he/she is satisfied that the insurance required under this section is provided.

b. Coverage and Limits

SCCA requires that all Category I Solo Events be covered by the following forms of insurance for the minimum limits shown:

1. EVENT LIABILITY (including contingent, products, and cross liability) for bodily injury and property damage:

\$1,000,000 per occurrence Combined Single Limit—TO BE PROVIDED BY THE SCCA MASTER PLAN OR AN EQUIVALENT POLICY.

2. PARTICIPANT ACCIDENT (must be obtained through the SCCA Master Insurance Plan only):

Accident Death & Dismemberment	—\$10,000
Blanket Medical Reimbursement	—\$10,000
Weekly Indemnity up to 104 weeks (excess of 7 days)	—\$ 75

c. Alternative Event Liability Insurance

The organizers and/or promoters of any SCCA Category I Solo Event which is to be insured with liability coverage other than that provided by the current SCCA Master Insurance Plan shall adhere to the following:

1. A fully worded and identified LIABILITY policy (or policies) of insurance will be forwarded to members of the National Insurance Committee so that receipt of the LIABILITY policy (or policies) will occur not less than thirty (30) days prior to the scheduled commencement of the event TO BE INSURED BY SUCH LIABILITY POLICY (OR POLICIES).
2. If such fully worded and identified LIABILITY policy (or policies) is not received by the President

by a date thirty (30) days prior to the scheduled commencement of the event to be insured, the President shall cause the event to be insured for liability under the current SCCA Master Insurance Plan. Certificates evidencing such LIABILITY coverage and a billing for the appropriate premium charge, therefore, shall be sent to the event organizers and promoters. In the case that the premium charge is unpaid by a date fourteen (14) days prior to the scheduled commencement of the event, the President shall cause the event to be cancelled.

At all SCCA sanctioned events requiring drivers to hold a National OR Regional Competition License OR Novice Permit, Minors 16 years old and older not holding authorized credentials issued by the organizers, and all minors under 16 years shall not be allowed to enter the pit area or any other areas which provide less protection than that provided for the general public. Minors over the age of 16 years may be issued crew (pit) credentials (passes).

3.1.8 Delete

3.1.9 Minimum Requirements

The following minimum requirements shall be in effect at all times during the time a Category I event is in progress (including practice), or the event shall be halted immediately:

- a. Not less than one physician with full equipment or an *experienced* and equipped ambulance crew with at least two members having current advanced Red Cross first aid certification or its equivalent.
- b. Not less than one ambulance.
- c. Not less than one motor vehicle equipped to fight car fires.
- d. Not less than one wrecker.

- e. Not less than one 10-pound dry chemical fire extinguisher at each flagging station.
- f. A pre-arranged plan to cope with major emergencies.
- g. Where the course is not visible in its entirety from a central point where event officials are located, a reliable communication system linking flagging stations with the officials shall be established.

3.1.10 Delete

3.1.11 Publication of Results

The official results for all Solo I events shall be sent to the Solo Events Department at the National Office within two (2) weeks of the event.

3.1.14 Courses

The selection of any course for Category I competition shall be subject to approval of the SCCA.

Specifically, the SCCA may:

- a. Require reasonable changes in the course or its surroundings as a condition of approval.
- b. Restrict the course to certain classes and categories of automobiles.
- c. Limit the course as to the classification of event to be sanctioned there.
- d. Restrict the course to certain grades of license holders, or to certain grades of license holders in certain classes and categories of automobiles.
- e. Disapprove the course for Category I events.

The approval shall state specifically whether or not the course is approved for novice driver participation and, if it is, whether there are restrictions on the classes and categories of automobile in which novice drivers may compete.

A course approval shall remain valid indefinitely as long as the course is unchanged, except that approval may be withdrawn, or the terms of approval modified at any time.

3.1.17 Race Official Licenses (add)

This section is not mandatory at Solo I events. However, working within one's specialty at a Solo I event shall be so noted on the worker's license if requested by the holder.

3.2.1 Events requiring no pre-entry may refuse an entry at any time without written notification.

3.3.2 SCCA Events

SCCA may grant sanctions to Regions of the SCCA to organize Category I Solo Events in accordance with the SIR. The event supplementary regulations shall specify the grade of SCCA racing competition license or Solo Events license required for participation, or competition licenses issued by other approved organizations. Events run on courses restricted against participation by novice drivers, or novice drivers in some classes and categories of automobiles, shall require all drivers except eligible novices to hold an SCCA Regional or National Competition License, a Novice Permit & Log Book showing three hours of satisfactory on-course, in-car training at a driver school, an SCCA Solo Events License, or equivalent issued by other approved organizations. Classes of automobiles eligible to run shall be basically those specified in Rule 5.1 of the SIR, but they may be amended, combined, or supplemented either on a uniform Divisional or Regional basis, or as set forth in the event supplementary regulations.

3.4 Delete

3.4.3 Trophies

In SCCA Category I Solo Events, trophies shall be awarded in the manner set forth in the supplementary regulations for the event.

3.4.4 Point Awards (new paragraph)

In the event of the establishment of Category I Divisional and/or Area Championship series events, the points award system for events counting toward the championship shall be as follows:

Place	Points	Place	Points
1	10	6	5
2	9	7	4
3	8	8	3
4	7	9	2
5	6	10 or lower	1

3.4.5 Championships (new paragraph)

SCCA Divisions and/or Areas are encouraged to establish Championship series Category I Solo Events. Such series shall be governed by uniform rules regarding driver eligibility, car classes, and basic organizational standards. They shall be administered by the Divisional Solo Events Stewards.

3.4.6 Entry and Waiting Lists (new paragraph)

In the interest of fairness and equity in Category I Solo Events, entries will be accepted on a first-come-first-served basis. When an entry limit has been established for an event, and the event is oversubscribed, a waiting list shall be established, using the same first-come-first-served basis.

3.5.1 Delete

3.5.3 Delete

3.5.4 Timing and Scoring

- a. It is highly recommended that timing in all SCCA sanctioned Solo Events be at least 1/100th second intervals. Electrical timing devices backed by two independent timing devices are highly recommended. Time penalties to be imposed for course deviations, or displacement of course markers, shall be established by the supplementary regulations.
- b. Awards shall be based on the single best recorded run unless otherwise specified by the supplementary regulations.
- c. In the case of tied times for FTD or class awards the tied drivers may be afforded an additional run to break the tie, or aggregate times for all official runs may be used to break the tie. The method to be used shall be specified in the supplementary regulations.

3.5.6 Delete except at all Special Solo I events

3.5.7 Starter

For hill climb and acceleration runs a driver shall be considered as having started if he crosses the control line at the start. For Special Solo I events, the driver shall be considered a starter if the car crosses the specified starting

line. The event's supplementary regulations shall define what constitutes a run.

For time trials, once a car enters the course, that run is considered started, even though the starting line may not have been crossed. The event supplementary regulations will define what constitutes a run.

3.5.8 False Start

A false start occurs when the driver crosses the timing line at the start before being instructed to do so by the starter or by a visual starting indicator, or enters the course before being instructed to do so: the penalty for a false start shall be a Did Not Finish (DNF).

3.5.9 Delete

3.5.10 Finishers

To be considered a finisher, a car must receive a time that can be used in scoring.

3.5.11 Delete

3.5.12 Minimum Number of Runs

Each contestant will receive a minimum of two (2) timed runs.

3.5.13 Winner

The winner shall be the competitor who covers the prescribed distance of the competition in the least time, subject to penalties for course deviations or displacement of course markers.

3.5.14 Official and Practice Runs (new paragraph)

- a. All competitors must make at least one practice run. This requirement may be waived by the Chief Steward.
- b. All drivers must be given a reasonable opportunity to start the same number of unobstructed official runs. A run disrupted by display of a red or yellow flag shall normally entitle the driver to a re-run.

- c. Unless otherwise specified in the supplementary regulations, a competitor may enter as many cars in as many classes as he wishes. He may not, however, enter the same car in more than one class or category in a single event, or enter more than once in a single class.
- d. If the timing mechanism fails to record the start of a competitor's run, he shall be red flagged at the earliest chance, and provided an opportunity for an additional run as soon as possible.
- e. Organizers of Solo I Events shall not allow cars to make timed runs unless both the car and driver conform fully to all safety requirements applying to such events. This shall not preclude exhibition and touring runs by historic or other vehicles, but such runs shall not be timed and the speeds allowed shall not exceed those that would be legal, reasonable, and prudent if the course were a public highway.

4. Entrants and Drivers

Every person who competes in an SCCA-sanctioned event shall be in possession of a current, valid license of the grade required for that classification of event.

4.1 SCCA Solo Events Licenses

SCCA shall establish standards for SCCA Solo Events licenses including:

SCCA Solo Events License

SCCA Novice Solo Events License

4.2 Delete

4.8 Safety Equipment

All drivers of automobiles competing in SCCA-sanctioned Category I Solo Events, including practice, shall be equipped as follows:

- a. Driver suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material approved by SCCA or other fire

resistant material worn in conjunction with underwear manufactured of fire resistant material approved by SCCA.

- b. Helmets bearing 1970 or later Snell approved stickers. 1975 Snell approved helmets are highly recommended.
- c. Gloves made of leather and/or other fire resistant material approved by the SCCA.
- d. Socks made of any fire resistant material.
- e. Drivers of open cars shall wear goggles or face shields.
- f. Cars shall be equipped with and drivers shall utilize driver restraint systems complying with Appendix Y of the GCR.
- g. Adequate shoes shall be worn.

The SCCA has approved the following fire resistant materials: Dupont Nomex, Simpson Heat Shield, Leston Super Protex, Fiberglass (Beta fabric), Durette (X-400) and Fypro. Additional materials may be approved and announced during the year. Treated fabric driving suits worn over Nomex underwear shall meet the requirements of paragraph a. above.

At all special Solo I events the full requirements of GCR 4.8 shall supersede this SIR section.

4.9 Delete, except, at special Solo I events, GCR 4.9 applies.

4.10 Delete

5.1 Classification of Automobiles

Organizers of SCCA Category I Solo Events should include competition for all cars eligible to compete in SCCA Club Racing events. They may add additional classes providing they are set forth in the event's supplementary regulations.

5.3 Vehicle Log Book (add)

Other recognized sanctioning organization's log books will be accepted.

5.4 Divisional Classifications (new paragraph)

The Divisional Solo Events Steward may establish classes

and categories different from those established for Club Racing, provided that there is a category and class for any car eligible to compete in Club Racing. However, either the Divisional Steward or the organizers may exclude classes deemed unsuitable for the course (See 3.1.14).

5.5 Showroom Stock Vehicle Eligibility (new paragraph)

Showroom Stock Sedans or GT Category Cars dropped by reason of model year will remain eligible for Solo I Showroom Stock classes. Vehicles dropped by reason of excessive performance, however, will not be eligible.

6.2 Required Officials

At every event there shall be at least two Stewards of the Meeting, a Solo Safety Steward, and a Chief Steward in addition to other officials as necessary. (Also see Section 3.1.9 of the SIR)

6.4 Appointment of Officials

The Event Stewards shall be appointed by the Divisional Solo Events Steward. Other officials shall be appointed by the Region organizing the event subject to approval by the Divisional Solo Events Steward.

6.5.a Conduct

The Chief Steward, Event Stewards, Chief Timer and Scorer, and Chief Technical and Safety Inspector shall have no conflict of interest arising from direct involvement or connection with the organizers or sponsors of an event other than the Region in charge of the event. They may compete in an event, but may not exercise their official capacity in any way having an immediate and direct bearing on their placing as competitors.

6.6 Plurality of Duties

The same person may hold more than one official position except that the Chief Steward and the Solo Safety Steward shall serve in no other capacity.

6.8 Stewards of the Meeting (SOM)

(add C.9) Accident Reports

6.22 Solo Safety Steward

Refer to Section 4 of the Introductory Section of these rules for description of duties.

8.2 Lodging a Protest

The Solo I protest fee is \$25.

8.3 Time Limits for Protests

- a. Protests may be filed by drivers in the same class as the protested car. Filing will be permitted only within a 30-minute period after the last car of the day has completed its runs.
- b. Protests against the results of a competition shall be made within 30 minutes of their publication.

9.5 Form of Appeal

Written notice of appeal, signed by the appellant, specifying the grounds for the appeal and including an appeal fee of \$50, shall be received by the SCCA Divisional Solo I Steward within 10 days after announcement of the decision. An appeal may be withdrawn without penalty.

APPENDIX A AUTOMOBILES

1.3 Identification Marks

Each automobile shall carry identification numbers, class letters and such other marks as required by these Rules or the supplementary regulations for the event. Numbers shall be placed on both sides of the automobile, and shall be of sufficient size and contrast to their background to be clearly legible. They shall meet the approval of the Chief Timer and Scorer as well as the Chief Technical and Safety Inspector. Normally, all automobiles shall carry numbers at least eight inches high with a 1½-inch stroke on a contrasting background.

At Special Solo I events GCR 1.3 applies.

1.5 Mechanical Condition of Automobiles (add)

The requirement for scales at the event is waived. Rather, scales must be available within reasonable distance of the course, and the location made known to all competitors.

1.5.1 Technical and Safety Inspection

- b. Optional
- d. Racing tires, designated as such by the manufacturer, and recaps on such racing tires, are generally required. High performance street tires are permitted on those cars and/or courses where speeds are not likely to exceed 100 mph, or continuous running time to exceed five minutes. Tires without tread are allowed when: (a) they are oval track or road racing slick tires in good condition, (b) they are "slick" or "cheater slick" recaps in good condition on racing tire casings designated as such by the manufacturer, or (c) they are drag racing slick tires in good condition on cars used in Solo acceleration runs.
- k. Delete
- o. Roll bars—All Solo I cars shall conform to the specifications of Appendix Z of the GCR. Roll cages are recommended and, if installed, must conform to Appendix Z of the GCR.
- r. Delete except for Special Solo I events
- s. (change 1st and 2nd sentences) On-board systems are highly recommended but not required. All cars must have a dry chemical type or Halon 1301 or 1211 type extinguisher of the minimum capacities:
(the remainder of GCR 1.5.1s is in effect)
- u. Scatter shields—The installation of scatter shields or explosion-proof bell housings is highly recommended on all cars where failure of the clutch or flywheel could create a hazard to the driver.
- x. A master cut-off switch is highly recommended for all production sports cars and sedans and mandatory for all formula and sports racing cars.
- y. (change) "Steering wheel lock devices shall be disabled or removed."

gg. (add) If headlights, side markers, parking lights, etc. are not removed they shall be adequately covered (taped, etc.) on all cars.

1.5.3 Fuel cells are highly recommended but not required.

1.5.11 Mufflers

Mufflers are required on all Solo I events unless waived by the Divisional Solo Events Steward and the exception must be included in the event's supplementary regulations.

2.2.A.7 (add)

(PCS) Application of this section is permitted but not required for Solo events.

3.3 Classification

(SRFS) DSR—Classification; Other Designs: Delete

3.4 (add)

(SRFS) The installation of a scatter shield is highly recommended on all cars where the failure of the clutch or flywheel could, due to its location, create a hazard to the driver. In addition, any rotating part of the drive train shall not pass openly through the driver and passenger compartment, but must be under the floor, or fitted in tubes or casings firmly attached to the floor or chassis structure.

3.9 Brakes

(SRFS) These cars shall be equipped with an effective braking system on all four wheels operated by a single control. A dual braking system is highly recommended.

6.4 e, g, and h are optional

(GTCS)

APPENDIX B Delete

APPENDIX C Delete

APPENDIX F

3.d Equipment

Each corner station shall be equipped with at least the following:

1. device for communicating with the central control station.
2. the following flags or signal paddles: red. For Special Solo I events, the following flags or signalling paddles: yellow, yellow and red striped, white, blue, black and/or red (specific procedures for use of black-red signals to halt practice sessions and timed runs when used at corners and Start/Finish shall be in the event's supplementary regulations).
3. dry chemical fire extinguishers of at least 10 pounds.
4. pry bar.
5. whistle, knife.

