

Detroit Council of Sports Car Clubs 2006 Autocross Rule Book

Changes from the 2005 rulebook are in **bold and underlined**, except for the Prepared class restructuring.

Street Stock sway bar allowances changed to be identical to Stock class requirements.

DP, EP, and GP bumping revised, See p. 21.

Language changed in Article X.J. such as a driver can win a class award in only one class. See p. 26.

Driver with the indexed FTD for an event scores 100 points per Article X.Q. Eliminated reference to “eligible” driver. See p. 27

Formula and example for determining driver event points revised in Article X.R.. See p. 27.

2006 SCCA Solo II car classifications have replaced 2005 ones (See pp 33-48)

Please note that the Prepared classes have been restructured. Please review this section closely for appropriate vehicle classification.

Table of Contents

ARTICLE I. PURPOSE4

ARTICLE II. GENERAL4

ARTICLE III. ENTRY AND SAFETY REQUIREMENTS5

ARTICLE IV. CLASSIFICATION OF CARS7

A. DEFINITIONS: 7

B. CLASSES: 8

C. STREET TIRE REQUIREMENTS 8

D. STREET STOCK CLASS REQUIREMENTS 8

E. STOCK CLASS REQUIREMENTS:..... 8

F. STREET PREPARED CLASS REQUIREMENTS 12

G. STREET TIRE STREET MODIFIED CLASS REQUIREMENTS... 14

H. STREET MODIFIED A CLASS REQUIREMENTS 14

I. STREET MODIFIED B CLASS REQUIREMENTS 15

J. STREET MODIFIED C CLASS REQUIREMENTS 16

K. PREPARED CLASS REQUIREMENTS..... 17

L. MODIFIED CLASS REQUIREMENTS 17

M. OPTIONAL CLASSIFICATION..... 18

N. LADIES' CLASSES..... 18

ARTICLE V. CONDUCTING THE EVENT19

ARTICLE VI. CLASS COMB. & TROPHY PROCEDURE 20

ARTICLE VII. PROTESTS.....22

ARTICLE VIII. AUTOCROSS RULE REVISIONS22

ARTICLE IX. AUTOCROSS RULE APPENDICES23

A. APPENDIX I SPECIFIC RULINGS BY THE COUNCIL 23

B. APPENDIX II STANDARDS FOR NON-PROD-BASED VEH..... 23

C. APPENDIX III NON-STOCK SEAT BELTS..... 24

D. APPENDIX IV SAFETY 25

ARTICLE X. SCORING FOR INDIV. CHAMPIONSHIP.....26

ARTICLE XI. SCORING FOR TEAM CHAMPIONSHIP28

ARTICLE XII. INDIVIDUAL AND TEAM WINNERS '05 - '01 ...29

ARTICLE XIII. SCCA CLASS LISTINGS.....35

A. ABBREVIATIONS: 35

B. STOCK 35

C. STREET PREPARED 41

D. PREPARED 47

E. MODIFIED 51

Article I. PURPOSE

- A. The Detroit Council of Sports Car Clubs (DCSCC) has established these regulations to govern the DCSCC Autocross Championship Series and to serve as a set of recommended practices for non-championship events put on by Council-member clubs.

Article II. GENERAL

- A. The Rule Book shall be available for sale to all interested parties who are not registered for the Championship Series. (Registrants receive one free copy) Each DCSCC Club shall receive two free copies for Club use. There will be a fee of \$2.00 per extra Rule Book to cover the costs of printing.
- B. The Council shall recommend dates for Championship Series events. All Championship events shall be held on Sunday or Detroit-area holidays. Council shall reserve the right to deny such recommendations to clubs which have not previously demonstrated their ability to sponsor Championship-quality events. There shall be no more than two (2) Championship events in any three-week period without specific approval by Council.
- C. Clubs sponsoring a Championship event shall submit to the DCSCC treasurer a sanction fee of \$2.00 per entrant to establish a fund to provide suitable awards for Championship Series winners.
- D. In order to earn points in a Championship event, each driver must be a member of a Council club and must register with the Council as a Championship Series participant. Championship Series annual registration fee shall be \$5.00 per participant.
 - 1. At registration, the driver shall receive an assigned number for the season, and a DCSCC Rule Book (no charge).
 - 2. The driver shall score points from the date of his/her registration.
- E. Changes in Championship Series event dates scheduling must be approved by the Council at least thirty (30) days prior to the running of the event, at a Council meeting
- F. Details of all Championship Series events MUST be on the Autosports Hotline, by the Friday before the event at the latest.

Article III. ENTRY AND SAFETY REQUIREMENTS

- A. Every entrant's vehicle must pass the entry and safety requirements of the sponsoring club. In particular:
- B. Sponsoring clubs shall perform a technical inspection of each car entered, to cover such safety items as brakes, steering, and suspension. See APPENDIX IV SAFETY for a technical inspection guideline.
- C. All swing-axle cars, specifically including, but not limited to: Fiat 850, Triumph Spitfire MK I, II, III, pre-1965 Corvair, and swing-axle Volkswagen, must have adequate rear negative camber or acceptable camber limiting devices.
- D. All vehicles must have four (4) wheels, ten (10) inches or larger in diameter, and a wheelbase minimum of (72) inches, and a maximum of (117) inches.
- E. "Uni-Lug" type wheels are prohibited on all vehicles.
- F. All vehicles must have four (4) wheel brakes operable from a single control and must be self-starting.
- G. Non-production based cars must comply with the safety and construction standards shown in B. APPENDIX II STANDARDS FOR NON-PRODUCTION BASED VEHICLES.
- H. Seat belts and helmets are required to be worn by all persons riding in any car during all runs.
- I. A roll bar is strongly recommended in all cars, especially open cars and those on race tires.
- J. Non-stock seat belts must meet the standards in C. APPENDIX III NON-STOCK SEAT BELTS.
- K. Most clubs require driver's license, proof of insurance, and/or vehicle registration to register. If in doubt, check with the sponsoring club. Different clubs have different minimum age requirements; check with the sponsoring club.
- L. Registration shall not close before 1:00 p.m. at all Championship events. Registrant, attendant paperwork, and vehicle must be present at or prior to registration closing.
- M. Entry fees shall be refunded to persons refused entry, but not to those disqualified or ejected.
- N. The sponsoring club retains the privilege of denying entry, disqualifying or ejecting any entrant deemed unsafe or undesirable.
- O. Anyone under the influence of alcohol or narcotics may not compete in or be present at the event. There shall be no use of alcoholic beverages or narcotics during the entire length of the event by entrants, workers, or spectators.
- P. No driver may enter any event more than once and may not change vehicle classes after their first run.
- Q. In the event that the sponsoring club needs to enforce a noise standard, the following is strongly recommended by the Council:
 - 1. Notice of noise enforcement and details should be on flyers and Hotline message, as a supplemental regulation.
 - 2. The noise standard should be a measurable, objective standard. If a sound measuring device is not available, a committee formed of the Event Chairs and sponsoring club Council Representative shall be able to determine noise compliance subjectively.

