

**1988 Pontiac Firebird
SCCA Solo 2 (Autocross) car**

Class: C/Prepared

Engine: L98 350 c.i.

**Owner: Charlie Davis
Drivers: Charlie Davis
Dana Compani**

HISTORY:

Car was street driven over 103,000 miles when I bought it in 1999. After driving it for 4 months and autocrossing it with some modifications, I started transforming it into a C/Prepared autocross car. As you can see, it is a work in process.

MODIFICATIONS:

Engine: TPI fuel injection, exhaust, water pump, emission equipment removed. Edelbrock intake manifold, Holley carburetor, Hedman shorty headers, dual exhaust with crossover pipe and Lobak mufflers added. CSI electric water pump, remote oil filter with Accusump lubrication system, March pulley system with serpentine belt added.

Drivetrain: 700R4 automatic transmission replaced with T-10 4 speed manual transmission and Hurst Indy shifter, Centerforce clutch, 4th Generation F-Body (Camaro/Firebird) rear axle with 3.73 gear ratio and TorSen T2R limited slip differential.

Suspension: Stiffer springs, NASCAR style front weight jacking system, Bilstein front struts, Monroe Formula GP rear shocks. Front control arm bushings replaced with Energy Suspension polyurethane bushings. Rear lower control arms and Panhard rod replaced by Spohn Heim-jointed tubular components. Third link replaced with Random Technology tubular link. 16" X 12" Real racing wheels with Goodyear 25 X 13 X 16" racing tires

Body: All unnecessary components (bumper structures, heater/air-conditioning, lights, wipers, interior) removed. Rear window replaced by Lexan window. Battery moved to trunk. Gauges and switching replaced, wiring custom, MoMo steering wheel, Corbeau seats, M&R safety harnesses added. 275 lbs of ballast added to meet minimum weight requirements for class C/Prepared (3050 lbs. for a 350 cubic inch engine).

Planned Improvements prior to 2004 Solo 2 National Championships (September 14-17):

Maier Racing rollcage, exhaust and suspension pickup points fabricated by Maier Racing, Edelbrock 60cc aluminum cylinder heads, higher performance camshaft, fuel cell and improved fuel pump, closer transmission ratios, lighter flywheel, coil-over rear springs and shocks, tubular front lower control arms, Maier Racing fender flares, bodywork and painting (yes, it needs it!)