APPENDIX L

SCCA SOLO EVENTS LICENSES

GRADE OF LICENSE

Novice Solo Events License

Issued by the Divisional Solo Events Steward. Holder may participate in SCCA-sanctioned Category I Solo Events approved for novice driver participation.

Solo Events License

Issued by the Divisional Solo Events Steward upon completion of requirements. Holders may participate in SCCA-sanctioned Category I Solo Events.

Notification

Divisional Solo Events Stewards shall furnish the Vice President, Solo Events with the names and addresses of all drivers issued Solo Events Licenses.

NOVICE LICENSE

Requirements

An SCCA member, or non-member, 18 years of age or

older, who holds a valid operator's permit in his state of residence, applies for a Novice License to the Divisional Solo Events Steward by submitting the following:

1. completed application form
2. completed SCCA physical examination-medical history form (see Medical Requirements)
3. fee of \$5.00 payable to SCCA, Inc.

Physical examination forms and license applications are available from the Divisional Solo Events Steward and/or the SCCA National Office.

Renewal

A Novice License is not renewable. The Novice License must be presented to the Chief Steward at each event for his signature. Upon completion of three SCCA-sanctioned Category I Solo Events, including Solo I schools conducted by SCCA Regions, Novice License holders must apply for a Solo Events License.

Revocation

A Novice License may be revoked by the Divisional Solo Events Steward, subject to appeal to the Vice President, Solo Events.

SOLO EVENTS LICENSE

Requirements

Holders of Novice Licenses who have satisfactorily participated in a maximum of three SCCA-sanctioned Category I Solo Events may apply to the Divisional Solo Events Steward for a Solo Events License. Drivers who hold Competition Novice Permits and Log Books showing completion of Driver School requirements shall also be eligible to apply for a Solo Events License. All applicants must be SCCA members in good standing in order to hold a Solo Events License.

The following shall be submitted:

1. novice License or Novice permit and Log Book show-

ing satisfactory completion of training or participation requirements as indicated by the signature of the Chief Steward at each event.

2. current physical examination form (see Medical Requirements)
3. fee of \$5.00 payable to SCCA, Inc.

Renewal

A Solo Events License is renewable annually when it expires at the end of the calendar year issued. It may be renewed by the Divisional Solo Events Steward upon receipt of an application, physical examination form and fee.

Revocation

A Solo Events License may be revoked by the Divisional Solo Events Steward, subject to appeal to the Vice President, Solo Events.

Applicants with Prior Experience

Participation requirements for issuance or renewal of a Solo Events License may be waived in part or in total by the Divisional Solo Events Steward, for drivers with prior racing experience, time trials and hill climb experience. Such experience may be obtained in non-SCCA events and must be verified.

The successful completion of specified courses at a private driving school shall be considered equivalent to the satisfactory completion of three SCCA-sanctioned Category I Solo Events.

OTHER LICENSES

SCCA National and Regional Competition Licenses, FIA Driver's Licenses, and other competition licenses approved by the Divisional Solo Events Steward(s) shall be acceptable for entry in SCCA-sanctioned Category I Solo Events.

MEDICAL REQUIREMENTS

Applicants for an SCCA Solo Events License must submit a current SCCA physical examination form with the medical history portion completed and signed by the applicant only. If the applicant indicates a history of medical problems, or has an obvious physical problem he shall be required to have a physician perform the medical examination on the reverse side of the SCCA form.

For Special Solo I events, if GCR 4.9 medical requirements are used the supplementary regulations shall so state.

APPENDIX M Delete

APPENDIX P Delete

APPENDIX R RULES OF THE ROAD

1. **Flags:** The following flags will be obeyed WITHOUT QUESTION.

GREEN—The course is clear and the run is under way.

YELLOW—Take care, there is a hazardous condition ahead. Reduce speed and complete the run. A re-run will be granted.

YELLOW WITH VERTICAL RED STRIPES—Take care. A slippery condition exists on the road which cannot be corrected in a reasonable time during which competition is halted. No re-run will be granted when a slick flag is displayed. Where the condition can be abated a yellow flag will be used and a re-run granted.

RED—Stop as soon as safely possible and await instructions. A re-run will be granted.

CHECKERED—You have completed your run. Slow and pull off the course into the assigned area. This flag is optional with the Event Steward and may be replaced by a prominent sign, preferably a banner across the course, indicating the finish line.

2. To be considered a finisher, a car must complete the

- course under its own power at a time within 25 percent of the time of the fastest car in its class.
3. Whenever a driver leaves the course on an airport or parking lot course with all four wheels, he must re-enter at the point he left the course. Failure to do so, or shortcutting the course, will result in the run being scored as a DNF.
 4. During an event, it is expressly forbidden to drive or tow a car at any time or under any conditions in a direction opposite to that in which the event is being run without the specific approval of the Chief Steward. Infraction of this rule may mean immediate disqualification.
 5. If for any reason a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other competitors.
 6. Drivers may obtain no assistance during the run other than from their pit crews and in the pits. This does not preclude assistance by event officials for safety reasons.
 7. Cars may not be pushed or moved under power of the starting device while on the course, except to remove them from a hazardous position to one of greater safety.

At all Special Solo I events GCR APPENDIX R shall be in effect except for the following changes (any references to "race" should be replaced with "run" or "session" as appropriate):

1. **RED** (change fourth sentence) Clear the circuit for emergency vehicle traffic by stopping off course **TO THE RIGHT** or **AS FAR TO THE RIGHT AS CIRCUMSTANCES PERMIT**: Stay in car with safety equipment on, do not move until directed by a worker or official.
GREEN when displayed, the green flag indicates that the course is clear.
YELLOW Motionless—Take Care, Danger, Slow Down, No Passing

Waved—Great Danger, Slow Down,
Be Prepared to Stop, No Passing

BLUE WITH DIAGONAL YELLOW STRIPE

Motionless—Another competitor is following you, you should give way at the next designated passing zone by moving to the right, signalling and slowing down as necessary.

Waving—Another competitor is quickly overtaking you, give way as soon as it is safe, by moving to the right after the corner, signalling and slowing down as necessary.

2. Passing (only allowed during practice) by the overtaking car will be on the left only, unless a life hazard situation dictates otherwise. An illegal right side pass shall result in an immediate black flag for the overtaking driver and disqualification from the event. In a life hazard situation (car spinning or accident ahead, etc.) extreme care must be used as a right side or in-corner pass will not be expected; avoid any passing if possible. The final judge of the necessity of a right side or in-corner pass in a life hazard situation shall be the Chief Steward.
3. All designated passing zones shall be clearly marked on both ends by rubber cones. Clear hand signals shall be given by the overtaken driver and no pass by an overtaking driver shall be attempted without a signal. Overtaking drivers must be allowed to pass at the first passing zone. The driver being overtaken must move over, signal and slow down as necessary to allow the overtaking driver to pass before the end of the passing zone. Good judgement by the driver being overtaken is required so that a passing flag should not be required for the overtaking driver to be allowed to pass. Passing flags shall be obeyed. The designated passing zones shall be specified at the mandatory drivers' meeting.
- 5.b. A driver being overtaken must point to the left, the only side on which an overtaking driver may pass.
- 5.d. [add] A driver proceeding at less than competitive speed (obviously disabled) shall pull over to the

right and signal overtaking drivers of his reduced speed by raising one arm; this is also a passing signal and the overtaking drivers may pass when it is safe.

9. If for any reason a driver is forced to stop his car on the course during the event, it should be his first duty to place his car as far to the right as possible and in such a manner as to cause no danger or obstruction to other competitors.
12. There shall be no unauthorized vehicles on any Solo I circuit before, during or after an event.
13. There shall be a drivers' meeting each day of the event. At each meeting a Steward must cover at least the following:
 - a. meaning of flag signals and flagging procedures
 - b. specific location of red flags around circuit
 - c. location of black flag station (if used) and where to report if black flagged
 - d. no passing areas, designated passing zones and all passing procedures
 - e. other Rules of the Road, SIR requirements, Sup Regs, etc. as necessary
 - f. penalty procedures for violation of rules

Emphasis shall be placed on those items that are different from racing in Solo I. A system of insuring the attendance of all drivers shall be used.

14. Penalties for violation of rules may be disqualification, additional training or schooling, or other appropriate penalties such as the Stewards of the Meeting may devise. Repeated or flagrant violations and illegal passing on the right shall result in disqualification and may result in revocation of the driver's Solo I license.

APPENDIX X

SAFETY FUEL CELL SPECIFICATIONS (add)

Safety fuel cells are recommended but not mandatory in Solo I competition.

APPENDIX Z (add)

Roll cages are recommended but not mandatory in Solo I competition.

SOLO II RULES

1. SOLO II EVENTS

1.1 Mandatory Provisions

Sections 1, 2.1, 2.3, 3.2, 4.3, 5.1, 5.3, 5.4, and 5.5 are mandatory in all Solo II Events that a Region solely or jointly organizes, conducts, sanctions or otherwise cooperates as a Region in organizing. These Rules will also be found in Sections 2-9 of the SIIR and there is no conflict between Section 1 and Sections 2-9. A Region that follows Sections 2-9 is automatically in compliance with this section. The entire Solo II Rules are mandatory for Divisional and National Championship events. Use of Sections 2-9, except as noted above, are optional for Regional events.

1.2 General Definitions

A. Solo Event

An automotive competition in which one car at a time negotiates a prescribed course, with finishing position based on the time required to complete the course plus any penalties. Where course conditions permit, more than one car may be on course at a time if they are separated by adequate time and distance.

B. Solo II Event

A Category II Solo Event, or Solo II Event, is a non-speed driving skill contest such as, but not limited to, autocrosses, slaloms, gymkhanas and field trials. They are run on short courses that emphasize car handling and agility rather than speed or power. Competition licenses are not required, and hazards to spectators, participants, and property do not exceed those encountered in normal, legal highway driving. Solo II Events normally do not require SCCA individual event sanction (except for Divisional and National Championship events), but are subject to SCCA approval as non-speed Solo II Events.

C. Autocross

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

D. Slalom

Generally an event similar to an autocross, though may be one particular serpentine portion of a gymkhana or autocross layout.

E. Gymkhana

Generally a level-ground contest of car handling skill involving obstacles, forward and reverse maneuvers, cloverleaf turns, parking and garaging exercises, etc., with a time and penalty scoring system. Some gymkhanas are straightforward contests more similar to slaloms and autocrosses.

F. Field Trials

Similar to the above events but usually held on fields or soft and hilly ground. The terrain itself requires car handling skill. Sometimes called a "bash."

G. Competitor

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

1.3 Common Sense and Solo II Courses

Although Solo II Events are non-speed events under the General Competition Rules of the SCCA, speed alone is not the operative factor in determining what is and is not a proper Solo II Event. *Hazard* is the operative word, and hazards

must not exceed those encountered in legal highway travel.

Generally, maximum speeds on the order of 60-70 mph are contemplated, since these are speeds with which the average driver is familiar from everyday road driving. But it is quite possible to set up a course on which speeds do not exceed 50 mph, but which is much more hazardous than another course on which 80 mph is attainable.

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

Each event chairman is cautioned to remember that entrants and workers in Solo II events ARE NOT covered by participant accident insurance, and take appropriate precautions. Furthermore, by definition, a Solo II Event is open to a total novice in any car that can pass safety inspection, and courses must take this into consideration.

It would be possible to set extremely strict and rigid limits on Solo II Events regarding speed and/or course dimensions. However, it is not the intent of these rules to outlaw event sites which cannot accommodate a course of certain stated dimensions, or create the impression that, so long as some magic speed limit is not exceeded, these rules are adhered to.

Basically, Solo II Event speeds are limited to what is "reasonable and prudent for the conditions encountered". Laying out a course to comply with the safety requirements of these rules calls for the exercise of prudent good judgment and common sense. Failure to do so may subject an SCCA Region to severe sanctions.

1.4 Event Operating Rules

- A. Pursuant to SCCA insurance requirements, participants under the age of majority in the state in which the event is to run are limited to SCCA members, prospective members or guests.
- B. All competitors must have a valid driver's license.

- C. Competitors are required to wear seat belts and helmets when driving in competition. Roll bars are recommended.
- D. A passenger is allowed provided he/she is eligible to be a competitor, is in a vehicle which has passed safety inspection, is wearing a seatbelt and helmet, and has signed a waiver. Generally, a passenger should be either a student riding with an instructor or an instructor riding with a student during a Solo II drivers school. Passengers are not allowed during competition or "fun runs" or any championship event.
- E. All cars shall be subject to a strict safety inspection based on the Solo II Rules. Cars with single U-joint swing axle rear suspension shall be decambered to negative camber or fitted with a camber compensator.
- F. Basic rules and standards for conduct of events must be drawn up before an event is run and be available to all competitors.
- G. Penalties for course deviations or course marker displacement shall be posted and available to all competitors.
- H. Car classifications to be used and distribution of awards shall be established prior to the event and available to all competitors.
- I. An event chief official must be appointed to supervise the running of the event. His duties should generally be those of the Chief Steward of a race or Solo I Event.
- J. All participants, both competitors and workers, must sign the SCCA waiver form.

K. Co-Sanctioned/Co-Sponsored Events

The prohibition against co-sanctioning and/or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning Region, and are conducted in accordance with SCCA rules and regulations pertaining to the event. Any Region co-conducting or co-sponsoring an event must send a letter, composed by the Insurance Committee to the co-

sponsoring organization. This letter (available from the National Office) details insurance coverage available and not available.

K. Use of Alcohol or Narcotics

Any driver considered by the event chairman to be under the influence of alcohol or narcotics shall be disqualified.

L. Unsportsmanlike Conduct

Any driver who drives unsafely at or near the event location, or displays unsportsmanlike conduct, shall be disqualified.

1.5 Divisional Championship Sanction Procedures

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

- A. The event must be listed on the official SCCA calendar as published in SPORTS CAR. It must be scheduled to be held prior to Labor Day weekend and shall include in the name of the event the following as a minimum: "SCCA Solo II Championship". Date requests must be submitted to the Scheduling Representative at least ninety (90) days prior to the planned date of the event.
- B. The course must be approved by the Divisional Solo Events Steward having jurisdiction. A copy of this approval must be attached to the application for sanction.
- C. A draft of the event entry blank and event supplementary regulations must be submitted with the sanction application. The supplementary regulations and entry form must not be printed or distributed until they have been approved and a sanction number issued.
- D. A \$50.00. Surety Bond Payment must be made to the Department of Solo Events at the National Office at the time of sanction application. This bond will be refunded to the Region upon compliance with Rule 7.10.
- E. The sanction fee for Divisional Solo II Championship events is one dollar, fifty cents (\$1.50) per entrant. The

sanction fee shall be forwarded to the SCCA Solo Events Department at the National Office not later than two weeks after the completion of the event.

- F. A completed sanction application, together with the course approval, a draft of the entry blank and supplementary regulations, and the \$50 Surety Bond must be submitted to the Divisional Solo Events Steward at least sixty (60) days prior to the event.
- G. Upon approval of the application, the Divisional Solo Events Steward will forward the approved application to the Department of Solo Events at the National Office which will promptly assign a sanction number and issue a formal sanction document to the organizers of the event. Copies of the sanction document will be sent to the Regional representative submitting the sanction application, the Regional Executive of the host Region and the Divisional Solo Events Steward.

1.6 National Championship Sanction Procedures

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

- A. The event must be listed on the official SCCA calendar as published in SPORTS CAR. It must be scheduled to start within five days of September 15 and shall include in the name of the event the following as a minimum: "SCCA Solo II Championship". Date requests must be submitted to the Scheduling Representative at least ninety (90) days prior to the planned date of the event.
- B. The course must be inspected and approved by the SCCA Solo Events Board. A copy of this approval must be attached to the application for sanction.
- C. A draft of the event entry blank and event supplementary regulations must be submitted with the sanction application. The supplementary regulations and entry form must not be printed or distributed until they have been approved and a sanction number issued.