3. Prior to first car out, a sound meter should be located at tech inspection for competitors to ensure compliance.
4. It is the option of the sponsoring club as to the location of the sound meter during competition. It is recommended that the location and standard meet local ordinances (see below), and a log of potentially objectionable cars be kept for reference. Drivers of potentially objectionable vehicles will be notified.
5. If a competitor violates the standard, a DNF should be assessed. A second violation will result in disqualification from the event. In this case, (1) point will be granted to the competitor for the Championship Series. Entry fee refunds are at the discretion of the sponsoring club.

NOTE: Federal, State, and Local noise standards require sound levels of less than 80 dBA at 50 feet when measured at wide open throttle and under straight line operating conditions with no wheelspin.

Article IV. CLASSIFICATION OF CARS

The classification of a car is the responsibility of the entrant. The technical inspector(s) at each event shall use this Rule Book to assist the entrant to classify his/her car. The sponsoring club of an event may reclassify a car and adjust points if it detects an error after official results have been published, up to one week after results publication.

The technical inspector(s) at an event should be able to help, but since internal modifications cannot be readily determined it is the entrant's responsibility to correctly classify a vehicle

A. DEFINITIONS:

1. AUTOMOBILE (CAR): A self-propelled land vehicle, running on at least four (4) wheels, not in a line, which must be in contact with the ground when the vehicle is at rest. At least two (2) wheels must effect the steering and at least two (2) wheels must effect the propulsion.
2. SEDAN: A car capable of transporting four (4) or more average size adults in a normal seated position.
3. MODEL: A group of cars of a given make which have virtually identical bodies and chassis, but are readily distinguished from other models of the same make by virtue of major differences in body appearance and/or chassis design. The names by which the manufacturer designates these groups have no bearing on this.
4. STANDARD PART: An item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options, except as required by factory directives, no matter how common, are not included in this definition. This definition does not allow updating and backdating of parts.
5. TRACK: The distance between the centerlines of the wheels as measured without driver, measured as follows: Take the distance from the inside of one wheel at the hub centerline height to the outside of the opposite wheel, then conversely from the outside of the first wheel to the inside of the other. The two dimensions obtained are to be added together and divided by two to obtain the average. These measurements are to be taken at the front and rear of the rims to compensate for toe-in/toe-out.
6. RIM WIDTH: The measurement from inner bead seat to opposing seat.
7. RACE TIRE: A tire manufactured expressly for race purposes and/or has "race tire" and/or "not for street use" imprinted on it. Cars equipped with race tires shall run only in their appropriate Prepared or Modified Class.
8. RACING RUBBER RECAP: A street tire carcass recapped with racing rubber compound. This tire is classified as a race tire.
9. ENGINE SWAP: An engine installed in a production car that is from an engine family that was not available as original equipment in any car of the same basic body style. Installing an engine from another vehicle of the same engine family and basic body style is not an engine swap, but does move the car to the class that engine normally runs in.

10. GRAY MARKET CARS: Vehicles which were not imported for sale in the U.S. by an authorized distributor or the manufacturer. These cars may be classified in "Street Prepared" upon request to Council for classification.
11. REPLICIA KIT CARS: A car which has the appearance of a production automobile, in street legal trim, i.e. Cobra, Speedster kits. These vehicles shall be classified in Street Modified A or Street Tire Street Modified A.

B. CLASSES:

All cars will be classified within group TSS to THS (Street Tire Stock), SS to HS (Stock), ASP to FSP (Street Prepared), AMT to CMT (Street Tire Street Modified), AMR to CMR (Street Modified), AP to FP (Prepared), or AM to FM (Modified). Cars not classified in TS, S, SP, MT, MR, or P will run in M subject to retroactive classification if submitted to Council for proper classification. Specific cars and classes are listed in XIII CLASS LISTINGS beginning on page 33.

C. STREET TIRE REQUIREMENTS

Tires not allowed in street tire classes include any tire with a tread wear rating below 140. If in doubt, consult your Council representative.

D. STREET TIRE STOCK (TSS-THS) CLASS REQUIREMENTS:

1. Any vehicle may run the street tire stock classes if it meets the class requirements for stock and is equipped with tires that meet the street tire requirements.

E. STOCK (SS-HS) CLASS REQUIREMENTS:

1. All cars must meet the listed stock class requirements to be classed in the basic stock class. Any modifications not specifically allowed will move the car into Street Prepared, Street Modified, Prepared, or Modified Class. If the car does not meet Stock Class requirements, its appropriate class shall be determined by preparation levels as listed in Article IV, Sections F through L.
2. Cars running in Stock Class 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 a Stock Class must have been produced in quantities of at least 1,000 in a 12-month period to be eligible in a Stock Class. Except for modifications authorized below, Stock Class 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, Street- Modified, Prepared, or Modified category as appropriate. The entrant has the burden of proving that his car conforms to these rules by his owner's manual, manufacturer's catalogs, or other official manufacturer's documentation.

3. Alternate components which are normally expendable and considered replacement parts (e.g. 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. Hardware items (nuts, bolts, etc.) may be replaced by similar parts of unrestricted origin.
4. Authorized Modifications. If a modification is not specifically authorized in this or previous sections of these rules, it is NOT allowed.
 - a) Bodywork:
 - 1) Accessories, gauges, indicators, lights, cosmetic aerodynamic devices and other 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 racing-type driver's seat substitution.
 - 2) Hood straps or fasteners may be added.
 - 3) Any fuel tank cap may be used.
 - 4) Windshield may be folded (but not removed) provided the required mechanism is standard equipment.
 - 5) Alternate steering wheels are allowed provided the outside diameter is not changed by more than + one (1) inch from stock.
 - 6) Emission control devices may be removed or disconnected on pre-1985 cars.
 - 7) Roll bars and/or roll cages may be added and must be contained entirely within the driver/passenger compartment.
 - 8) Driver restraints as outlined in C. APPENDIX III NON-STOCK SEAT BELTS are allowed.
 - b) Running Gear:
 - 1) Any make and size tire may be used provided:
 - a) It is listed in the current edition of the TIRE GUIDE and has Department of Transportation (DOT) approval. No racing tire, or recap (on any casing) may be used.
 - b) The tires fit the allowable rims and fender wells without modifications.
 - c) No portion of the tire tread extends beyond the fender opening when viewed from the top perpendicular to the ground.
 - d) When viewed at tech inspection, each tire must have measurable tread at two (2) points on the tire, which are 180 degrees apart around its circumference. Tires may not be regrooved or show cord. (Tires with tread of less than 2/32" or wear bars showing are not in compliance with Federal, State, or Local laws for vehicles driven on the street.)
 - 2) Any type of wheel (of standard width and diameter) may be used provided it does not have an offset of more than + 0.25 inch (including wheel spacers) from a standard wheel for the car. Wheel spacers are allowed only if offset is maintained within 0.25 inch.
 - 3) The make of shock absorber may be substituted, providing that the number, type (e.g. tube, lever, etc.), system of attachment, and attachment points are not altered. The interchange of gas and hydraulic shock absorbers is permitted. The following restrictions apply:
 - a) No more than two separate external shock damping adjustment controls are allowed. Gas pressure adjustment is not considered a damping adjustment.
 - b) Electronically-controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically-controlled shocks may use the standard parts or non-electronically-controlled alternative shocks. Non-standard electronically-controlled shocks are not allowed.
 - 4) The make and material of brake linings may be changed.