- D. A \$100.00 Surety Bond Payment must be made to the Department of Solo Events at the National Office at the time of sanction application. This bond will be refunded to the Region upon compliance with Rule 7.10.
- E. The sanction fee for a National Solo II Championship event is three dollars (\$3.00) per entrant. The sanction fee shall be forwarded to the SCCA Solo Events Department at the National Office not later than thirty (30) days after the completion of the event.
- F. A completed sanction application, together with the course approval, a draft of the entry blank and supplementary regulations, and the \$100.00 Surety Bond must be submitted to the SCCA Solo Events Department at least ninety (90) days prior to the event.
- G. The SCCA Solo Events Department, upon receipt of the completed sanction application will assign a sanction number and issue a formal sanction document to the organizers of the event. Copies of the sanction document will be sent to the Regional Executive of the host Region, and the Chairman of the SCCA Solo Events Board.
- H. All sponsoring arrangements for National Championships and final contractual agreements must be coordinated through and approved by the SCCA Solo Events Department.

1.7 Supplementary Regulations

Regulations which are normally consistent with the Solo II Rules and which define the ground rules of competition for a specific event. They shall contain the following information:

- A. the name, location, dates, nature and classification of the proposed event
- B. the sanction number and type of sanction for the event
- C. an announcement conspicuously placed reading: "Held under the SCCA Solo II Rules"
- D. the name and address of the organizers
- E. a complete description of the proposed event, including the length of individual competitions and the classes of automobiles eligible

- F. schedules and location of all activities, inspections, meetings, and competitions
- G. the name and address of the Event Chairman or other person to whom the entry is to be sent, opening date and the closing date for the receipt of entries, when entries will be accepted, and amount of entry fee
- H. the names of the Event Chairman and the Protest Committee
- I. the manner of determining results and awarding trophies and prizes
- J. hours during the day(s) when official scales will be available for competitors to check their vehicle weights
- K. all information necessary for the proper conduct of the event

No changes shall be made to the Supplementary Regulations, except for the schedule, after the beginning of the period for receiving entries unless unanimous agreement is given by all competitors already entered, or unless the SCCA Solo Events Board (at National Championship Events) or Divisional Solo Events Stewards (at Divisional Championship Events) so decides for reasons of safety or forces beyond their control.

1.8 Enforcement by the SCCA

- A. All Solo II events shall be subject to an unannounced inspection by a Divisional Solo Steward, Solo Safety Steward, Solo Board Member or the SCCA Vice President, Solo Events who will evaluate the event's compliance with the mandatory provisions of the Solo II Rules. The individual performing such an inspection has authority to bring rule infractions to the attention of the Event Chairman for corrective action, and will file a written report with the Department of Solo Events at the National Office noting whether or not corrective action was taken.
- B. Regions which solely or jointly organize, conduct, sanction or otherwise cooperate in the organizing of a Solo II Event that does not comply with Section I of these Rules shall be subject to the following, as determined by the

Solo Events Board. A hearing before one or more members of the Board designated for the purpose by the Chairman will be granted at a Region's request before the measures proposed are made final.

1. Warning, during the period of which the Region must submit Solo II courses to the Divisional Solo Steward, or other official designated by the Board, for prior approval; and will be subject to unannounced inspection by the Solo Steward or Board Member, or both.
 2. Suspension, during the period of which insurance coverage of the Region's Solo II Events under the SCCA Master Insurance Plan is suspended, and the Region may not be involved in any way in the organizing of Solo II Events.
- C. In addition to the foregoing, the Region is also subject to such other penalty as may be imposed by the Board of Directors.

2. COURSE

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

2.1 Course Safety and Layout Rules

Courses must comply with Section 1 of these Rules, which is *mandatory* of SCCA Regions. The following set of course safety and layout rules is also required for all SCCA Solo II events. When this section is followed, section 1.3 is automatically complied with.

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

- A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 70 miles per hour, and the

fastest portions of the course shall be those most remote from spectators and property. Turns should not normally allow speeds in excess of 45 mph in unprepared cars.

- B. The course, as laid out, shall contain no holes, loose gravel, gratings, oily spots, or other dangerous features. Dips that could get a car airborne shall not be included.
- C. The course boundary shall not normally pass closer than 25 feet from solid objects.
- D. Negative cambered turns will be avoided if at all possible.
- E. A long straight (over 150 feet) should not terminate in an extremely sharp turn (e.g., a short radius U-turn).
- F. Except on permanent circuits such as go-kart tracks, the inner and outer limits of turns and corners should be marked by course markers, displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders or other hazards likely to cause damage to a car, or likely to cause a car to overturn.
- G. Cars on the course simultaneously shall not run in close proximity to each other.
- H. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line.
- I. Extreme care shall be taken in the location of the start-finish area, the staging area, and the timing. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible, and the finishing straight tightly defined.
- J. Entrance and exit lanes shall enter the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.
- K. Long straights shall not terminate at a point where spectators or obstacles are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.
- L. Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers,

spectator areas must be roped off. The Solo Safety Steward shall have the authority to set minimum spectator distances from the course. Children under fourteen (14) years of age and pets shall be prohibited in the staging, grid, start/finish and course areas.

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

2.2 Course Design Rules

- A. All corners shall be negotiable without reversing by any car classified by make/model in these Rules.
- B. The course shall be at least 12 feet wide, and single-file slalom markers shall be at least 35 feet apart.
- C. A Solo II Event, other than a gimmick event in which time is not the only consideration, shall be a test of driving skill, not memory.
- D. The course shall be well marked with pylons or other "markers". The base of each marker shall be outlined to permit accurate replacement if displaced.
- E. Cars should leave a gate/turn headed generally in the direction of the next gate/turn.

2.3 Street Solo II Procedures

All Solo II events conducted on public streets or highways must have prior approval. To receive approval, the following requirements must be met:

- A. Not less than 45 days before the event, a scale drawing of the proposed course must be submitted. The course drawing shall include, as a minimum, the street width, location of the proposed course on the street, spectator viewing areas, and location of all fixed objects within 75 feet of the outside edges of the course (trees, buildings, fire hydrants, etc.)
- B. The scale drawing and supplementary regulations, including plans for spectator safety (snow fence, hay bales, etc.) must be submitted to both K & K Insurance Agency, Attention Joe Repass, and to the Chairman of the Solo

Safety Sub-committee, Attention Art Trier, One Clematis St., Pt. Jefferson Sta., N.Y. 11776.

These events are considered spectator events requiring the payment of an additional insurance premium to secure insurance coverage.

3. VEHICLES

3.1 Eligible Vehicles

A Solo II Event is open to any vehicle that can pass safety inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116 inches may be excluded by the Event Chairman if he determines, in his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with these Rules.

3.2 Vehicle Safety

A. Driver Restraints

Seat lap belts are required in all cars. Installation of shoulder belts or harnesses is strongly recommended in cars with fixed tops or roll bars. Two-strap shoulder harnesses shall not be worn in open cars without roll bars.

B. Roll Bars

Roll bars are strongly recommended in all cars. Roll bars are also required in all formula cars and specials. If roll bars are installed, they must meet the specifications in Appendix C of the Solo II Rules.

All open Prepared Category and Modified GT and Production vehicles shall be equipped with a roll bar as specified herein.

C. Safety Inspection

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

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

1. All loose items, inside and outside the car, must be removed. Passenger seat's back and squab shall be secured.
2. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
3. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
4. Tires must be in good condition, with no cracks in sidewalls or tread.
5. Minimum tire pressure must be at least 25 pounds in cars under 3,000 pounds and 35 pounds in cars over 3,000 pounds, or the tire manufacturer's maximum recommended pressure. Experienced drivers should be permitted to use their customary pressures.
6. Seat belts must be properly installed with attaching hardware secure and tight.
7. Throttle return action shall be safe and positive.
8. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running. Additionally, all Prepared and Modified Category vehicles must be equipped with engine oil and engine coolant vent tanks where applicable.
9. Steering "spinner" knobs shall not be permitted.
10. No broken or missing spokes nor more than one loose spoke per wheel shall be permitted in wire wheels. No cracks shall be permitted in disc or cast wheels.
11. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks under pressure and must operate on all wheels.
12. All swing axle cars, except Porsche, must have a camber compensator, negative camber on the rear wheels, or have axle limiting straps. Stock pre-1967 Volkswagen straps are not sufficient.

13. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
14. Tonneau covers shall be removed and non-removable sunroofs closed. Removable tops and panels shall be removed. Folding tops must be lowered and secured.
15. Exhaust must exit behind driver or to the side of the car.
16. On board starters shall be provided.

D. Vehicle Operating Condition

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

3.3 Mufflers

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

3.4 Fuel

- A. Stock Class vehicles will use service station pump fuel only.
- B. Prepared and modified class vehicles may use any grade of gasoline. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain anti-oxidants, metal deactivators, corrosion inhibitors and lead alkyl compounds such as tetra-ethyl lead. Oxygen and/or nitrogen bearing additives are prohibited. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.
- C. Propane fuel may be used in any category provided that the following conditions are met:
 1. The tank must be located in a safe location on the car, and be firmly and securely mounted.

2. The tank must conform to Federal and local container standards; and have an emergency relief/cut-off control.
3. To use propane as fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor. There may also be no other engine parts changed.
4. The entire system must meet local ordinances covering the use and transmission of compressed gas.

3.5 Vehicle Identification

All cars must have car numbers and class letters on both sides. Car numbers will be eight to ten inches high, 1¼-inch stroke. Class letters should be smaller. Both must be of uniform color and in contrast to the color of the car. All letters and numbers must be on body panels, not on windows, and only one set of numbers may be visible while the car is running. For cars entered in a Ladies' Class the letter "L" shall follow the class letters (Example: ASL).

For National and Divisional Championship competition, one official "SCCA" logo must be displayed on each side of the vehicle in a prominent location.

4. DRIVERS

4.1 Driver's Credentials

- A. Drivers must possess a currently valid driver's license. Any license or permit which requires another licensed driver in the car is not acceptable. Minor drivers must be able to show that they have permission to operate the vehicle in the event. Drivers need not be SCCA members except as otherwise provided.
- B. Drivers must possess a current copy of the Solo I & II Rules at the time of registration at Divisional and National Solo II Events.

A. Entry in Divisional Championship Events

Drivers in Divisional Championship events must be regular, spouse or junior SCCA members. A member must compete in a Divisional Championship within his own SCCA Division of residence of record, except that a member may compete in another Division's championship if prior written approval is given by *both* Divisional Stewards concerned. No waivers will be granted.

If for any reason there is not a Divisional Championship within a member's Division of Record or residence, the member must compete in a Divisional Championship event in another Division.

SCCA members living in Canada are allowed to compete in the Canadian Automobile Sports Clubs (CASC) Solo II Runoffs in lieu of an SCCA Divisional Solo II Championship event as the prerequisite to attending the SCCA National Solo II Championship.

The Divisional Steward, or the organizing Region by supplemental regulations, may establish reasonable limits on entries by class, Division, or by Region if necessary to allow equitable competition.

B. Entry in National Championship Events

Drivers in National Championship events must be regular, spouse or junior SCCA members. Entries for the National Championships shall be limited to current year Divisional Championship competitors who have qualified for the event and those officials listed in Section 5 of the Solo II Rules.

Qualification to compete in the National Championships is required and will be determined according to the procedure listed below—

Divisions may conduct a maximum of four Divisional Solo II Championship events during any calendar year. Depending upon the number of Divisional Championship events held, competitors

shall qualify for entry into the National Championships per the following:

1. In the case of 1 event, the three top highest-placing competitors per class plus the top 80% of the remainder of that class shall qualify for the National Championships.
2. In the case of 2 events, the three top highest-placing competitors per class plus the top 70% of the remainder of that class shall qualify for the National Championships.
3. In the case of 3 events, the three top highest-placing competitors per class plus the top 60% of the remainder of that class shall qualify for the National Championships.
4. In the case of 4 events, the three top highest-placing competitors per class plus the top 50% of the remainder of that class shall qualify for the National Championships.
5. Each national Solo II class champion from the previous year shall automatically qualify for the current year's event in that class without meeting the qualification requirements indicated above as long as they were a competitor in a current year's Divisional Championship event.

In Divisions conducting more than one Championship event, qualification will occur on a per-event basis without regard to any Overall or Divisional Series Championship standings.

If multiple Divisional Championship events are to be scheduled within a Division, the Divisional Solo II Steward shall advise the Solo Events Department and all regions within his division of the number of events planned. This information shall be required prior to the running of the first event and no additional events may be scheduled after this notification.

C. Entry Fees

The maximum entry fee shall be \$18 per driver at a Divisional Championship event and the maximum entry fee shall be \$30 per driver at the National

Championships, unless otherwise authorized by the Solo Events Board. The maximum late fee shall be \$5 additional. Included in these entry fees is the sanction fee payable to the SCCA National Office.

4.3 Driver's Safety Equipment

A. Helmets

Helmets complying with Snell Foundation approval or Federal specification Z-90.1 or D.O.T. shall be worn while on the course. Loaner helmets should be available to drivers not having their own.

B. Seat Belts

Driver restraints complying with 3.2.A shall be worn while on course.

C. Eye Protection

Face shield, goggles or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in a sports racing car, formula car, special, or in any car with less than a stock size windshield.

D. Footwear

Shoes covering the entire foot shall be worn.

4.4 Car/Driver Limits

A. A driver may enter an event only once.

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

C. If, during the event, a vehicle experiences mechanical problems resulting in its permanent withdrawal from the day's competition, the driver may finish his/her runs in another car legal in that class.

4.5 Responsibility for Car Classification

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

4.6 Ladies' Classes

- A. Parallel Ladies' Classes will be provided.
- B. The ladies will have the option of running in the open classes.
- C. Scoring for the Ladies' Classes will be handled in the same manner as for the Open Classes.

4.7 Conflict of Interest

No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle. All event officials, whether competing in the event or not, must use caution to avoid individual conflicts of interest situations during the event.

5. OFFICIALS

5.1 Chief Steward (Divisional and National Championships)

A Chief Steward shall be appointed for all Solo II Championship events. He shall be the SCCA representative responsible for the general conduct of the event in accordance with the Solo II Rules and/or supplementary regulations for the event. He shall:

1. be appointed by the Divisional Solo Steward for Divisional Championship events and by the Solo Events Board for National Championship events. Examples of individuals qualified to be appointed to this position are past or present Solo Events Board members, Divisional Solo Stewards, or National and Divisional Chief Stewards from the Club Racing program with a working knowledge of the Solo II Rules. A Chief Steward shall not serve in any other official capacity during the event.
2. be a member of an SCCA region other than that of the host region
3. work in conjunction with the Solo Safety Steward to insure spectator safety
4. insure both driver and worker safety
5. prohibit entry of any vehicle not meeting tech requirements and disqualify any vehicle found illegal at impound as reported to him by the Chief Technical Inspector

6. oversee and control the event program of competition by controlling drivers, their vehicles, officials and workers

After the start of a championship event, the authority and responsibilities of the Chief Steward shall supersede those of the Event Chairman.

5.2 Event Chairman

The Event Chairman is the chief executive officer of the competition. He is responsible for designing, laying out and pre-running the course. He also shall be responsible for enforcing compliance with the Solo II rules and Supplementary Regulations, including car classification. This position shall be filled by an SCCA member.

5.3 Solo Safety Steward

The duties of the Solo Safety Steward shall concern the safety of the spectators. This includes course security, which is defined as maintaining control over spectator access to the course. Driver and worker safety is the primary concern of the Chief Steward and the Scrutineers. This position shall be filled by an SCCA member.

5.4 Chief Technical Inspector

The Chief Technical Inspector shall ascertain that the automobiles comply with the Solo II Rules and the Supplementary Regulations. Specifically he shall:

- A. Inspect and certify that automobiles comply with all safety regulations.
- B. Conduct inspections of automobiles at the request of the Chief Steward.
- C. Report to the Chief Steward any automobiles that he finds do not conform with requirements of the Solo II Rules.
- D. Insure that the appearance of each automobile is neat and clean. Automobiles that are not presentable will not be allowed to compete.

This position shall be filled by an SCCA member.

5.5 Chief of Timing and Scoring

The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them

conspicuously during the event and preparing the official results. This position shall be filled by an SCCA member.

5.6 Chief of Course

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

5.7 Entry by Event Officials

It is recommended that the Chief Steward, Event Chairman, Chief of Timing and Scoring, and Chief of Course, all of whose duties continue throughout the event, not compete.

5.8 Plurality of Duties

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

6. EVENT OPERATION

6.1 Entrants As Workers

At National Championships the entrants may be required to work. The method by which the entrant may be required to work will be described in the event's Supplementary Regulations. Failure to work will result in disqualification from the event. This procedure also applies at the Divisional Championships.

6.2 Course Map

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

6.3 Course Familiarization

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

6.4 LeMans Starts Forbidden

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

6.5 Timing Points

- A. A car will commence its run at least 15 feet before the point at which timing begins.
- B. Time at the end of the run will be taken not less than 50 feet from the point at which the competing car is required to reach a complete stop.

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

6.6 Replacement of Markers

Displaced markers will be replaced before the next competitor enters that portion of the course or he shall be granted a re-run. Where an official run covers all or part of the course twice, course marshals should have extra markers so that markers displaced during the first part of the run can be replaced before the competing car returns to that section.

6.7 Visual or Oral Instruction

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

6.8 Order of Running

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

- A. All cars will take their first runs, then all cars will take their second runs in either the same or reverse order.
- B. Cars will run in heats of a specified number (25 is recommended), with all cars in the heat taking all their runs before the next heat begins its runs.
- C. Cars will run by classes, with each class taking all its runs before the next class takes its runs. The advance publicity shall specify the earliest time each class will run. Drivers will be responsible for being present for their run, and no out-of-class runs will be granted.
- D. Cars will run by groups of classes — such as A Stock, B Stock and C Stock — with all cars in A Stock taking its first runs, then B Stock taking its first runs, followed by C Stock, before A Stock takes its second runs, etc. All cars in the group will take their runs before the next group begins its runs.

NOTE: In National or Divisional Championship events all cars shall run in class, whatever method is used. The supplementary regulations shall clearly indicate the method of running, the order in which the classes will run, and the procedure for two-driver cars.

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

6.9 Scales

Host Regions of Divisional and National Championships will make provisions to have certified scales available for weighing of cars. Location of scales will be included in the event supplementary regulations and will be available during the event, however not necessarily free of charge.

6.10 Impound

At Divisional and National Championship events, cars will be impounded after competing. During impound, the following minimum procedures will be administered by the

Chief Technical Inspector, or his representative(s), on all potential trophy-winning cars (as determined by the unofficial results):

Stock and Street Prepared Categories—Inspect for obvious illegalities (including tires previously not inspected for competition use in accordance with rule 10.2.A.2.a.4).

Prepared Category—Validate legality of weight, track and rim width specifications.

Modified Category—Validate legality of minimum weight requirements.

Competitors will be disqualified if:

- A. they do not follow impound procedures, or
- B. the vehicle fails to meet inspection requirements at impound.

7. TIMING AND SCORING

7.1 A. Timing Standards

Events shall be timed to the nearest 1000th of a second.

B. Scoring Standards

For a multi-course event, a competitor's score shall be the total of his/her best time on each course. In the event a competitor does not have a time on a course, he/she shall be awarded the slowest time in that class on that course.

7.2 Timing Systems for Championship Events

A. National Championships

There shall be at least two operable electronic timing systems per course at the National Championships. The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be reactivated and utilized. Alternate systems and procedures may be approved by the Solo Events Board.

B. Divisional Championships

It is recommended that the timing system for National events be used for Divisional events. However, stop-watches may be used as the secondary system.

7.3 Minimum of Three Runs

Each driver shall be allowed at least three official timed runs per course. Only the fastest official run per course will be scored.

7.4 Re-runs

Re-runs will be granted only for timing failure or object on the course, and will not be given because of mechanical or other failure of the competitor's car. Pylon penalties are not carried over to the re-run. A DNF on a run for which a re-run would have been given shall stand and no re-runs shall be given.

7.5 Timer Failure

If the timer fails to start, or fails during a run, the driver must be flagged off the course as soon as possible.

7.6 Ties

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

7.7 Luck or Chance

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

7.8 Scoreboard

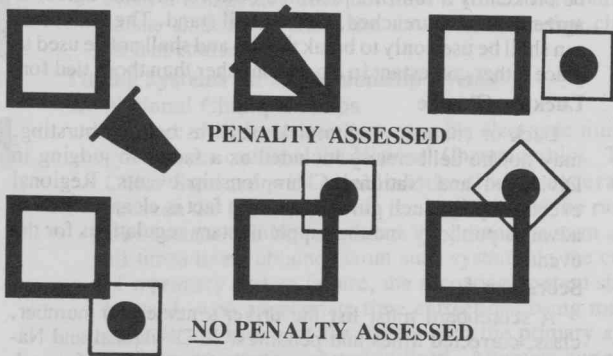
A scoreboard must list the driver's name, car number, class, corrected times and penalties. In Divisional and National events the corrected times including penalties for each class must be available prior to the next run of that class.

In addition, for B Modified and C Modified vehicles, the scoreboard must also indicate the appropriate year GCR and class in that GCR to which the vehicle was prepared. As an alternate method of providing this information to competitors, events organizers may display this information on the vehicle's tech inspection sticker.

7.9 Penalties

A. Course Markers (Pylons)

A line 2" wide or two lines 2" apart will describe the location of each pylon. (If two lines are used the distance between the inner edge of the inner line to the outside edge of the outer line will be 2" plus or minus 1/4"). The inner edge or inner line will be used to describe the outer edge of the pylon base as accurately as possible and *the outer edge or outer line* will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two (2) seconds will be assessed. At Regional events, local methods for locating pylons may be used. The following diagrams should help clarify situations in which penalties should and should not be assessed.



B. Course Deviation

A "DNF", or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course.

C. Disqualification

Any car or driver found to have competed illegally in an event will be disqualified.

7.10 Official Results

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

Official results shall be mailed to competitors, the Solo Events Department at the National Office, and the Solo Events Board within two weeks after the event. In addition, results for Divisional Championship events indicating competitors who have qualified for the National Championships shall be mailed to the Chief Registrar for the National Solo II Championships.

8. PROTESTS

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

At the National Solo II Championship event, all finishers (vehicle with driver or driver's representative) in each class will be impounded following the completion of their competition. A minimum of the first three finishers will be given an inspection which will include verification of conformance to minimum weight and track dimensions, if applicable, for that class and/or category. During the mandatory weighing in impound, if there is any question of the legality of a car, the car must be weighed in both directions, and any other appropriate methods employed to prove the car's legality. The SCCA reserves the right to have its designated representatives insure the legality of the competing cars.

8.1 Filing of Protests

Protests concerning cars or drivers must be submitted in writing, signed by the protesting driver, to the Chief Steward or any member of the Protest Committee no later than the beginning of the last run of the event for the protested car's class. The Protest Committee may extend this time limit to exceptional cases where the protestor can demonstrate that evidence pertinent to the protest was not available within the time limit. Protests may be filed only by drivers in a protested car's class or by the Chief Steward as authorized under Rules 5.1 and 5.4. In the event a protest requires disassembly of an engine or other component, the Committee may require posting of a reasonable bond by the protestor.

If a car is protested, it will be immediately impounded at a place previously designated and announced to the drivers. Failure to comply will result in disqualification from the event.

If a car is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all co-drivers, even if they were not specifically named in the protest.

8.2 Conduct of Event Protests

Competitor-related protests regarding the conduct of the event shall be filed no later than thirty (30) minutes after the last car in the class is released from impound.

Timing and scoring-related protests shall be filed no later

than thirty (30) minutes after the posting of the official results for the protestor's class at the event.

The procedures for the protest and any appeal set forth in 8.1 shall apply.

8.3

Reasonableness of Protest

It is expected that protests will be reasonable, logical and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable men may differ. A protest which is denied may even so be well-founded.

If a protest is judged not to be well-founded, the protest fee shall be forfeited. If it is proved to the satisfaction of the Protest Committee that the author of a protest has acted in bad faith or in a vexatious manner, he shall be deemed guilty of a breach of the Solo II Rules and may be penalized.

8.4

Fees

The protest fee shall be \$10.00 in Divisional Events and \$20.00 in National events, and shall accompany the protest. If the protest is denied, the protest fee will be forfeited.

If the protest is upheld, the protest fee shall be held by the Protest Committee until the expiration of the time limit for appealing the protest. If the protest was not appealed, the protest fee shall be returned to the protestor. If the protest was appealed, the protest fee will be forfeited if the **protest** is not upheld or returned if the protest is upheld.

All forfeited protest fees will be forwarded to the National Office. There will be no fee for a "Request for Clarification".

8.5

Protest Committee

The protest will be decided on the day of the event by a Protest Committee of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the Protest Committee must resolve it within one week. The names of the members shall be specified in the supplementary regulations or prominently posted on the day of the event. The Chief Steward or Event Chairman shall not be members of the Committee. For Divisional events, the Protest Committee shall be appointed by the Divisional Solo Events Steward in advance of the event. For National events, a

Protest Committee shall be appointed by the Solo Events Board in advance of the event.

A. Protest Committee Chairman

It is the Protest Committee Chairman's duty to provide leadership to the Protest Committee. He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event. It is recommended that the Protest Committee Chairman at National events not be a driver at the event due to the nature and importance of his/her duties.

B. National Championship Protest Committee

It is the function of the National Championship Protest Committee to adjudicate protested violations of the SCCA Solo Rules in a fair, unbiased and timely manner. Members of the Protest Committee may also be drivers in the same event, but will not perform any other duties than those of the Protest Committee. If a protest is received in the same class as a Protest Committee member, he/she must disqualify himself/herself from the protest ruling. This Appeals Committee may confer with the Solo Events Board on appeals where the Board's input would be deemed necessary.

For national events, the Protest Committee shall be the Divisional Solo Events Stewards in attendance at the event and/or others as the SCCA Solo Events Board deems necessary with the exception of the Protest Committee Chairman who shall be appointed by the SCCA Solo Events Board.

8.6 Appeals

The Protest Committee's decision may be appealed to the Region's officers or Board of Directors. The appeal must be in writing and accompanied by an appeal fee of \$25.00. The decision of the Regional officers or Board of Directors shall be final. The decision on the appeal shall be in writing and shall specify the disposition of the appeal fee, which may be forfeited if the protest is not upheld.

No person shall serve on both the Protest Committee and the Appeals Committee of a Solo II event.

For inter-Regional or Divisional events, the appeal shall be made to an appeal committee appointed by the Divisional

Solo Events Steward of the Division to which the host Region belongs. This Appeals Committee may confer with the Solo Events Board on appeals where the Board's input would be deemed necessary. In National Championship events, the appeal shall be to the Solo Event Board, and the appeal fee shall be \$50.00.

8.7 Appeal Procedures

For protests decided on the day of the event, a written intent to appeal accompanied by the appropriate appeal fee shall be submitted to the Chief Steward or Appeals Committee within one hour after the announcement of a decision on a protest, to be followed within seven days by the appeal. When a protest is lodged against the conduct of the event, the appeal must be submitted within four hours after the intent to appeal is submitted. If the appeal is not submitted within the given time limit, the fee is forfeited and the decision on the protest stands.

For delayed protest decisions, an appeal and appropriate appeal fee must be received by the Chairman of the appropriate Appeals Committee within 10 days of notification of the protest decision. The protest decision will be mailed by certified mail, return receipt requested, to both parties of the protest. The time period starts on the date on the return receipt.

9. Awards and Mementos

9.1 Awards

Awards shall be awarded to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations:

1 award for 1-4 cars in a class

2 awards for 5-6 cars in a class

3 awards for 7-10 cars in a class

1 additional award for every five additional cars or fraction thereof (e.g., 6 awards for 21 cars.)

9.2 Mementos

Presentation of suitable mementos to all competitors and workers is required.

10. AUTOMOBILE CATEGORIES

There are four categories of automobiles: *Stock*, sports cars and sedans; *Street Prepared*, sports cars and sedans altered in excess of Stock Category rules; *Prepared*, sports cars and sedans altered in excess of Street Prepared Category rules; and *Modified*, including sports cars and sedans altered in excess of Prepared Category rules, sports racing and two seat specials, formula, single-seat specials, and dune buggies.

10.1 Automotive Definitions

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

A. Automobile (Car)

A self-propelled land vehicle, running on at least four wheels, not in a line, which must always be in contact with the ground. At least two wheels must affect the steering and at least two the propulsion.

B. Sedan

A car capable of transporting four or more average size adults in a normal seating position.

C. Model

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

D. Standard Part

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

E. Track

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

10.2 STOCK CATEGORY

Cars running in Stock Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars not specifically listed in Stock Category classes must have been produced in quantities of at least 1,000 in a 12-month period to be entered in the Stock Category.

Except for modifications authorized below, Stock Category cars must be run as delivered from the factory with only standard equipment as defined by these Rules. Any other modifications or equipment will place the car in Street Prepared, Prepared or Modified Categories as appropriate. The entrant has the burden of proving that his car conforms to these Rules by his owner's manual, manufacturer's shop manual, manufacturer's catalogs or other official manufacturer's documentation, which must be in the possession of the entrant at the event. Failure to provide appropriate manufacturer's documentation regarding vehicle specifications will result in disqualification.

Alternate components which are normally expendable and considered replacement parts (i.e. engine and wheel bearings, seals, gaskets, etc.) may be used provided they

are the same type and size as the standard parts and used in the same location. Braided metal lines (hoses, tubes, etc.) are prohibited.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin.

A. Authorized Modifications

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

1. Bodywork

- a. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions.
- b. Hood straps or fasteners may be added.
- c. Any fuel tank cap may be used.
- d. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.
- e. Alternate steering wheels are allowed provided the outside diameter is not changed by more than \pm one inch from standard size.
- f. Spare tires, tools and jacks may be removed.
- g. Roll bars and roll cages may be added. It is strongly recommended that they be constructed according to Appendix Z of the current GCR. Roll cages must be bolted, not welded, into the automobile and must be contained entirely within the driver/passenger compartment.
- h. Driver restraints as outlined in Rule 3.2.A are allowed.

2. Running Gear

- a. Any make, model, and size tire may be used provided:

- 1.) the model of tire is listed in a 1981 or later edition of the *Tire Guide* (or has otherwise been approved by the Solo Events Board) and has Department of Transportation (D.O.T.) approval. No racing tire or recap (on any casing) may be used.
- 2.) they fit the allowable rims and fender wells without alteration.
- 3.) no portion of the tire tread extends beyond the fender opening when viewed from the top perpendicular to the ground.
- 4.) they have a tread depth of at least 1/16" over the portion of the tread that contacts the ground when inspected at Safety Inspection. Tires may not be regrooved. The entrant is required to compete on inspected tires. Failure to comply with this rule will result in disqualification.
- 5.) they are not included in the following list:
 - a) Hoosier (all)
 - b) M & H (all)

(This list may be altered at any time by the Solo Events Board upon official notification of the membership.)

- b. Any type wheel may be used provided it does not have an offset of more than $\pm .25$ inch from a standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are not allowed regardless of the method of installation.
- c. The make of shock absorber may be substituted providing that the number, type, system of attachment and attachment points are not altered. The mounting hardware and bushing material shall be of the original type. Gas-filled shock absorbers are permitted, however, shock absorbers incorporating load supporting devices are prohibited. Substitute shock absorbers may not alter ride height.
- d. The make and material of brake linings may be changed.

e. **Front anti-roll (sway) bars:**

1. The addition of any front anti-roll bar is permitted on any car not originally equipped. Anti-roll bars that are not original equipment must attach to the chassis in front of the front axle centerline (for vehicles without adequate chassis mounting points, attachment may be made to available suspension components.) The attaching linkages for the anti-roll bar to the suspension may be adjustable, however, when installed shall be all the same length. The anti-roll bar must be allowed to rotate in the chassis mounting brackets. No modification to the body work frame or other components of the car is authorized except for the drilling of holes for mounting bolts.
 2. The substitution of front anti-roll bars is allowed on cars already equipped as long as the number of bars does not change. A substitute bar must use the original mounting points.
 3. The use of any bushing material is permitted.
- f. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened or collapsed. Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest, and may use a camber compensator.
- g. The suspension may be adjusted through its designed range of adjustment, using shims where authorized by the manufacturer, but no part may be modified for the purpose of adjustment unless the modification is specifically authorized by factory shop manual for non-competition purposes.