- 5) Front anti-roll (sway) bars:
 - a) 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. The attaching linkage for the roll bar to the suspension may be adjustable; however, when installed, must be all the same length. The anti-roll bar must be allowed to rotate in the chassis mounting brackets. No modifications to the bodywork, frame, or other components of the car are authorized, except for the drilling of holes for the mounting bolts.
 - b) 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.
 - c) The use of any bushing material is permitted.
- 6) Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. However, cars with swing-axles may be lowered sufficiently with spring modification to achieve no more than two (2) degrees negative camber.
- 7) The suspension may be adjusted through its designed range of adjustment, using shims where authorized by the manufacturer. No part may be modified for the purpose of adjustment unless the modification is specifically authorized by factory shop manuals for non-competition purposes.
- c) Electrical System:
 - 1) The make of spark plugs, points, ignition coil, and high-tension wires is free.
 - 2) The make, number, and size of battery may be changed, but not its voltage or location.
 - 3) Any ignition system using an unmodified standard distributor may be used.
- d) Engine and Drive Train:
 - 1) Substitution, but not removal, of induction air filter elements, carburetor metering rods and/or jets may be made.
 - 2) Cylinders may be bored 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.
 - 3) Rotating and reciprocating parts may be balanced, but not lightened.
 - 4) Intake and exhaust ports and manifold openings may be matched provided no change is made more than one (1) inch from the port/manifold interface.
 - 5) Any part of the exhaust system beyond the header/manifold or catalytic converter, if so equipped, may be substituted provided the system is legal in the state of registry with regard to noise. (VW: see Appendix I)
 - 6) An oil filter may be added if not originally equipped.
 - 7) The installation of fuel, oil, and/or water catch and/or expansion tanks is permitted.
 - 8) A scattershield may be added.
 - 9) Thermostats may be added or substituted.
 - 10) A device for locking out reverse gear may be used.
 - 11) Limited-slip differentials, transmission and differential ratios, carburetion, fuel injection, or supercharger induction systems must be standard as defined herein.
 - 12) Powertrain components may be updated/backdated between different years of the same model car, provided the car is 20 years old or more.
 - 13) The out-of-production makes and models listed below may exchange complete engines without regard to year of production. No exchanging of equipment between the engine is authorized, except for linkage, wiring, and fuel pumps (where different) necessary to

effectuate the exchange. Complete transmissions may also be exchanged in connection with an authorized engine change, providing the resulting engine/transmission combination was standard equipment on a model-year included in that class.

- (a) Shelby Cobra--260 or 289.
- (b) Shelby GT350--any standard equipment 289 or 289 Hi-Rise.
- (c) Porsche Carrera--1500, 1600, or 2000 four cams.
- (d) Sunbeam Tiger-260 or 289.
- (e) Sprite/Midget--948 or 1100, regardless of body style or rear suspension.
- (f) Datsun 1500 or 1600 Sports--1488 or 1595.
- (g) MGA--1489, 1588, or 1622 twin cams.
- (h) Saab 750GT etc.--any standard 3-cylinder: 750/1V to 850/3V.
- (i) Sunbeam Alpine--1494, 1592, or 1725.
- (j) Triumph TR2, TR3,--TR2 , TR3 , TR3B, 213B.
- (k) Cortina GT-1498 or 1600 crossflow (including Pinto), U.S. versions.
- (l) Austin-Healey (1957-1969)--100-6 or 3000.
- (m) Corvette (1957-1962)--265, 283, or 327.
- (n) Plymouth Valiant/Barracuda, Dodge Dart (1964-1966) --273 or 318.
- (o) AMC AMX Sport Coupe--390 or 401.

e) Orphan Cars:

Where a car is out of production and the manufacturer is either out of business, stocks no parts, or no longer has a required part, a part of any origin, but as similar as possible to the original, may be substituted. The entrant must be prepared to show documentary evidence that one of three (3) circumstances above applies and that the substituted part is as similar as possible under the circumstances.

5. Cars listed as eligible in and prepared to the current national Showroom Stock Club Racing rules are permitted to compete in their respective Stock Classes. This does not include Showroom Stock cars with installations of "trunk kits." The vehicle is only allowed modifications per the SCCA General Competition Rules book for "Stock Category Specifications", and may not mix the above rules with the above DCSCC stock specifications.

F. STREET PREPARED (ASP-FSP) CLASS REQUIREMENTS

1. A vehicle may compete in a Street Prepared Class if the preparation of the vehicle has not exceeded the allowable modifications of Stock Class, except as specified below.
2. Authorized Modifications: Any modifications not specifically authorized by these Street Prepared rules is prohibited. No unauthorized modifications are permitted in order to accommodate authorized modifications (e.g. non-stock hood scoops or holes needed for carburetor clearance).
 - a) All allowable modifications are permitted as in Stock Class.
 - b) 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 same class. If the exchanged equipment makes the vehicle into another class vehicle, it will compete in that other class.
 - c) Use of any standard production engine assembly of the same engine family as those available within that model is allowed. (After market cylinder heads are not allowed). Example: Use of any standard production small block engine to replace an original "as delivered" engine. (pre '68 Chevrolet, Ford, see Appendix I)
 - d) Any flat tappet (non-roller, unless standard) camshaft(s) is allowed.
 - e) Any oil pan (Accusump system allowed), oil pump, oil pick-up, oil cooler, oil or fuel filter is allowed.
 - f) Any ignition system may be used. Substitution and/or deletion of computer modules/chips is permitted.
 - g) Air cleaner(s) may be added, changed, or replaced by velocity stacks, provided an adequate flame arrester is in place. Carb adjustments and jetting may be changed. Replacement of the induction system and necessary intake manifold(s) is permitted. On vehicles with fuel injection, the richness controls may be adjusted outside factory specs. Fuel lines and/or pumps may be changed, added, deleted, removed, relocated, or replaced as long as they do not pose a safety hazard. The addition of turbochargers, superchargers, and/or nitrous oxide systems is NOT permitted.
 - h) Exhaust systems are free from port to tailpipe, except that they must be a legal sound level and terminate behind the driver's head. Emission control air pumps and related hardware may be removed.
 - i) Any clutch or flywheel that uses the standard attachment to the crankshaft may be used. Dowel pins may be added. Some clubs require a scattershield with non-standard flywheels.
 - j) Engine fan may be removed, replaced, or modified.