3. Electrical System

- a. The make of spark plugs, points, ignition coil and high tension wires is free.

- b. The make, number and size of the battery may be changed but not its voltage or location.
- c. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

4. Engine and Drive Train

- a. On cars made prior to January 1, 1968, substitution, but not removal, of induction system air filter elements is permitted.
- b. Cylinders may be rebored to the largest standard overbore and the appropriate standard oversize piston may be substituted. Non-stock pistons of the same weight, dimensions and configuration may be used.
- c. Rotating and reciprocating parts may be balanced but not lightened.
- d. Intake and exhaust ports and manifold openings may be matched provided no change is made more than one inch from the port/manifold interface.
- e. Any part of the exhaust system beyond the header/manifold or catalytic converter, if so equipped, may be substituted provided the system is street legal in the state of registry. Rear- and mid-engined cars without exhaust headers/manifold systems may use any exhaust system that is street legal in the state of registry. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable.
- f. Any oil filter may be added if not originally equipped. Cannister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.
- g. The installation of fuel, oil and/or water catch and/or expansion tanks is allowed.
- h. A scattershield may be added.
- i. Thermostats may be added or substituted.

- j. A device for locking out reverse gear may be used.
- k. Limited-slip differential, transmission and differential ratios, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.

10.3 STREET PREPARED CATEGORY

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

A. Street Prepared vehicles may only be modified in excess of Stock Category rules in the following ways. Any modification not specifically authorized by the Stock Category or Street Prepared rules is prohibited. No unauthorized modifications are permitted in order to accommodate authorized modifications (i.e.—non-stock hood scoops or holes necessary for carburetor clearance.)

1. All allowable modifications permitted in Stock Category are allowed.
2. 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, (b) the years/models have essentially the same body/chassis, (c) the years/models are in the class. 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. The updating/backdating of engine blocks, transmissions or transaxles must be done as a unit; component parts of these units may not be interchanged. If exchanged equipment makes the vehicle into another category vehicle which competes in another class, the vehicle will compete in the other class.

3. Engines must retain standard type lubricating system, but may have any oil pan (Accusump-type systems allowed), oil pump and pickup, oil coolers, oil or fuel filters.
4. Any ignition system may be used. Computer command control modules are unrestricted.
5. Carburetors, fuel injection and intake manifolds are unrestricted. Air cleaner may be changed or removed, velocity stacks may be added; emission control devices may be modified or removed. Fuel lines and pumps are unrestricted as long as they do not pose a safety hazard.
6. Exhaust manifolds and muffler systems are free, except that they must be quiet and terminate behind the driver.
7. Any clutch or flywheel that uses the standard attachment to the crankshaft may be used; dowel pins may be added.
8. Engine fan may be removed, replaced, or modified.
9. On two-cycle engines, the ports must be of standard heights, size and configuration; crankcase volume and reed plates must not be altered.
10. Suspension springs may be changed provided they are the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of lowering blocks, or replacement of suspension components that can be attached to the original mounting points.
11. Suspension bushings may be replaced with bushings of any material (except metal) as long as they fit the original location. Offset bushings may be used. On vehicles with strut-type suspensions, adjustable camber plates may be used, however, they must be installed in the original mounting holes.
12. Anti-sway bars and strut bars are permitted. Suspension stabilizer (auxiliary axle locating) devices

are permitted (see current GCR, 1.5.8. for definition). Methods of attachment and locating points are unrestricted.

13. Aerodynamic devices are permitted.
14. Any brake line, single or dual master cylinder, brake proportioning valve may be used. Safety brakers are permitted.
15. Wheels of any diameter, width, or offset may be used. The use of any D.O.T.-approved tire listed in the Tire Guide is permitted. If a D.O.T.-approved tire model is not listed in the Tire Guide, the tire model must be available to the general public from the manufacturer in three rim diameters in order to be eligible for this category. Examples of a tire model are: Pirelli P7, Goodyear GT, and BFGoodrich Comp T/A.
16. Fenders may be modified for tire clearance. Flairs may be added although tires may extend beyond the body work. Replacement of complete flaired fenders or quarter panels is prohibited.
17. Limited slip differentials are permitted.
18. Any fully padded and upholstered seat may be used.
19. Any steering wheel may be used.
20. Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances.

10.4 PREPARED CATEGORY

Cars running in this category must meet the requirements of vehicle eligibility and safety and the specifications for Stock Category except as noted below.

Certain cars which did not or do not meet the production quantity requirement for Stock Category but are otherwise suitable, may run in this category if they are listed among the cars in the Prepared Category classes.

Production cars are defined as those cars listed in the Production Car Specifications. All other cars are considered to be GT cars.

All cars legally prepared as Production or GT Category Cars under the current General Competition Rules are eligible to compete in this category, within their appropriate class, and are authorized to make the following modifications.

NOTE: Specific preparation allowances for GT and Production vehicles are as noted in the appropriate SCCA Specification Publication (GTCS or PCS) except as indicated in the Prepared Category rules.

A. Production Cars—Eligibility

The following cars, when legally prepared to 1978 SCCA Production Class Specifications, are eligible to compete in their appropriate Prepared Category Class:

AMC AMX Sports Coupe, 390, (1969 and 1970)

Chevrolet Corvette 396, 427, and 454

Ford Boss 429 Mustang, (1969 and 1970)

Griffith 200

Shelby Cobra 427

The following modifications shall be allowed as updates for Prepared Category over and above those allowed by Section 10.2 of these Rules.

Chevrolet Corvette (1956-1962) may use Chevrolet 302 or 307 short block.

Chevrolet Corvette (1963 on) may use any Corvette engine

Fiat 600D may use Fiat 903 engine.

Ford Mustang (1965-1968) may use Ford 302 short block.

Plymouth Barracuda, Dodge Dart and Plymouth Valiant (1964-1966) may use Chrysler Corp. 318 engine.

Shelby GT350 (1965-1968) may use Ford 302 short block.

Solex 44 mm PHH carburetor may be used in place of Weber 45 mm DCOE carburetor.

Sunbeam Tiger (all) may use Ford 302 short block.

For cars no longer recognized by the current PCS or GTCS, the last *pre-1978* PCS specifications in which the car was listed will apply. A weight tolerance of 5 percent as compared with the official weight will be granted *for these cars* provided the reduced weight results from permitted modifications in these Rules. Cars must meet or exceed the official weight as competed, without driver.

Production vehicles using the current PCS or GTCS shall be weighed *without driver* and 180 lbs. subtracted from the specified minimum weight indicated therein.

B. GT Vehicles (Sedans)—Eligibility

The SCCA will publish a list of those cars eligible to compete in the SCCA GT Category in the current GTCS. No additional automobile will be added during the current year. GT Category vehicles are sedans that shall be defined as closed cars and American convertibles having seats for four adult passengers and not listed in the current PCS. Current legal SCCA GCR GT Category vehicles are eligible to compete in the appropriate classes.

The entrant has the burden of proving that a sedan lacking SCCA/FIA recognition is eligible to compete in this category, and of presenting official information showing its eligibility and attesting to its basic specifications (i.e. maintenance books, spare parts books, general catalogs published by the manufacturer for that make and model, or other cars of the same make and model).

In order to be eligible for recognition in the GT Category, a minimum of 1000 examples of each make and model submitted must be produced within a 12-month period. This requirement must be met by June 30, of each year, for recognition. Cars will be recognized only once each year, and that recognition may be announced in conjunction with the manufacturer's introduction date. In addition, all vehicles must be approved by E.P.A. and

D.O.T. for sale in the United States.

In the GT Category, alternate transmissions including those with a different number of ratios may be recognized by the SCCA when submitted by the manufacturer.

All alternate (optional) equipment and/or alternate specifications, that are recognized by the SCCA in the GT Category, must be available in sufficient quantity to supply legitimate competitors.

Alternate (optional) equipment and/or alternate specification is defined as any item specifically recognized/listed by the SCCA that is different from that supplied on identical cars in sufficient quantity to qualify for basic recognition in the category. In addition to sufficient quantity, all items must be available at reasonable prices.

If at any time an item is found to the satisfaction and at the sole discretion of SCCA, not to be in compliance with the policy stated above, recognition of the specific item will be rescinded, not later than the beginning of the next calendar year.

The SCCA may, at any time, discontinue the eligibility of any previously recognized make and model or disapprove any specification or item of optional equipment.

GT Category vehicles may be updated and backdated within the specifications of a recognized make and model as listed on a single page of the current GTCS, except for modifications authorized by these Rules.

Minimum weight for GT Category automobiles should be determined as follows (all car weights are as competed, but without driver):

GT cars listed in the GTCS have a listed minimum weight which, *WHEN REDUCED BY 180 POUNDS*, should be used as a 'trial weight' for determining the minimum weight for competition in Solo II events. (GT1 vehicles are already listed as weighed without driver; do not subtract 180 lbs. from their listed weight).

An additional "trial weight" should be calculated for GT Category cars, whether or not they are listed in the

GTCS, by using the following formula:

1300 cc and Under

Pushrod Non-Crossflow	1.30 lb/cc
Pushrod Crossflow	1.30 lb/cc
OHC Non-Crossflow	1.32 lb/cc
OHC Crossflow	1.35 lb/cc

(Minimum Weight 1000 lbs.)

1300 cc to 3000 cc

Rotary Piston	1.0 lb/cc
Pushrod Non-Crossflow	1.0 lb/cc
Pushrod Crossflow	1.05 lb/cc
OHC Non-Crossflow	1.1 lb/cc
OHC Crossflow	1.15 lb/cc

Deduct .08 lb/cc for front wheel drive

Deduct .02 lb/cc for each port less than two per cylinder

Two stroke engines shall be computed on the same basis as Pushrod Crossflow engines.

Cars with rotary piston engines covered by NSU-Wankel patents shall be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of working chamber.

Supercharged equivalency factor of $1.4 \times$ actual displacement = theoretical displacement for calculating weight.

The lowest of these two "trial weights" should then be compared to the applicable section of the table below:

1300-3000 cc	2100 lbs.
3000-4000 cc	2450 lbs.
4000-5000 cc	2750 lbs.
Over 5000 cc	3000 lbs.

The car's official minimum weight for Solo II competition is the lesser of these weights.

C. Prepared Category—Authorized Modifications and GCR, GTCS and PCS Exceptions

1. Removal of glass and/or headlight, front parking

light, or front signal light assemblies, lenses and bulbs is not required. However, if removed, the openings must be covered or they may be utilized for the ducting of air as specified. Operating tail/stop lights are not required. If removed, the resultant openings must be covered.

2. Grills may be removed and/or substituted.
3. Mirrors are not required.
4. Any fuel tank may be used provided the installation is at least as safe as the original and is in the same general location. A bulkhead may be added between the passenger and fuel tank compartments.
5. Windshield safety clips and rear window safety straps are not required. Windscreens are not required on Production vehicles. Polycarbonate windshields are permitted on all vehicles.
6. All *open* Prepared Category vehicles shall be equipped with roll bar meeting the minimum specifications of Appendix C of these Rules. Roll cages are not required.
7. Vehicle Safety, Driver Safety, and Safety Inspection shall be as specified in Sections 3.2 and 4.3 of these Rules. Additional requirements referenced in Rule 1.5.1 of Appendix A to the GCR are not mandatory.
8. All Prepared Category vehicles may use the stock carburetion or the stock fuel injection. For GT cars not listed in the current GTCS, intake manifolds and carburetors are unrestricted. (Modifications to the head(s) or end covers (rotary) to accept intake manifolds or carburetors is prohibited).
9. Tires may extend beyond the bodywork.
10. All Prepared Category vehicles may compete using wheels with a specific diameter that is ± 1 inch from the diameter listed in Appendix A to these Rules. Wheels on GT cars must also meet the following requirements:
 - a. The rim width may not exceed the maximum the car is allowed in Appendix A.
 - b. The track may not be changed by more than ± 2

inches from standard +3% on those cars not listed in the GTCS.

- c. The wheel must meet safety requirements specified herein.

10.5 MODIFIED CATEGORY

Modified Category cars are divided into five classes based on potential Solo II performance. They need not be licensed for, or capable of, street use. The Solo II Rules shall take preference over the GCR concerning safety requirements for vehicles in this Category. The following types of cars are assigned to the Modified Category:

A. Modified Production Cars and GT Cars

Production sports cars and sedans, containing modifications not specifically authorized in the Prepared Category and GT Category rules, are assigned to D Modified and E Modified. All *OPEN* production and GT-based Modified vehicles must be equipped with a roll bar meeting the minimum specifications of Appendix C to these Rules. A roll bar is also strongly recommended in closed vehicles. If a roll bar is installed, it must conform to Appendix C of these Rules.

1. Bodywork

- a. Bodywork must exist where it existed on an original model of the automobile. It must be made of a fire resistant material. Doors, hoods, trunk lids, hatchbacks, sunroofs, etc. need not function as originally designed. Bumpers, grilles, lights, glass and trim may be removed. The use of side mirrors and tail/stop lights is not required. Tubular chassis are permitted.
- b. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.
- c. The driver must be provided with clear and unobstructed access to the driver's compartment.

- d. Interiors may be gutted. Driver's seat must be securely mounted. Steering and driver's seats must be in the factory-installed location (i.e., right or left side). Fore and aft and height adjustments are permitted.
- e. At least one-half the width of each tire must be covered by the fenders, when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
- f. Engine and/or transmission changes are permitted but the engine must remain in the same general location as the original. (i.e. A vehicle originally manufactured with a front engine must remain a front engine design. Originally designed mid- or rear-engine configurations may be interchanged, but only with each other. Examples: Rear- or mid-engine Rabbits or front engine VW Beetles are prohibited whereas mid-engine Corvairs or rear-engine Fiat X-1/9's are permitted.)
- g. Suspension systems and wheels are free.
- h. On open production cars, the use of a windscreen is not required.
- i. External master cut off switch is recommended but not required.

B. Sports Racing Cars

Non-production cars having full bodywork are referred to as Sports Racing cars and are assigned to C Modified. They must comply to a 1976 or later GCR (except as noted by the Solo II Rules) and the competitor must indicate on his entry form which GCR was used for vehicle preparation and to what class in that GCR the vehicle was prepared. The competitor must have the referenced GCR in his possession during the event.

1. Exceptions

- a. Dual braking systems are not required.
- b. Fuel cells are not required.
- c. Windscreens, side mirrors and tail/stop lights are not required.

- d. External master cutoff switch is recommended but not required.
- e. Headlight covers, lenses and bulbs may be removed but removal is not required.
- f. Tubing or monocoque construction for the protection of the lower torso and legs is recommended but not required.
- g. Log books are not required.
- h. Fire retardant driver's suits are not required.
- i. Scattershields are recommended but not required.
- j. It is not necessary to submit designs, plans or construction details to the Solo Events Board.
- k. Fenders must cover the tread width of the tires when viewed from the top of the fenders perpendicular to the ground. The rear of the fenders need only extend to the point designated by an imaginary vertical line passing through the axis of the wheel.

2. Chassis

May be of any type or construction deemed safe, provided that:

- a. Minimum wheelbase is 72 inches.
- b. Minimum track (front and rear) is 42 inches.
- c. Minimum wheel diameter is 10 inches.
- d. At least two wheels are sprung from the chassis.

3. Safety Equipment

A roll bar is required and must conform as a minimum to Appendix C of the Solo II Rules. Roll cages are recommended but not required.

C. Formula Cars

Single-seat, open-wheeled cars are referred to as Formula cars and are assigned to various Modified classes. They must comply to a 1976 or later GCR (except as noted by the Solo II Rules) and the competitor must indicate on his entry form which GCR was used for vehicle preparation and to what class in that GCR the vehicle was prepared. The competitor must have the referenced GCR in his possession during the event.

1. Exceptions

- a. Dual braking systems are not required.
- b. Fuel cells are not required.
- c. Roll bar must conform as a minimum to Appendix C of the Solo II Rules.
- d. Running lights are not required.
- e. External master cutoff switch is recommended but not required.
- f. The use of windscreens and side mirrors is not required.
- g. Log books are not required.
- h. Fire retardant driver's suits are not required.
- i. Scattershields are recommended but not required.
- j. 180° vision rule is recommended but not required.
- k. Deformable structures are not required.
- l. Roll cages are recommended but not required.

D. Specials

Cars not otherwise classified, which meet the following minimum specifications, are considered as Specials and are assigned to A Modified.

1. Bodywork

- a. Must be made of metal, fiberglass or other suitable fire resistant materials. The sides, front and back of the cockpit area must be at least as high as the driver's waist.
- b. Full and unobstructed access to the driver's seat must be provided.
- c. Fire wall and floor shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.
- d. Fenders are optional and design of same are free. Sharp edges are not allowed.
- e. Minimum of one seat, capable of supporting the driver in an upright or semi-reclining position is required. Location of the driver's seat is free.

2. Chassis

- a. May be of any construction deemed safe.
- b. Minimum wheel base is 72 inches.
- c. Minimum track (front & rear) is 42 inches.
- d. Minimum wheel diameter is 10 inches.
- e. At least two wheels will be sprung from the chassis.

3. Safety Equipment

- a. Brakes must conform to those specifications listed in the Solo II Rules, 3.2.C.11.
- b. A roll bar conforming to Appendix C of the Solo II Rules is required. Exceptions: The roll bar must extend at least two inches above the driver's helmet in the normal seated position. A head restraint keeping the driver's head from going under or behind the roll bar is required.
- c. Five- or six-point driver restraint systems are required. (Reference Appendix Y, current GCR).

E. Engine Classifications

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

APPENDIX A AUTOMOBILE CLASSES

For Stock Category vehicles, the vehicle manufacturer's specifications shall be used for specific wheel diameter and maximum rim width specifications.

Stock Category

1. Stock Class A

Chevrolet
Corvette (1984)
Ferrari
308 Series
Dino
Jensen Healey
Lotus
Elan
Esprit
Europa Twin Cam
Pantera

Porsche
911 (all)
914-6
914/2.0
928
Carrera (4-cylinder)
Shelby
Cobra (all)
TVR
All 8-cylinder

+ all unclassified sports cars shall compete in A-Stock until a request for classification is received by the Solo Events Board.

2. Stock Class B

Chevrolet
Corvette Stingray
(1963-1983)
Datsun
280 ZX Turbo
300 ZX Turbo
Ferrari
GTB (front engine)
Jaguar
XKE (6 and 12-cylinder)
Mazda
RX-7 (13-B engine)

Morgan
Plus Four
Porsche
924 Turbo
944
Shelby
GT 350 (1965-66)
TVR
3000 M
3000 S
Taimar

3. Stock Class C

Alfa Romeo

1750 GTV

2000 Spider

2000 GTV

GTV V-6

BMW

2002 TI

2002 TII

1800 TISA

Datsun

2000

Z Cars (not otherwise classified)

Elva

Courier (1800)

Lotus

7, 7A

Elan + 2

Elite (1216cc)

Elite 2+ 2

Europa (Renault-engine)

Mazda

RX-7 (12-A engine)

Mini-Cooper

Cooper S

Mini 1275 GT

(all above with 1275 engines)

NSU

TT

TTS (over 70 bhp)

Porsche

356 body style

912

914/1.7 and 1.8

+ all 4-cylinder

models except Carrera

Sunbeam

Tiger

Triumph

TR-8

TVR

All 6-cylinder

4. Stock Class D

Alfa Romeo

1600 (Roadster, Coupe, GTV)

Austin Healey

100

3000

BMW

1800 TI

2002

Chrysler

Laser (turbo)

Dodge

Conquest

Daytona (turbo)

Shelby Charger

Colt (turbo)

Datsun

280Z

280ZX

300ZX

Elva

Courier (all except 1800)

Fiat

124 Coupe and Spyder
(1800 and 2000)

X1/9

Ford

EXP (turbo)

Lotus
Cortina
MG
MGB (1975 & earlier)
MGC (1975 & earlier)
Mitsubishi
Starion

Morgan
4/4
TVR
4-cylinder
Vixen
Volkswagen
Rabbit GTI
Scirocco (1983 and later)

5. Stock Class E

Alfa Romeo
1300 (Roadsters & Coupes)
1600
1750
2000 (4-door sedans)
Alfetta GT
Sports Sedan
Sprint Veloce
Audi
Quattro
Austin Healey
Sprite (all)
BMW
1600
1800 (except TI & TISA)
Chevrolet
Cosworth Vega
Chrysler
Laser (injected)
Datsun
1500 Roadsters
1600 Roadsters
DeLorean
Dodge
Charger
Colt (1600)
Daytona (injected)
Omni
Rampage
Fiat
124 Coupe and Spider
(except 1800 and 2000)

Honda
Civic
CRX
Isuzu
Jaguar
XK 120
XK 140
XK 150
Lancia
Scorpion
Zagato
Mitsubishi
Cordia (turbo)
Tredia (turbo)
Mazda
Cosmo
RX-2
RX-3
RX-4
Mercury
Capri (V-6, German)
MG
MGB, MGB-GT (1976 & later)
MG Midget
Mini-Cooper
Mini-Cooper S (970, 998, or
1071 engines)
Opel
1900 (all)
Plymouth

Champ (1600)
Horizon
Scamp
Turismo
Saab
Sonett
Sunbeam
Alpine
Toyota

Celica Supra (pre-1982)
Triumph
Spitfire
Volkswagen
Rabbit
Scirocco (all)
Volvo
P1800 (all)

6. Stock Class F

AMC
2-seater
Spirit (V-8)
Audi
5000 (all)
BMW
6-cylinder sedans
Buick
Skylark
Chevrolet
Citation (V-6 H.O.)
Corvair (turbo, 2 & 4
carburetor—1965 and later)
Corvette (1953-62)
Monza Mirage
Ford
Mustang (1979 & later,
V-8 & 4-cylinder turbo)
Ferrari
GT
GTC
GTS (front engine)

Jaguar
Sedans (all)
Mercedes
all models
Mercury
Capri (1979 & later, V-8
& 4-cylinder turbo)
Oldsmobile
Omega (V-6 H.O.)
Pontiac
Phoenix (V-6 H.O.)
Shelby
GT 350 (1975 & later)
GT 500
Triumph
Stag
Volvo
GLT (turbo)

+ all V-6 and V-8 sedans, station wagons, pickups, and U.S. V-8 convertibles & pickups not otherwise classified (may use rims of 13-14-15 inch diameters, per manufacturer's specifications).

7. Stock Class G

Audi
4000
4000 5+ 5
Coupe
Fox
BMW
318i
320i
Chevrolet
Chevette
Datsun
1200
Dodge
Charger
2.2 Omni
Fiat
850
Ford
Escort (1983 and later)
EXP (1983 and later)
Fiesta
Mustang SVO
General Motors
F Bodies (V-6)
X Bodies (V-6 non H.O.)
Honda
Accord
Prelude
Karman Ghia (1978 & later)

Mazda
GLC (RWD)
Mercury
LN 7 (1983 and later)
Lynx (1983 and later)
MG
MGA
Nissan
Sentra
Plymouth
Fire Arrow
Turismo
Porsche
924 (4 & 5 speed)
Renault
Fuego (all)
Toyota
Supra (1982 & later)
Triumph
GT-6
TR-2
TR-3
TR-4
TR-4A
TR-250
TR-6
TR-7
VW
Super Beetle

+ all FWD not otherwise classified and RWD mini-pickups

8. Stock Class H

AMC	Vega
Spirit (V-6)	Datsun
Chevrolet	200SX
Camaro V-6 & 4-cylinder	210
	310

310GX	GLC (FWD)
510	Mercury
610	Bobcat
710	Capri (non-German, 4 & 6-cylinder)
810	LN-7
B210	Lynx
F10	MG
Dodge	“T” Series
Challenger	Opel
Colt (FWD 1400)	1100
Colt (RWD)	GT 1100
Omni	Plymouth
024 (1700)	Arrow
Fiat	Champ (FWD 1400)
124	Horizon
128	Sapporo
11 (Sedan & Brava)	TC-3 (1700)
Strada	Pontiac
Ford	Firebird (V-6 & 4-cylinder)
Escort	Renault
EXP	(except Fuego)
Mustang	Saab
Pinto	(all not otherwise classified)
General Motors	Subaru
J Bodies	Toyota
H Bodies (4 & 6-cylinder)	Celica
X Bodies (4-cylinder)	Corolla
Honda	SR5
600	Tercel
800	Volvo (not otherwise classified)
Karmann Ghia (swing axle)	Volkswagen
Lancia	Beetle
Beta Coupe	Dasher
HPE	Quantum
Mazda	
626	

+ all RWD not otherwise classified

9. Street Prepared Class A

Alfa Romeo
1750 Coupes & Spyders
2000 Coupes & Spyders
Alfetta GT
GTV
Aurora Cobra
Mark II (302cc)
Chevrolet
Corvette (1984)
Datsun
Z-type (all)
Ferrari
(mid-engine)
Griffith
Jensen Healey
Lancia
Scorpion

Lotus
(all except Cortina twin cam)
Mangusta
Mazda
RX-7
Mini-Cooper
Mini-Cooper S (1275)
Morgan
V-8
Pantera, Mangusta
Porsche
(all not otherwise classified)
Sunbeam
Tiger
Triumph
TR-8
TVR
4 & 6-cylinder

10. Street Prepared Class B

Bricklin
Chevrolet
Corvair (all)
Corvette (Not otherwise
classified)
DeLorean
Ferrari
(front engine)
Ford
Mustang (V-8 and turbo)
Jaguar
E-types

Mercedes
450SL
Mercury
Capri (V-8 and turbo)
Porsche
928
Shelby
Cobra (all)
Toyota
Supra (1982 & later)
Yenko
Stinger (Stage 1 only)

+ all American V-6, V-8 Sedans (unless otherwise classified), other Sedans over 3L not otherwise classified.

11. Street Prepared Class C

Alfa Romeo
1600 Coupes & Spyders
1750 Sedans
2000 Sedans
Austin Healey
(all)
BMW
(all)
Chevrolet
Cosworth Vega (all)
Chrysler
(all front wheel drive)
Laser (all)
Datsun
510 (pre-1977)
2000
Dodge
Conquest
Daytona (all)
Shelby Charger
Colt (turbo)
Fiat
124 Spyder
850 Spyder
1200
X1/9
Ford
Fiesta
Pinto
EXP (turbo)

Honda (all)
Lancia
(except Scorpion)
Lotus
Cortina (twin cam)
Mitsubishi
Cordia (turbo)
Tredia (turbo)
Mazda
(all except RX-7)
MG
(all)
Mini-Cooper
997
1071
Opel
GT
Saab
900 Turbo
EMS
Sonett
Sunbeam
Alpine
Triumph
(all except TR-8)
Volkswagen
(all)
Volvo
1800
P1800

+ all 4-cylinder FWD sedans not otherwise classified and other sedans under 3L not otherwise classified.

Prepared Category	Specific Diameter	Maximum Rim Width
12. Prepared Class A		
Datsun Z and ZX models minimum weight—1900 lbs. without driver, vehicles may use any engine listed in the current PCS)	14-15	8.0
Elva Courier (1800)	13-14	7.0
Ferrari Dino series (mid engine)	14	8.5
Lotus Elan, Europa (Renault engine),	15	8.5F - 9.5R
Esprit Europa (twin cam), Super Seven 1340, 1500 and Seven (Series IV)	13	7.0
Mazda RX-7	13-14	7.0
Pantera	15	8.5F - 9.5R
Porsche 911	15	8.5F - 10R
914-6	14-15	7.5
Carrera (4-cylinder)	15	7.0
924 Turbo	14	7.5
928	16	8.5
944	15	8.0
Shelby Cobra 260, 289	15	7.5
Cobra 427	15	9.0
Triumph TR-8	13-14	7.0
Turner Climax	13-15	7.0
1500	13	7.0

TVR		
(all 4 and 6-cylinder)	14	7.5
Taimar, 3000	14	7.5
13. Prepared Class B		
Chevrolet		
Corvette (1963 & later)	15	10.0
Corvette (1984)	16	10.0
Datsun		
280-ZX Turbo	15	8.0
Ferrari		
GTB (front engine)	14	8.5
Griffith	15	7.0
Jaguar		
XKE (6-cylinder)	15	7.5
XKE (12-cylinder)	15	8.0
Sunbeam		
Tiger (260, 289, 2 bbl or 4 bbl carb)	13	8.0
TVR		
(all 8-cylinder)	14-15	7.0
14. Prepared Class C		
AMC		
AMX	14-15	10.0
Spirit (V-8)	14	8.5
Audi		
5000 (all but turbo)	14	7.0
5000 (turbo)	15	7.0
Chevrolet		
Corvair (4-Carb Eng. and turbo Eng.)	13	10.0
Corvair (2-Carb Eng.)	13	10.0
Corvette (1953-62)	15	10.0
Ferrari		
GT, GTS, GTC (front engine)	14	8.5
Ford		
Mustang/Capri (1979 and later, V-8 & 4-cyl. turbo)	13-14	10.0
Mustang SVO	16	8.5

Jaguar			
XK 120, XK 140, XK 150	15-16		7.0
Morgan			
Plus 8	15		8.0
Saab			
900 Turbo	15		7.0
Shelby			
GT 350, GT 500	14-15		10.0
Yenko			
Stinger	13		7.0
All SCCA GT Vehicles over 3000 cc and F Stock Sedans (unless otherwise classified)	13-14-15		10.0

All 1979 V-8 or 4-cylinder Turbo Mustangs or Capris competing in C Prepared may use wheels with a maximum rim width of 10'.

15. Prepared Class D

AC

Bristol	15		6.0
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Alfa Romeo

1750, 2000 (roadsters and coupes), GTA, GTA Jr. and Alfetta	14		7.0
1300 Veloce	15		6.0
1600	14-15		6.0
Sprint Veloce	14		7.5

AMC

Pacer (6-cylinder)	14		7.5
Spirit (V6)	14		8.5

Audi

4000	14		7.0
4000 5+ 5	14		7.0
Fox	13		7.0

Austin

Cooper S (1275)	10		6.0
Healey 1000, 100M, 100-6, 100S and 3000	15		6.0
Sprite 1275	13		6.0

BMW		
318i	13	7.0
Buick		
Skyhawk (4-cylinder)	13	7.0
Skylark (4 & V-6, Non-turbo)	13	7.0
Chevrolet		
Cavalier	13	7.0
Citation (4 & V-6, Non-turbo)	13	7.0
Cosworth Vega	13	7.5
Chrysler		
Laser (all)	15	7.5
Daimler		
SP-250	15	7.0
Datsun		
F10	13	7.0
210 (Not B-210)	13	7.0
310 and 310GX	13	7.0
1600	13-14	6.0
2000	14	6.0
Dodge		
Challenger	14	7.0
Conquest	15	8.0
Daytona (all)	15	7.0
Colt (all)	13	6.5
Omni	13	7.0
Shelby Charger 2.2	14	7.0
Elva		
Courier (all except 1800)	13-14	6.0
Fiat		
124 (Coupe and Spyder)	13	6.5
X1/9 (1500)	13	6.5
(minimum weight—1695 lbs. without driver)		
Strada	13	7.0
Spyder 2000	13	6.5
Fiat-Abarth		
OT 1300/124	13	6.0
Ford		
Mustang II V-6	13	7.0
Mustang (1979 and later, V-6 & 4-cyl.)	13-14	7.0