- k) 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 be altered only by modifying the springs, by using lowering blocks between the springs and the spring locator on the body, by using lowering blocks between the leaf springs and the original attachment points to the axle, or by conventional wheel alignment. Spacers or lowering blocks may be adjustable.
 - l) Suspension bushings may be replaced with bushings of any material (except solid metal) as long as they fit the original location. Offset bushings may be used.
 - m) Anti-sway bars, traction bars, panhard rods, or other auxiliary axle locating devices may be used.
 - n) The make of shock absorber may be substituted, providing that the number, type, system of attachment, and attachment points are not altered.
 - o) Aerodynamic devices are permitted.
 - p) Any brake line, single or dual master cylinder, or brake proportioning valve may be used. Safety breakers are permitted.
 - q) Wheels are free. Any DOT-approved tires are permitted.
 - r) Fenders may be modified for tire clearance and flares added, but the tires need not be covered. Inner fenders must remain in stock location. Inner fenders can be altered but not substituted or removed completely.
 - s) Limited-slip differentials are permitted.
 - t) Any fully padded and upholstered seat may be used.
 - u) Any steering wheel may be used.
 - v) Battery relocation is allowed.
 - w) Axle ratios are free. Transmission swaps are permitted within make.
 - x) On vehicles with strut-type suspensions, adjustable camber plates may be used, and the original mounting holes may be slotted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut.
 - y) On vehicles with non adjustable suspensions, where offset bushings cannot be used for clearance issues, adjustable suspension arms may be used, only if the original suspension arm ends are used and suspension pick up points on the chassis or the uprights are unmodified.
 - z) Strut bars are permitted with all types of suspension.
 - aa) Bumper systems may be removed, except if integral (e.g. Porsche 911, soft fascia Camaros and Corvettes) in which case they may be replaced or lightened.
- 3) Cars prepared to SCCA Improved Touring specifications are eligible to run in the appropriate street prepared class. The vehicle is only allowed modifications per the SCCA General Competition Rules book for "Improved Touring Category Specifications", and may not mix the above rules with the above DCSCC street prepared specifications.

G. STREET TIRE STREET MODIFIED (AMT-CMT) CLASS REQ.

Any vehicle may run the street tire street modified classes if it meets the requirements for street modified and is equipped with tires that meet the street tire requirements.

H. STREET MODIFIED A (AMR) CLASS REQUIREMENTS

- 1. Any vehicle classified in ASP, BSP, or CSP may compete in Street Modified A if its preparation has not exceeded the allowable modifications of Street Prepared with exceptions noted as follows:
- 2. Engine
 - a) Any year corporate engine in any year corporate vehicle (e.g. any Chevy engine in any

- Corvette,).
 - b) Any bolt-on aluminum heads (porting allowed).
 - c) Camshaft, lifters, crankshaft, compression ratio, rods, pistons and ring changes allowed.
 - d) Supercharging (including turbos) allowed.
 - e) Nitrous kits allowed but no bottle in the vehicle during Autocross.
 - f) Any induction system allowed.
 - g) Any exhaust system allowed, must have functional mufflers.
 - h) Aluminum flywheels allowed.
3. Transmission/Axle
- a) Any year corporate transmission in any year corporate vehicle (e.g. ZF-6 in any year GM) .
 - b) Shift kits, aftermarket shifters and clutch assemblies allowed.
 - c) Any manufacturer axle allowed.
 - d) Any axle ratio allowed.
 - e) Any anti-slip devices (including spools) allowed.
 - f) Propshaft changes allowed.
4. Chassis/Vehicle/Suspension
- a) no minimum weight.
 - b) Light weight panels allowed.
 - c) Light weight glazing (except windshield) allowed.
 - d) Spoilers allowed.
 - e) Brake system upgrades allowed.
 - f) Roll bars / cages allowed (required on "tubbed" cars).
 - g) Interior lightening allowed.
 - h) Suspension modifications allowed (must attach to factory chassis).
 - i) Lowering allowed.
 - j) Traction devices allowed.
 - k) Rim width, diameter and material changes allowed.
 - l) Front and /or rear interior and exterior fender/fenderwell modification allowed.
5. Kit cars shall be allowed in AMR (DOT racing tire) or AMT (tire with greater than 140 treadwear rating). All rules are in affect for all kit cars except for the corporate engine requirement.
- Note: Cars using swing axles must conform to Article III rule C.
Vehicles must follow App. II "Standard for Non-Prod. Based Vehicles " except fire extinguisher not required.

I. STREET MODIFIED B (BMR) CLASS REQUIREMENTS

1. Any vehicle classified in ESP may compete in Street Modified B if its preparation has not exceeded the allowable modifications of Street Prepared with exceptions noted as follows:
2. Engine
 - a) Any year corporate engine in any year corporate vehicle (e.g. any Chevy engine in any BOPCC chassis, SOHC in Maverick, Street Hemi, 440 Six Pack in Duster).
 - b) Any bolt-on aluminum heads (porting allowed).
 - c) Camshaft, lifters, crankshaft, compression ratio, rods, pistons and ring changes allowed.
 - d) Supercharging (including turbos) allowed.
 - e) Nitrous kits allowed but no bottle in the vehicle during Autocross.
 - f) Any induction system allowed.
 - g) Any exhaust system allowed, must have functional mufflers.

- h) Aluminum flywheels allowed.
- 3. Transmission/Axle
 - a) Any year corporate transmission in any year corporate vehicle (e.g. ZF-6 in any year GM vehicle).
 - b) Shift kits, aftermarket shifters and clutch assemblies allowed.
 - c) Any manufacturer axle allowed.
 - d) Any axle ratio allowed.
 - e) Any anti-slip devices (including spools) allowed.
 - f) Propshaft changes allowed.
- 4. Chassis/Vehicle/Suspension
 - a) 3000 pounds minimum weight without driver.
 - b) Light weight panels allowed.
 - c) Light weight glazing (except windshield) allowed.
 - d) Spoilers allowed.
 - e) Brake system upgrades allowed.
 - f) Roll bars / cages allowed (required on "tubbed" cars).
 - g) Interior lightening allowed.
 - h) Suspension modifications allowed (must attach to factory chassis).
 - i) Lowering allowed.
 - j) Traction devices allowed.

- k) Rim width, diameter and material changes allowed.
- l) Front and /or rear interior and exterior fender/fenderwell modification allowed.

J. STREET MODIFIED C (CMR) CLASS REQUIREMENTS

1. Any vehicle classified in DSP or FSP may compete in the Street Modified C Class if its preparation has not exceeded the allowable modifications of Street Prepared with exceptions noted as follows:
2. Engine
 - a) Any year corporate engine in any year corporate vehicle (e.g. any Acura engine in any Civic, VW engine in a Rabbit).
 - b) Any bolt-on aluminum heads (porting allowed).
 - c) Camshaft, lifters, crankshaft, compression ratio, rods, pistons and ring changes allowed.
 - d) Supercharging (including turbos) allowed.
 - e) Nitrous kits allowed but no bottle in the vehicle during Autocross.
 - f) Any induction system allowed.
 - g) Any exhaust system allowed, must have functional mufflers.
 - h) Aluminum flywheels allowed.
 - i) Maximum engine displacement = 3.1 L
3. Transmission/Axle
 - a) Any year corporate transmission in any year corporate vehicle.
 - b) Shift kits, aftermarket shifters and clutch assemblies allowed.
 - c) Any manufacturer axle allowed.
 - d) Any anti-slip devices (including spools) allowed.
 - e) Propshaft changes allowed.
4. Chassis/Vehicle/Suspension
 - a) 1800 pounds minimum weight without driver.
 - b) Light weight panels allowed.
 - c) Light weight glazing (except windshield) allowed.
 - d) Spoilers allowed.
 - e) Brake system upgrades allowed.
 - f) Roll bars / cages allowed (required on "tubbed" cars).
 - g) Interior lightening allowed.
 - h) Suspension modifications allowed (must attach to factory chassis).
 - i) Lowering allowed.
 - j) Traction devices allowed.
 - k) Rim width, diameter and material changes allowed.
 - l) Front and /or rear interior and exterior fender/fenderwell modification allowed.

K. PREPARED (AP-GP) CLASS REQUIREMENTS

1. A vehicle may compete in a Prepared Class if its preparation has not exceeded the allowable modifications of Street Prepared with exceptions noted as follows:
2. Authorized Modifications.
 - a) Any internal or external engine modification is permitted, however, the engine BLOCK must be a production item available in the vehicle presented. Aftermarket turbo- or superchargers are permitted.
(pre-'68 Chev, Ford, see Appendix I)
 - b) Generator/alternator may be removed or replaced, and the battery may be relocated. The vehicle must be self-starting.
 - c) Velocity stacks and/or cold air boxes may be used. An air filter or adequate flame arrester is required.
 - d) Suspension mounting parts may be changed.
 - e) Load-bearing shock absorbers are permitted.
 - f) Tire and rims are free, provided they don't interfere with bodywork and/or suspension; except as otherwise defined.
 - g) Inner fenders may be altered, removed or substituted.
 - h) Lightweight fenders and/or fender flares are permitted.
 - i) Hood, doors, deck lid, roof, and other body panels (other than fenders) may be lightened or be substituted, provided that the exterior appearance is not altered.
 - j) Driver's seat may be replaced and other seats replaced and/or removed.
 - k) Interior trim may be removed.
 - l) Top may be removed from open cars.
 - m) Lenses and bulbs may be removed.
 - n) Dual master cylinders are permitted.
 - o) Removal or substitution of windshields is permitted. NOTE: Full face protection is required in such vehicles.

L. MODIFIED (AM-FM) CLASS REQUIREMENTS

1. Any vehicle which does not meet the requirements of Stock, Street Prepared, or Prepared Class, will run in one of the Modified classes. This will include, but is not limited to, race cars designed for formula and sports-racing, home-builts, "dune"-buggies, and "specials". Production vehicles which don't meet other category specifications, must have bodywork where it existed on the original model of the vehicle. A roll bar is required in open cars, in addition to safety requirements in other categories. A five-point (minimum) driver restraint harness per C. APPENDIX III
NON-STOCK SEAT BELTS must be used.

M. OPTIONAL CLASSIFICATION

1. Any driver may elect into a higher Street Prepared, Prepared, or Modified class. This class must be one in which the car would be required to run if it was at a higher preparation level.
2. A female driver may elect to run in open class.
3. The driver must so elect at registration, before running, and indicate so CLEARLY on the entry form and on the car.

N. LADIES' CLASSES

1. Ladies' cars will be classed in the same manner as Open Class cars. Ladies run in ladies classes by placing an "L" before the appropriate car class on the registration form and on the car prior to running. Bumping and class combinations will follow the same procedure as men's classes. When an entry form does not clearly indicate election the Ladies' Class, the entrant will be classified in the Open Class.

Article V. CONDUCTING THE EVENT

- A. Any rules or regulations which affect the running of the event which are not covered by this Rule Book, shall be posted in a conspicuous place. Any such rules or regulations must be given equally to all competitors. Verbal instructions should be avoided except in emergencies.
- B. It is suggested that a representation of the course layout be posted in a conspicuous place. It need not be to scale, but must fairly represent the direction of the course, including color coded pylons and start and finish procedures, where applicable.
- C. It is suggested that the course be open to competitors for course walking at least 30 minutes prior to the start of competition.
- D. All courses shall be marked in at least one of two ways:
 - 1. with red pylons on the right and yellow pylons on the left, or
 - 2. with lines on each side of the course.
 - 3. Optional elements will be either double cones or specially colored cones.
- E. Primary time will be hundredths of a second minimum accuracy. Start and stop of the primary equipment will be automatic. Two (2) stop watches of tenth of a second minimum accuracy must be available as backup. If backup time is used, all times which are affected will be rounded to the nearest tenth of a second.
- F. An experienced driver, in a car of a type familiar to him, shall make safety runs as needed to insure a safe course before the first timed run. Up to two (2) safety runs may be taken by one driver, preceding that driver's entry in the competition..
- G. A vehicle must comply with the number and class display rules in order to pass technical inspection.
- H. The car number must be clearly written on the entry form. The can number must be clearly displayed on both sides of the vehicle, 5 inches tall or taller, in a color that contrasts with the vehicle color.
- I. The class in which the driver is entered must be clearly written on the entry form. The class in which the driver is entered must be clearly displayed on the vehicle, 3 inches tall or taller, in a color that contrasts with the vehicle color.
- J. There shall be a minimum of three (3) timed runs per entrant:
 - 1. An entrant may not ride as a passenger until he/she has completed all of his/her timed runs.
 - 2. Passengers are permitted only at the discretion of the sponsoring club.
- K. Whenever possible, a driver should be notified of any off-course deviations which occur on any run.
- L. Reruns will not be given for mechanical failure after a car has begun a run. Reruns may be given for timing or other failure at the option of the sponsoring club.
- M. Every competitor will compete over the same course and under the same conditions (except weather or other conditions beyond the control of the club).
- N. A uniform penalty of two (2) seconds per pylon down and/or totally displaced and five (5) seconds per gate missed will be assessed at Championship events. Penalties generally apply to pylons entering and exiting the course.
- O. Unofficial times must be posted within thirty (30) minutes after an entrant has run. It is recommended that official times and penalties be posted as soon as possible after runs.
- P. The sponsoring club shall provide a minimum of one (1) fire extinguisher of a 4 pound or larger dry chemical type.
- Q. Courses must be laid out so that all normally accepted cars can negotiate the course without stopping or backing up, start line and stop box included.
 - 1. All gates will be a minimum of fifteen (15) feet wide as measured from inside of opposing pylons.
 - 2. Pylons in a slalom shall be at least thirty-five (35) feet apart.