Pinto (all 4-cylinder)	13	7.0
V6 (2800cc)	13	7.0
Honda		
Accord	13	7.0
CRX	13	6.5
Prelude	13	7.0
Jensen-Healey	13	7.0
Lancia		
Beta Coupe	14	7.0
Beta HPE	14	7.0
Scorpion	13	7.0
Zagato	14	7.0
Lotus		
7, 7A	13	5.5
(minimum weight—1050 lbs. without driver)		
Elite	14	8.5
Elite 2+2	14	8.5
Elan + 2	13	7.0
Mazda		
Cosmo	14	7.0
RX-4	13	7.0
GLC (1979 and later)	13	7.0
626	13	7.0
MG		
MGA (all)	15	6.0
MGB, MGB-GT	14	7.0
MGC, MGC-GT	15	6.5
Midget 1275, 1500	13	6.0
Morgan		
Plus Four, 4/4, Super Sport	15	6.0
Mercury		
Bobcat (4-cylinder, 2300cc)	13	7.0
Capri (2000cc)	13	7.0
(V-6)	13	7.0
(1979) (V-6 & 4 cyl.)	13.14	7.0
Oldsmobile		
Starfire (4-cylinder)	13	7.0
Omega (4 & V-6, Non-turbo)	13	7.0
Opel		
GT (1900), Ascona (1600)	13	7.0

Plymouth		
Champ	13	6.5
Horizon	13	7.0
Sapporo	14	7.0
Turismo TC3 2.2	14	7.0
Pontiac		
Astre (4-cylinder)	13	7.0
J-2000	13	7.0
Phoenix (4 & V-6, Non-turbo)	13	7.0
Porsche		
(all 4-cylinder models except Carrera and 904)		
912, 914	15	7.0
356 body style	15	6.0
924 (4 and 5 speed)	14	7.0
Renault		
17 Gordini	13	7.0
Saab		
99 (all)	15	6.5
Sunbeam		
Alpine (all)	13	6.0
Toyota		
Celica Supra	14	7.0
Triumph		
GT-6 (all)	13	6.0
TR-2, TR-3, TR-4, TR-4A, TR-250, TR-5, TR-6	15	7.0
TR-7	13	6.0
Spitfire 1300, 1500	13	6.0
Volvo		
P-1800 (all)	14-15	7.0
Volkswagen		
Dasher, Rabbit and Scirocco (pre-1978)	13	7.0
Scirocco (1983 and later)	14	7.5
All SCCA GT Vehicles over 1300cc and below or equal to 3000cc	7.0	13-14-15

16. Prepared Class E

Alfa Romeo
Sprint and Spider

1300 (single carburetor)	15	6.0
Alpine		
A-108, 1000, 1100	13-15	6.0
Austin-Healey		
Sprite 948, 1100	13	5.5
Datsun		
1500 Sports	13-14	6.0
Dodge		
Omni 024	13	6.0
Fiat		
128 3P Coupe	13	6.0
600D	13	6.5
850 Spyder, Coupe, Racer)	13	6.5
1200 Spyder	13	6.5
X1/9 1300	13	6.0
Fiat-Abarth		
750; 850; OT 1000 coupes/spyders; 1000 pushrod; 1000 Berlina sedan	12-13	6.0
Honda		
S-600, S-800	12-13	6.0
Civic, CVCC	12-13	6.0
Matra	13-15	5.5
Mazda		
GLC (1977 & 1978)	13	6.0
Mercury		
Capri 1600	13	6.5
MG		
Midget (948, 1100)	13	5.5
MG-TA; TC; TD; TF	15	5.5
Morgan		
4/4 Mk IV 1340	15	6.0
Opel		
GT (1100)	13	6.0
Plymouth		
Horizon TC3	13	6.0
Saab		
Sonett	15	6.0

Triumph		
Spitfire (1147)	13	6.0
Turner		
950S	13	6.0
Volkswagen		
Karmann Ghia	15	6.0
All SCCA GT Vehicles below or equal to 1300cc except Austin Cooper 1275, 1293; Alfa GTA Jr.	10-15	6.0

Modified Category

17. Modified Class A

All Specials (minimum 72 inch wheelbase)

Formula 440 cars legal under a 1980 or later GCR

minimum weight—600 lbs as run **with driver in this class

18. Modified Class B

All Formula cars legal under a 1976 or later GCR except Formula Vee and Formula 440

19. Modified Class C

All Sports Racers legal under a 1976 or later GCR

20. Modified Class D

Modified Production and GT cars 2000 cc and under

**Minimum weight — 1000 lbs

Formula Vee cars legal under a 1976 or later GCR

Formula Vee cars may use any Volkswagen air-cooled engine up to and including 1600 cc with 2-bbl carburetor (with intake manifold). Engines must be "stock" except for authorized Formula Vee modifications.

21. Modified Class E

Modified Production and GT cars over 2000 cc

**Minimum weight — 1500 lbs

APPENDIX B BUMPING ORDER

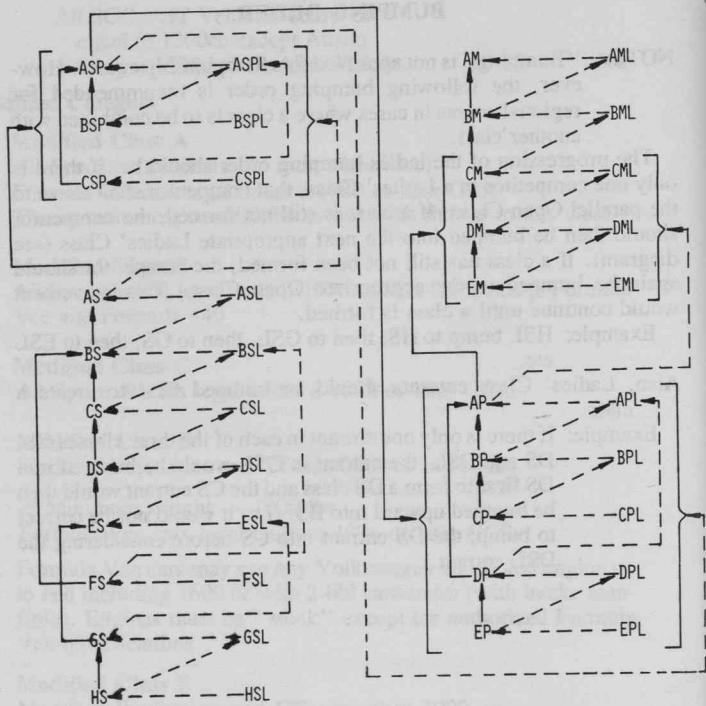
NOTE: "Bumping" is not approved for championship events. However, the following bumping order is recommended for regional events in cases where a class is to be combined with another class.

The progression of the ladies bumping order should be: if there is only one competitor in a Ladies' Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies' Class (see diagram). If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL bump to HS, then to GSL, then to GS, then to ESL etc.

Also, Ladies' Class entrants should be bumped **first** to create a class.

Example: If there is only one entrant in each of the three classes CS, DS and DSL, the entrant in DSL would be bumped into DS **first** to form a DS class and the CS entrant would then be bumped upward into BS. (i.e. it would **not** be correct to bump; the DS entrant into CS before considering the DSL entrant.)



APPENDIX C

ROLL BARS

A. Basic Design Considerations

1. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.
2. The top of the roll bar shall not be below the top of the driver's helmet when the driver is in normal driving position, and shall not be more than six inches behind the driver. It is strongly suggested that the roll bar extend at least three inches above the driver's helmet.
3. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.
4. The two vertical members forming the sides of the hoop shall not be less than fifteen inches apart inside dimension. It is desirable that the roll bar extend the full width of the cockpit to provide maximum bearing area in all soil conditions during rollovers.

The roll bar vertical members on formula cars must be not less than fifteen inches apart, inside dimension, at their attachment points to the uppermost main chassis member.

5. An inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.
6. It is recommended that steel gusset plates be used at all welds. Gussets should be at least two inches long on each leg and 3/16 inches thick.
7. It is recommended that roll bars be coated only with a light coat of paint. If, however, a roll bar should be chrome-plated, it is recommended that the structure be normalized.
8. Post or tripod types of roll bars are not acceptable.

B. Material

1. The roll bar hoop and all braces must be of seamless, ERW, or DOM mild steel tubing. Chrome alloy tubing such as 4130 is not recommended since the strength of the area adjacent to welds

will be impaired if the structure is not normalized, and because of the difficulty in making satisfactory welds.

2. The size of tubing to be used shall be determined on the basis of the weight and speed potential of the car. The following minimum sizes are required:
 1. Over 1500 lbs.-min. of 1½" o.d. x .120" wall
 2. Over 1000 lbs.-min. of 1¼" o.d. x .090" wall
 3. Under 1000 lbs.-min. of 1" o.d. x .060" wall
3. Mounting plates and gussets shall be 3/16 inch minimum thickness.
4. Where bolts and nuts are used, the bolts shall be at least ⅜ inch diameter automotive quality (SAE). Aircraft quality is highly recommended. Square head bolts and nuts are prohibited.

C. Fabrication

1. One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of the highest possible quality with full penetration and will be subjected to very critical inspection. Arc welding, particularly heliarc, should be used wherever possible.

D. Bracing

1. It is recommended that braces be of the same size tubing as used for the roll bar itself.
2. All roll bars must be braced in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop, and at an angle of at least thirty degrees from vertical. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible.
3. It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side to the top of the hoop on the other side.

E. Mounting Plates

1. Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.

2. In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. A back-up plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together. Also see G-2 below.

F. Removable Roll Bars

Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must bottom on the permanent mounting, and at least two bolts must be used to secure each such joint. The telescope section must be at least eight inches in length.

G. Installation on Cars of Space Frame and Frameless Design

1. It is important that roll bar structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.
2. On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car, and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

H. Sedans and Coupes

It is recommended but not mandatory that all closed cars utilize a roll-cage type of construction. One hoop should be placed behind and above the driver's head from one side of the car to the other, with another similar hoop in front supporting the front pillars. Horizontal connecting bars should connect the two hoops at each side of the top. A transverse brace should be used on the rear hoop from the bottom of one side to the top of the

other side. A diagonal brace should be used on each side of the car extending from the top of the rear hoop to the floor at the rear of the car.

1. Other Roll Bar Designs

Roll Bars of alternate materials or design may be accepted by the Technical and Safety Inspector upon presentation of data verifying strength equivalence to the required minimum standards.

NATIONAL SOLO II CHAMPIONSHIPS

1973 — Present

A Stock:

1983	Tommy Saunders	Bedford, Tex.	Lotus Elan
1982	John Havranek	Cambridge, Mass.	Porsche 914-6
1981	John Parsons	Lombard, Ill.	Porsche 914
1980	James Normile	Kansas City, Mo.	Lotus Elan
1979	John Fergus II	Dublin, Ohio	Porsche 911 S
1978	John Fergus II	Dublin, Ohio	Porsche 911 S
1977	John Fergus II	Dublin, Ohio	Porsche 911 S
1976	E. Paul Dickinson	Huntington, W. Va.	Porsche 911 T
1975	E. Paul Dickinson	Huntington, W. Va.	Porsche 911 T
1974	E. Paul Dickinson	Huntington, W. Va.	Porsche 911 T
1973	E. Paul Dickinson	Huntington, W. Va.	Porsche 911 T

A Stock Ladies:

1983	Barbara McKee	Bloomington, Ill.	Lotus Elan
1982	Barbara McKee	Bloomington, Ill.	Lotus Elan
1981	Elsie Haninger	Gahanna, Ohio	Porsche 911
1980	Linda Blevins	Melbourne, Fla.	Lotus Europa
1979	Diane Thoman	Ft. Lauderdale, Fla.	Porsche 911S

B Stock:

1983	Roger E. Johnson	Fostoria, Ohio	Chevrolet Corvette
1982	Michael Martin	Louisville, Ky.	Chevrolet Corvette
1981	Roger Johnson	Fostoria, Ohio	Chevrolet Corvette
1980	Bruce Madden	Atlanta, Ga.	Jensen Healey
1979	Steve Eberman	Overland Park, Kans.	Chevrolet Corvette
1978	David Wright	Chattanooga, Tenn.	Chevrolet Corvette
1977	Bruce Kalin	St. Joseph, Mo.	Chevrolet Corvette
1976	Orin Butterick	Memphis, Tenn.	Chevrolet Corvette
1975	Larry Lard	Northborough, Mass.	Jaguar XKE
1974	Steve Eberman	Arlington Hts., Ill.	Chevrolet Corvette
1973	John Anderson	Austin, Tex.	Chevrolet Corvette

B Stock Ladies:

1983	Barbara Mitchell	Houston, Tex.	Porsche 944
1981	Barbara Mitchell	Houston, Tex.	Porsche 924 T
1980	Barbara Mitchell	Houston, Tex.	Jensen Healey
1979	Janet Saxton	Hazel Crest, Ill.	Jensen Healey

C Stock:

1983	John Parsons	Lagrange Park, Ill.	Porsche 914
1982	Leon McCaskill	Coppell, Tex.	Mazda RX-7
1981	Bill Madamba	San Francisco, Calif.	Mazda RX-7
1980	David Skelton	Bartlett, Tenn.	Alfa Romeo Spyder
1979	Steve Fallow	Richardson, Tex.	Porsche 911 S
1978	Lowell Peabody	Manchester, Mass.	Porsche 914

1977	Steve Davis	Marietta, Ga.	Jensen Healey
1976	Jim Gray	Louisville, Ky.	Porsche 914
1975	Nick Strine	Houston, Tex.	Porsche 914
1974	Dean Smith	Greenwood, Ind.	Porsche 914
1973	Edwin Sandborn, Jr.	Reading, Mass.	Porsche 914

C Stock Ladies:

1983	Sharon deLara	Sonoma, Calif.	Mazda RX-7
1982	Barbara McCaskill	Coppell, Tex.	Mazda RX-7
1981	Dee Schweikle	Lexington, Ky.	Alfa Romeo Spyder
1980	Toni Ward	St. Louis, Mo.	Mazda RX-7
1979	Barbara Mitchell	Houston, Tex.	Jensen Healey

D Stock:

1983	Rik Davis	Perrysburg, Ohio	Fiat X1/9
1982	William Johnson	Topeka, Kans.	MGB
1981	William Johnson	Topeka, Kans.	MGB
1980	Edward Haigh	Brighton, Mass.	MGB-GT
1979	Leon McCaskill	Garland, Tex.	Mazda RX-7
1978	George Schweikle	Lexington, Ky.	Alfa Romeo
1977	Dick Rasmussen	Santa Clara, Calif.	Datsun 260Z
1976	Stuart Rulka	Burnaby, B.C.	Morgan 4+ 4
1975	Stuart Rulka	Burnaby, B.C.	Morgan 4+ 4
1974	Dan Ripley	Littleton, Colo.	Alfa Romeo
1973	Stuart Rulka	Burnaby, B.C.	Morgan 4+ 4

D Stock Ladies:

1983	Cindy J. Darwal	Bedford, Ohio	Fiat X1/9
1982	Heidi Wyse	Toledo, Ohio	Toyota Supra
1981	Kay Johnson	Topeka, Kans.	MGB
1979	Marty Walter	Leawood, Kans.	MGB

E Stock:

1983	Randy Pobst	Melbourne Beach, Fla.	VW Rabbit
1982	Steven Roberts	Kansas City, Kans.	Fiat X1/9
1981	Bob Hayes	Bowling Green, Ky.	Fiat 124 Spyder
1980	Bob Hayes	Bowling Green, Ky.	Fiat 124 Spyder
1979	Bob Hayes	Bowling Green, Ky.	Fiat 124 Spyder
1978	Bob Hayes	Bowling Green, Ky.	Fiat 124
1977	Larry Savaton	Webster, Tex.	Fiat X1/9
1976	Jeff Garber	Braintree, Mass.	Austin-Healey
1975	Kennety Tripkos	Lawrence, Kans.	Triumph TR-4
1974	Philip Gott	Northboro, Mass.	Triumph TR-3
1973	Robert Nielson	San Jose, Calif.	Opel GT 1900

E Stock Ladies:

1983	Linda Blevins	Melbourne, Fla.	VW Rabbit
1982	Cindy Darwal	Bedford, Ohio	Fiat X1/9
1981	Kathy Barnes	Seabrook, N.H.	Fiat X1/9
1980	Betty Kullman	Bowling Green, Ky.	Fiat X1/9
1979	Betty Wills	Oklahoma City, Okla.	Fiat X1/9

F Stock:

1983	Dennis Ray	Livonia, Mich.	Chevrolet Camaro Z-28
1982	Mike Camicia	San Jose, Calif.	Ford Mustang
1981	Dave Kutney	Cincinnati, Ohio	Pontiac Trans-Am
1980	Bruce Dickey	Battle Creek, Mich.	Ford Mustang
1979	Warren Wetzelberg	Endicott, N.Y.	Chevrolet Camaro Z-28
1978	Dave Kutney	Cincinnati, Ohio	Pontiac Trans-Am
1977	Ken Rupp	Fort Walton Beach, Fla.	Ford Mustang
1976	Dave Kutney	Cincinnati, Ohio	Pontiac Trans-Am
1975	Warren Wetzelberg	Endicott, N.Y.	Chevrolet Camaro
1974	Ray Yergler	Des Moines, Iowa	Chevrolet Camaro SS 350
1973	Warren Wetzelberg	Endicott, N.Y.	Chevrolet Camaro

F Stock Ladies:

1983	Rita Haltiner	Pittsford, N.Y.	Pontiac Trans-Am
1982	Rita Haltiner	Pittsford, N.Y.	Pontiac Trans-Am
1981	Rita Haltiner	Pittsford, N.Y.	Pontiac Trans-Am
1980	Donna Osthus	Seattle, Wash.	Pontiac Firebird
1979	Jan Whitworth	Manchester, Mo.	Pontiac Trans-Am

G Stock:

1983	Charles McCray	Smyrna, Ga.	Mazda GLC
1982	Sam Bloom	Chicago, Ill.	Dodge Colt R/S
1981	Barry Goldine	Fremont, Calif.	VW Scirocco
1980	Robert Monday	Indianapolis, Ind.	Dodge Colt R/S
1979	Eugene Wetzelberg	Endicott, N.Y.,	VW Scirocco
1978	Ed Berry	Riverdale, Ga.	VW Rabbit
1977	Ed Berry	Riverdale, Ga.	VW Rabbit
1976	Ken Alden	White River Junction, Vt.	Audi Fox
1975	John Meek	Boulder, Colo	Honda Civic
1974	Frank Filicicchia	Chicago, Ill.	Volkswagen
1973	John Meek	Ft. Collins, Colo.	NSU TT

G Stock Ladies:

1983	Paula Mills	North Little Rock, Ark.	Ford Fiesta
1982	Mary Davis	Perrysburg, Ohio	Dodge Colt
1981	Jan Whitworth	Manchester, Mo.	Dodge Colt
1980	Molly Riley	Omaha, Neb.	Volkswagen Scirocco
1979	Signe Geist	Wichita, Kans.	Honda Civic

H Stock:

1983	John Duane	Bellingham, Mass.	Pontiac Firebird
1982	Garwood Anderson	Lincoln, Nebr.	Chevrolet Corvair
1981	Charles McCrary III	Smyrna, Ga.	Mazda GLC
1980	Charles McCrary III	Atlanta, GA.	Mazda GLC
1979	C. Bud Henthorn	Independence, Ky.	BMW 320i
1978	M. Paul Bess	Dayton, Ohio	Fiat 850

H Stock Ladies:

1983	Jan Whitworth	Manchester, Ohio	Dodge Colt
1982	Donna Katarzynski	Harvey, Ill.	Datsun 1200
1981	Dorothy Raymond	Denver, Colo.	Opel 1900
1980	Janice Barlow	Clearfield, Utah	Datsun 1200
1979	Ellen Upshaw	Atlanta, Ga.	Mazda GLC

STREET PREPARED CATEGORY

A Street Prepared:

1983	Dan Holm	San Jose, Calif.	Datsun 240Z
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A Street Prepared Ladies:

1983	Karen C. Babb	Seattle, Wash.	Mazda RX-7
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B Street Prepared:

1983	Bill Thompson	Duncanville, Tex.	Chevrolet Corvette
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B Street Prepared Ladies:

1983	Jeanne Ross	Salinas, Calif.	Pontiac FireAm
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C Street Prepared:

1983	Chuck Sample	Fort Wayne, Ind.	Fiat X1/9
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C Street Prepared Ladies:

1983	Vicky Mihara	San Francisco, Calif.	Mazda RX-3
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PREPARED CATEGORY

A Prepared:

1983	Gary Milligan	Richmond, B.C.	Lotus Super 7
1982	Jerry Fink	Media, Pa.	Lotus Super 7
1981	Ronald Flier	Ellsville, Md.	Lotus Europa
1980	E. Paul Dickinson	Huntington, W. Va.	Lotus 7 Series IV
1979	Ronald Flier	Ladue, Mo.	Lotus Europa
1978	Ronald Flier	St. Louis, Mo.	Lotus Europa
1977	Tip Franklin	Fairfax, Va.	Lotus 7
1976	Bill Shenk	Centrevill, Va.	Lotus IV
1975	Harry Gompf	Lawrenceburg, Ind.	Porsche 914-6
1974	Richard Reese	Clumbus, Ohio	Lotus Super 7
1973	Harry Gompf	Lawrenceburg, Ind.	Porsche 914-6

A Prepared Ladies:

1983	Wanda Angelomatis	Vancouver, B.C.	Lotus Super 7
1982	Muriel Banker	Rockford, Ill.	Datsun 240Z
1981	Mary Rice	Salinas, Calif.	Datsun 240Z
1980	Mary Rice	Salinas, Calif.	Datsun 240Z
1979	Sandra Kline	Baltimore, Md.	Porsche 914-6

B Prepared:

1983 Lou Anderson
1982 Lou Anderson
1981 Jesus Villarreal
1980 Gerald Kuhn
1979 Larry Park
1978 John Seiler
1977 Jack McDonald
1976 Ron Faller
1975 L. C. Bohrer
1974 L. C. Bohrer
1973 Craig Johnson

Vista, Calif.
Vista, Calif.
San Lorenzo, Calif.
West Berlin, N.J.
San Jose, Calif.
Fresno, Calif.
Vallejo, Calif.
Huron, Ohio
Tukwila, Wash.
Tukwila, Wash.
San Francisco, Calif.

Griffith 200
Griffith 200
Chevrolet Corvette
Chevrolet Corvette
Chevrolet Corvette
Chevrolet Corvette
Chevrolet Corvette
Sunbeam Tiger
Sunbeam Tiger
Sunbeam Tiger
Chevrolet Corvette

B Prepared Ladies:

1983 Pati Park
1982 Pati Park

1981 Chris Kuhn
1979 Kelly Hansen

San Jose, Calif.
Miltipas, Calif.

West Berlin, N.J.
Fresno, Calif.

Chevrolet Corvette
Chevrolet Corvette

Chevrolet Corvette
Chevrolet Camaro Z-28

C Prepared:

1983 Bill Foster
1982 Gene Hanchett
1981 Bill Foster
1980 Bill Foster
1979 Gene Hanchett
1978 Gene Hanchett
1977 Gene Hanchett
1976 Gene Hanchett
1975 Gene Hanchett
1974 Gene Hanchett
1973 Keith Feldott

Porterville, Calif.
Madera, Calif.
Sierra Madre, Calif.
Sierra Madre, Calif.
Madera, Calif.
Madera, Calif.
Madera, Calif.
Fresno, Calif.
Fresno, Calif.
Fresno, Calif.
Hinsdale, Ill.

Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28

C Prepared Ladies:

1983 Mary Rice
1982 Mary Rice
1981 Kelly Hansen
1980 Kelly Hansen

Hollister, Calif.
Hollister, Calif.
Fresno, Calif.
Fresno, Calif.

Shelby GT350
Shelby GT350
Chevrolet Camaro Z-28
Chevrolet Camaro Z-28

D Prepared:

1983 Paul Rice
1982 John Kelly
1981 John Kelly
1980 John Kelly
1979 Dan McKay
1978 Jeff Kornet
1977 Daniel Sheehy
1976 Charlie Clark
1975 Carl Coman

Gilroy, Calif.
Pleasanton, Calif.
Pleasanton, Calif.
Pleasanton, Calif.
Dallas, Tex.
Abington, Mass.
Birmingham, Ala.
Overland Park, Kans.
Tulsa, Okla.

MG Midget
Lotus 7A
Lotus 7A
Lotus 7A
Austin-Healey Sprite
Austin-Healey Sprite
Austin-Healey Sprite
Yenko Stinger
MG Midget

1974 James Harrington
1973 Kevin Cooper

Sheffield, Ohio
Brookfield, Ill.

Datsun 510
Austin-Healey Sprite

D Prepared Ladies:

1983 Kelly Hansen
1982 Debbi Eley
1981 Patricia Kelly
1980 Patricia Kelly
1979 Susan Anderson

Fresno, Calif.
Tuscaloosa, Ala.
Pleasanton, Calif.
Pleasanton, Calif.
Florissant, Mo.

MG Midget
Triumph Spitfire
Lotus 7A
Lotus 7A
Alfa Romeo Giulia Veloce

E Prepared:

1983 Tom Bootz
1982 Tom Bootz
1981 Tom Bootz
1980 Howard Wolf
1979 Craig Way
1978 Gary Gooch
1977 Gary Gooch
1976 George Phillips
1975 David Lacy
1974 David Lacy
1973 Chet Hansen

Evansville, Ind.
Evansville, Ind.
Evansville, Ind.
San Jose, Calif.
San Jose, Calif.
Union City, Calif.
Union City, Calif.
Richmond, Ind.
Houston, Tex.
Houston, Tex.
Fresno, Calif.

Datsun 1200
Datsun 1200
Datsun 1200
Fiat 850 Spyder
Fiat 850
Austin-Healey Sprite
Austin-Healey Sprite
Triumph Spitfire
MG Midget
MG Midget
Austin-Healey Sprite

E Prepared Ladies:

1983 Nadine Barr
1982 Martha Lou Haddon
1980 Pat Hines
1979 Pat Hines

San Jose, Calif.
Maryland Heights, Mo.
Oakland, Calif.
Oakland, Calif.

MG Midget
Austin-Healey Sprite
Datsun 1200
Datsun 1200

MODIFIED CATEGORY

A Modified:

1983 Bud Grocki
1982 Bud Grocki
1981 Bud Grocki
1980 Jim McKamey
1979 Laurent Gagnon
1978 Laurent Gagnon
1977 Laurent Gagnon
1976 Kim Baker
1975 John MacDonald
1974 Gary Lowndale
1973 Stan Cox

Worcester, Mass.
Worcester, Mass.
Worcester, Mass.
Portage, Ind.
Wethersfield, Conn.
Newington, Conn.
Hartford, Conn.
Wibraham, Mass.
Marlboro, Mass.
Livonia, Mich.
Mooresville, N.C.

Banshee BG-2
Banshee BG-2
Banshee BG-2
Taurus
Brabham BT21
Brabham BT21
Brabham BT21
Super Vee
Brabham BT29
Lotus Elan
Beech FSV

A Modified Ladies:

1983 Joyce Carey
1982 Dorothy Boxhorn
1980 Susan Anderson
1979 Sharon Gompf

Reynoldsburg, Ohio
Brookfield, Wis.
Florissant, Mo.
Lexington, Ky.

TCR Snark F5000
Lola T-204
Brabham BT21
Porsche 914-6

B Modified:

1983	John Neighbors	St. Louis, Mo.	LeGrand MK27B
1982	Jim McKamey	Portage, Ind.	MRC Taurus II
1981	Gary Walton	Mountain View, Calif.	Tui BH3
1980	John Brandon	Tulsa, Okla.	Caldwell D9 Super Vee
1979	William Goodale	Milford, Md.	Deserter GS
1978	William Goodale	Milford, Md.	Deserter GS
1977	Wallace Sinclair	Fremont, Calif.	Lotus Super 7
1976	William Goodale	Milford, Md.	Deserter GS
1975	John Haftner	N. Vancouver, B.C.	Dune Buggy
1974	Bob Pickering	Hollywood, Calif.	MGB
1973	Charles VanNostrand	Honolulu, Ha.	Lotus Phoenix

B Modified Ladies:

1983	Toni Ward	St. Louis, Mo.	Elden MK10
1982	Cheryl Neighbors	St. Charles, Mo.	LeGrand, Mk 27B
1981	Sharon Sharnberg	Urbandale, Iowa	Brabham BT35
1980	Joyce Looman	Holland, Mich.	Autodynamics
1979	Frances Sinclair	Fremont, Calif.	Lotus Super 7

C Modified:

1983	Dan Cole	Fremont, Calif.	Silver Fox
1982	Dan Cole	Fremont, Calif.	Silver Fox
1981	Dan Cole	Fremont, Calif.	Silver Fox
1980	Charles Levesque	Wilton, N.H.	Brahma
1979	Charles Levesque	Wilton, N.H.	Brahma
1978	David Looman	Holland, Mich.	Autodynamics FV
1977	Dave Nuss	Patton, Pa.	Zink
1976	Nick Reese	Delaware, Ohio	Knievel Mini Indy

C Modified Ladies:

1983	Sandy Cole	Fremont, Calif.	Silver Fox
1982	Sandy Cole	Fremont, Calif.	Silver Fox
1981	Sandy Cole	Fremont, Calif.	Silver Fox
1979	Joyce Looman	Holland, Mich.	Autodynamics FV

D Modified:

1983	Harold Knobel	Valdosta, Ga.	Austin Mini
1982	Gary Milligan	Richmond, B.C.	Lotus 7
1981	Bill Martin	Ridgecrest, Calif.	Lotus Europa
1980	Bud Grocki	Worcester, Mass.	Banshee BG2
1979	Bob King	Fresno, Calif.	Tui Super Vee
1978	Bud Grocki	Worcester, Mass.	Banshee
1977	Bob Garnett	Delta, B.C.	Brabham

D Modified Ladies:

1983	Joyce Looman	Holland, Mich.	Autodynamics FV
1982	Joyce Looman	Holland, Mich.	Autodynamics FV
1981	Joyce Looman	Holland, Mich.	Aerodynamics FV
1980	Charlotte King	Fresno, Calif.	Austin-Healey Sprite "RX-Z"
1979	Charlotte King	Fresno, Calif.	Tui Super Vee

E Modified:

1983 Gary Walton	Mountain View, Calif.	Porsche 914/4
1982 Gary Walton	Mountain View, Calif.	Porsche 914/4
1981 Bob King	Fresno, Calif.	Austin-Healey Sprite

E Modified Ladies:

1983 Charlotte King	Fresno, Calif.	Sprite Mazda Eng.
1982 Charlotte King	Fresno, Calif.	Sprite Mazda Eng.

PRE-1979 LADIES CLASSES**Ladies A:**

1978 Charlotte King	Fresno, Cali.	Tui Super Vee
1977 Jeanie Brandon	Tulsa, Okla.	Caldwell D9
1976 Cindy Hart	Galloway, Ohio	Tojiero, FB

Ladies B:

1978 Saundra Kline	Baltimore, Md.	Porsche 914-6
1977 Saundra Kline	Baltimore, Md.	Porsche 914-6
1976 Saundra Kline	Baltimore, Md.	Porsche 914-6

Ladies C:

1978 Rene Dunham	Metamora, Ill.	Triumph Spitfire
1977 Patricia Kelly	Pleasanton, Calif.	Lotus 7A
1976 Judy James	Lakewood, N.J.	Honda Civic

Ladies D:

1978 Sandra Schneider	Plantsville, Conn.	Chevrolet Corvette
1977 Kathy Martin	Ridgecrest, Calif.	Lotus Europa
1976 Elsie Haninger	Gahanna, Ohio	Porsche 911 S

Ladies E:

1978 Dee Schweikle	Lexington, Ky.	Alfa Romeo
1977 Hillary Allen	Marion, Texas	Porsche 914
1976 Pam Sanborn	Needham, Mass.	Porsche 914

Ladies 1:

1975 Karen Flippo	Oklahoma City, Okla.	Porsche 911T
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Ladies 2:

1975 Karen Gurley	Huntsville, Ala.	Porsche 914
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Ladies 3:

1975 Jane Haynie	Tulsa, Okla.	Austin Cooper S
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Ladies 4:

1975 Patricia Kelly	Pleasanton, Calif.	Lotus 7A
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Ladies Class:

1974 Saundra Kline	Baltimore, Md.	Porsche 914
1973 Dee Schweikle	Lexington, Ky.	Alfa Romeo

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