3. Whenever possible, courses should be laid out a minimum of twenty-five (25) feet from any immovable object.
 4. It is recommended that priority be given to those running on race or specialty tires in the re-run procedures, so that they might be able to "heat" their tires and keep them that way.
 5. It is recommended that, whenever space is available, a fifteen (15) foot running start be given between the start flag and starting light.
- R. The course must be swept of gravel and debris before the first run. Potential spinout areas shall also be swept.

Article VI. CLASS COMBINATION & TROPHY PROCEDURE

- A. The following is the recommended procedure for trophy awards when some classes have insufficient entries. Combinations have no effect on individual or team points, and are used only for trophy award purposes.
- B. Trophies at Council events will be awarded as follows: First place trophy to each winner in each combined class group, and to winners in insufficient classes if they beat all drivers in lower classes. Additional trophies will be given in larger classes: second place where 7 or more are in the combined class, third for 12 etc. Sponsoring clubs may have different trophy policies.
- C. Classes will be combined in ascending order by the arrows in the chart until a sufficient class (3 or more entries) or class boundary is met. If following combinations the remaining entrants cannot form a complete class, they must beat all cars below.

TFS



THS → TGS → TDS → TES → TCS → TBS → TAS → TSS → MT Class

CMT → BMT → AMT → Car's S Class

FS



HS → GS → DS → ES → CS → BS → AS → SS → Car's SP Class

ESP → BSP



FSP → DSP → CSP → ASP → Car's MR Class

CMR → BMR → AMR → Car's P Class

CP → BP



GP → EP → DP → FP → DM or EM

FM



EM → DM → CM → BM → AM

Article VII. PROTESTS

- A. Protests concerning matters not entirely covered by this Rule Book will be considered by the Council.
- B. Protests concerning matters covered by this Rule Book must first be submitted to the sponsoring club within twenty-four hours if it concerns a particular event.
- C. A protest will be considered by the Council if the entrant is not satisfied with the results of the protest to the sponsoring club, or if his/her protests concerns the Championship Series in general. A protest must be submitted in writing and accompanied by a \$25.00 protest fee. This protest fee will be refunded if the protest is upheld.
- D. Protests concerning matters of scoring and judging which could affect entrants who have already run must be submitted before the protester's first run.
- E. If the protest involves the possibility of extra runs, the runs shall be given pending the outcome of the protest, unless the protest concerns a matter of safety.
- F. In all cases, the intent of the regulations shall be the basis in all protests. An entrant who has questions may obtain a written opinion from Council. Requests for such opinions must be submitted in writing. Such decisions will become part of future rule books when applicable.

Article VIII. AUTOCROSS RULE REVISIONS

- A. This rule book shall be revised only by vote of Council.
- B. Revisions to this Rule Book shall take effect following forty-five (45) days notice to each club, except for safety related items, which waive such notice.

Note: reference to the "Autocross Committee" was eliminated; Council in total acts in its capacity.

Article IX. AUTOCROSS RULE APPENDICES

A. APPENDIX I SPECIFIC RULINGS BY THE COUNCIL

These rulings have been made in response to specific questions directed to the Council

1. VW-engined vehicles must use the tubular portion of the exhaust system which bolts to the cylinder head in order to qualify as "stock manifolds".
2. Grandfather Clause: The following is allowed in Street Prepared class and up.
 - a) 1967 and earlier Corvette may run 350 cid Chevy engine.
 - b) 1967 and earlier Mustang may run 302 cid Ford engine.

B. APPENDIX II STANDARDS FOR NON-PRODUCTION BASED VEHICLES

All non-production based vehicles must comply with the following minimum mandatory safety standards.

1. The battery must be securely mounted and, if located in driver compartment, must be in a vented, leakproof container (except leakproof batteries).
2. Brakes are required on all four wheels. Brake lines are to be steel with Aeroquip-type or automotive-type flexible hose connections. All lines must be securely mounted to the vehicle.
3. Brackets must be securely mounted using bolt and nut attachments or equivalent. No wiring or taping of the brackets is allowed.
4. Fire extinguisher must be carried on board, securely mounted, and readily accessible for release.
5. A firewall must be constructed so as to provide a bulkhead of reasonable flame resistance between the engine and driver's compartment.
6. The body/frame design must include bodywork at least up to the driver's waist. Roll bar height must extend at least two (2) inches above the top of the driver's helmet with the driver normally seated in the car. Mounting points for the suspension must be suitably gusseted or braced. The driver's seat must be supported by solid structure. A floor pan must be installed under the entire area occupied by the driver.
7. Fuel lines must be securely mounted and away from direct contact with any hot or moving components. All fuel connections must be tight and leak-free.
8. The fuel tank must be a suitable container (portable gas containers are not acceptable) and must be securely mounted.
9. An ignition kill switch must be installed with easy reach of the driver and must be labeled as such.
10. A safety belt is required and must be in good condition. Belts must meet the requirements in C.
APPENDIX III NON-STOCK SEAT BELTS.
11. Steering must be considered safe by Tech Inspection. Steering wheel play must be negligible. All rod ends, etc. must be tight with a minimum 3/8 inch shank. Heim joints must be installed with flat washers to prevent pullout.
12. Suspension components must be in good condition with regard to wear. All mounting bolts must be Grade 5 or better.

13. Controls must operate in normal automotive fashion. Throttles must be actuated by foot and must incorporate a positive-acting throttle return spring attached directly on the throttle lever on the throttle plate shaft.
14. Welds must appear and be strong. No burn through allowed.

C. APPENDIX III NON-STOCK SEAT BELTS

Production seat belts in recent model cars are a very effective means of reducing injury in an impact. For the purpose of these rules, such belts are considered the minimum acceptable restraining system. Because of the rollover hazard, a shoulder belt should not be worn in an open car unless there is a roll bar or other adequate overhead structure; such a structure is assumed to exist in vehicles which were factory assembled with shoulder belts, and those belts must be worn in such vehicles.

Entrants are strongly encouraged to install an even better system for competition events (especially such events as Waterford Time Trials). There are a number of "competition belts" which are excellent if they are properly mounted; however, they may be less safe if improperly mounted, which could lead to serious injury.

Therefore, the following standards will be applied to all non-stock belts:

1. If any shoulder belts are used which attach to the lap belt near the center of the lap, they must be used in conjunction with an anti-submarine (crotch) belt. This prevents the shoulder belt from pulling the lap belt upward during an impact, which could cause serious internal injuries.
2. Lap belt must be located so that the belt leaves the lap at a downward angle of between 30 and 60 degrees from the horizontal.
3. Shoulder belt mounts must be located so that the belt leaves the top of the shoulder at an angle of not more than 25 degrees below the horizontal (horizontal or higher is preferred). A low mount will generate compressive forces in the spine during impact, which could cause injuries. Where shoulder belts are mounted to a roll bar, the mount should be designed to minimize the likelihood of cutting the belt during a rollover.
4. All belts must be located on either a factory stock mounting location or to a secure mount in the frame, body or roll bar/cage structure. Mounts to sheet metal must be suitably reinforced to prevent pullout. Any mount which is in any way removable, must be so attached as to preclude any possibility of coming loose during driving or impact. Remember, during a crash, the belts may have to absorb literally tons of force.
5. The intent of a restraint system is to hold you in place during a crash. Don't skimp on belts or mounts--they could save your life. Remember this each time you work on or around your belts.

D. APPENDIX IV SAFETY

1. Council **STRONGLY** recommends using roll bars in open vehicles on race tires.
2. Council accepts the following as a minimum Tech inspection checklist (some clubs will have more stringent requirements):
 - a) Suspension:
 - 1) Wheel bearings - properly adjusted.
 - 2) Brake hoses and lines - dry, good condition.
 - 3) Calipers and wheel cylinders - dry, clean.
 - 4) Suspension location points - no excessive rust.
 - 5) Tie rod ends and ball joints - tight.
 - 6) Shock absorbers - firm, no leaks.
 - b) Engine Compartment:
 - 1) Brake reservoir - firm.
 - 2) Battery - securely mounted, no loose caps.
 - 3) Throttle linkage - no sticking or sloppiness.
 - 4) Fuel lines - good condition, no leaks or wetness.
 - 5) Hoses and wires - securely fastened away from moving parts.
 - 6) Engine/Transmission - no continuous drips or leaks.
 - 7) Engine/Transmission Mounts - tight, no cracks or distortion.
 - 8) Fan belt - good condition, no cracks or frays.
 - c) Inside the car:
 - 1) Steering - little or no play at the wheel.
 - 2) Brake pedal - should not sink under constant pressure.
 - 3) Seat belts - required for driver and any passengers.
 - 4) Interior - all loose items should be removed.
 - 5) Front and rear windows - view should be unobstructed.
 - 6) Helmet - required for driver and any passenger. Sponsoring clubs often have specific helmet requirements.
 - 7) Roll bar/cage - must adhere to SCCA construction specifications, except that for vehicles on street tires, roll bar height may be reduced if required to permit convertible tops to function.
 - d) Exterior of car:
 - 1) Full wheel covers and trim rings - removal recommended.
 - 2) Tires - should have adequate pressure, tread per class regulations, no cuts or cords showing.
 - 3) Swing-axle cars - must have negative camber or acceptable camber limiting device.
 - 4) Lug nuts - adequate torque, none missing.
 - e) Car number and class - clearly marked.

Article X. SCORING AND JUDGING FOR INDIVIDUAL CHAMPIONSHIP

- A. Individual and Team Championship standings will be maintained by a Standings Official to be named by the Council.
- B. Only registered drivers will earn points in Championship events.
- C. Official results from each event shall be mailed to each participant, the Standings Official, and the DCSCC President no later than TWO (2) WEEKS after said event. Results should include DCSCC number, driver's club, make of car, all timed runs with penalties indicated, and trophy awards.
- D. If a Championship registrant is refused entry at a given event due to failure to comply with the sponsoring club's entry or safety requirements, no compensation can be given in the Championship standings.
- E. Any registered driver can earn points in any Championship events.
- F. If an entrant in a Championship event is not a registered driver, his/her position shall award no points. Registered drivers shall earn class points as if all other entrants were also registered.
- G. Class points will be scored as follows: First in class will receive points equal to the number of class entrants up to four entrants. Each succeeding position shall receive one less point, with a minimum of one point. Supplemental points for classes larger than four cars shall be awarded as follows: for each entrant in excess of three that any entrant beats, they shall be awarded an additional 0.1 point.

examples:

No. in class	1	2	3	4	5	6	7	8	9	10
1st Place	1	2	3	4	4.1	4.2	4.3	4.4	4.5	4.6
2nd		1	2	3	3	3.1	3.2	3.3	3.4	3.5
3rd			1	2	2	2	2.1	2.2	2.3	2.4
4th				1	1	1	1	1.1	1.2	1.3
5th					1	1	1	1	1.1	1.2
6th						1	1	1	1	1.1
7th							1	1	1	1
8th								1	1	1
9th									1	1
10th										1

- H. Entrants whose best times are equal will earn equal points. There will be no tie breakers (e.g.: two (2) drivers tied for first place in a class with four (4) cars will earn four (4) points each, the next fastest driver will earn three (3) points for third.
- I. Class points may not be transferred between classes. An entrant who changes classes between events will earn points in each class.

- J. In the determination of Class awards, drivers in a class must have entered a minimum of four (4) Championship events in that class to earn an award position. **A driver can win a class award in only one class.**
- K. The total score for a season class trophy will be based on the best 2/3rds of total Champ events; fractions rounded up. In the event of a tie, the entrant with the higher total score wins. If the tie remains unbroken, both will be named co-winners.
- L. Awards are given for all classes that have at least one driver that ran 4 or more events.
- M. End-of-year class trophies will be given per the following schedule:
 - 1-3 eligible (ran 4 or more events) class entrants: 1 award
 - 4-6 eligible (ran 4 or more events) class entrants: 2 awards
 - 7-9 eligible (ran 4 or more events) class entrants: 3 awards
 - above 9 eligible entrants: 1 award for every 3 (or portion thereof) entrants
- N. Next season winner numbers will be awarded using a system that normalizes all drivers' times to AM based on the PAX/RTP index factor found on the Chicago Region SCCA website.
 - AMR index = SM2 index
 - BMR index = SM index
 - CMR index = SM index
 - Street tire index = STS index / STR index
- O. Drivers eligible for next season winner numbers must run 2/3 or more of total Championship events.
- P. Next season winner number points accrue to a driver from all classes run.
- Q. **Driver with the indexed FTD for an event earns 100 points.**
- R. **Drivers' event points = 100 X (1 - (driver's indexed time - indexed FTD) / (indexed FTD))**
Driver's event points to be scored to the tenths.
If Indexed FTD = 23 seconds
And Driver's indexed time = 25 seconds
Then Driver's points = 100 X (1 - (23 - 25) / 23) = 91.3
- S. Next season winner number awards for ladies' classes are treated separately from the open classes, and the ladies' next season winner numbers follow the open class numbers unless the lady scores points among the open class point awards.
- T. The total score for a next year winner number will be based on the best 2/3rds of total Champ events; fractions rounded up. In the event of a tie, the entrant with the higher total score wins.
- U. Awards are given for the following:
 - 1) Open class next season winner numbers
 - 2) Ladies class next season winner numbers
- V. Next season winner numbers are awarded to 1 of 3 (or portion) of eligible (ran 2/3 of events) drivers in the open classes and 1 of 3 (or portion) of eligible (ran 2/3 of events) drivers in the ladies classes.

Article XI. SCORING AND JUDGING FOR TEAM CHAMPIONSHIPS

- A. The Team Championship runs concurrently with individual Championships.
- B. Teams are set for the entire season except the Council may allow changes submitted, for good cause, IN WRITING.
- C. Teams consist of a maximum of five (5) drivers, each registered for the Individual Championship Series and from the same club.
- D. Teams must be submitted IN WRITING to the Standings Official before the first event the team enters.
- E. Clubs may enter any number of teams. Points cannot be transferred among teams.
- F. Scoring
 - 1) The team's score shall be the sum of its three (3) highest driver's scores.
 - 2) A driver's score for Team points shall be determined by the following system:

Place	Number of Cars in Class				
	1	2	3	4	5 or More
1	1	2	3	4	5
2		1	2	3	4
3			1	2	3
4				1	2
5					1

d:\dcsc\1998\book\pnts.xls

- 3) Driver's score is the point value from the table, less the individual's difference in time behind the class winner, plus 10. Score minimum = 0.
- 4) Example: Winner's time = 52, driver's time = 54, second place in a class of 4 scores 3 points (2nd place) - (54-52) + 10 = 11 points for the driver score.
- 5) Teams are arranged in descending order, the highest Team score being first.
- 6) The first place team will receive points equal to the number of teams qualified in that event. Each succeeding position shall receive one (1) less point. Example: if five teams have members (i.e., 5 teams are present), the second place team receives 4 points toward the team Championship.
- G. The Series Team Championship is the team with the highest points total at the end of the season. The number of events counted is the total number of Championship events held less One (1).
- H. End-of-year awards are given to the top three teams.

Article XII. Winners

A. 2005 Top Ten

2005 Rank	Name	Club	Car	Score
1	Dan Watkins	MSCC	MINI	899
2	Bill Watkins	MSCC	BMW 330	887
3	Derek Watkins	MSCC	MINI	885
4	Nate Trask	AROC	Miata	884
5	Koji Yoshioka	MSCC	WRX	871
6	Rick Bohn	MSCC	Civic	865
7	Tom Megli	AROC	Miata	858
8	David Woods	MSCC	Corvette	857
9	John McLean	MSCC	CRX	856
10	Liz Leckey	SCCA	MR2	822

B. 2005 Team Winners

- 1st **MSCC 4-Banger:** M. Myers, J. McLean, J. Matas, S. Guth, Dan Watkins
2nd **MSCC Blue:** B. Watkins, A. Mains, J. Gemnich, R. Bohn, Derek Watkins
3rd **AROC Misfits:** N. Trask, M. Gerhart, J. Smith, R. Lamoreaux, T. Megli

C. 2005 Class Winners

2005 No.	Class	Club	Name	Car	Best 9 Of 13
1	CMT	AROC	John Hoard	Alfa	37.6
6	TES	AROC	Nate Trask	Miata	36.3
3	AMT	MSCC	Mark Myers	Miata	35.8
75	TGS	MSCC	Dan Watkins	MINI	35.7
59	BMT	FME	Don Masch	Camaro	34.8
2	TDS	MSCC	Bill Watkins	BMW 330	31.5
35	CMR	AROC	Fidel Colman	Scirocco	29.7
52	THS	MSCC	Rick Bohn	Civic	28.3
8	AMR	MSCC	John McLean	CRX	28.0
163	TCS	AROC	Tom Megli	Miata	27.2
12	ASP	MSCC	Jeff Smith	Viper	21.3
174	TSS	CCM	Gordon McCann	Corvette	21.2
27	AS	MSCC	David Woods	Corvette	17.0
4	TAS	MSCC	Atsushi Igo	Evo VIII	14.3
67	BSP	CCM	Kenneth Watson	Corvette	12.5
88	TBS	MSCC	Masayoshi Nakamura	RX-8	11.0
21	LASP	AROC	Danielle Lamoreaux	Lotus Elan	10.0
94	SS	CCM	Al Chan	Corvette Z06	10.0
183	CSP	MSCC	Jason Simon	CRX	10.0
26	LTCS	SCCA	Liz Leckey	MR2	9.0
25	DSP	SCCA	Ray Jason	Neon	8.0
17	LTSS	CCM	Kim Fast	Corvette	7.0
144	ES	MSCC	Brandon Hagaman	Porsche 944	7.0
30	EM	MSCC	John Cowall	Vega	7.0
72	BS	CCM	Thomas Ryan	Corvette	7.0
20	LCMR	AROC	Ines Storhok	Alfa GTV	6.0
15	LBP	CCM	Mary Wentzel	Corvette	6.0
43	EP	MSCC	Phil Davisson	Scirocco	6.0
142	LAMR	CCM	Jeannie Scafero	Corvette	5.0
5	BP	CCM	Bruce Wentzel	Corvette	5.0

D. 2004 Individual Winners

2004 No.	Class	Club	Name	Car	Best 9 Of 13	2005 No.
1	CMT	AROC	John Hoard	Alfa GTA Jr.	45.8	1
2	TGS	MSCC	Bill Watkins	Neon	40.9	2
125	AMT	MSCC	Mark Myers	Miata	40.3	3
58	TAS	MSCC	Atsushi Igo	Evo VIII	37.0	4
6	TBS	MSCC	Taka Ono	Porsche	34.0	5
9	TCS	AROC	Nate Trask	Miata	33.7	6
11	TDS	MSCC	Koji Yoshioka	WRX	29.7	7
15	AMR	MSCC	John McLean	CRX	29.0	8
40	CMR	AROC	Eric Storhok	Alfa	28.6	9
95	THS	AROC	Matt Gerhart	Focus	27.6	10
52	TFS	MSCC	Rick Bohn	Mustang	27.0	11
25	ASP	MCVO	Jeff Smith	Viper	26.3	12
43	EP	MSCC	Phil Davisson	Scirocco	25.0	13
7	BMT	MSCC	Art Mains	Camaro	24.7	14
27	AS	CCM	David Woods	Corvette	18.0	15
30	TSS	CCM	Chuck Fast	Corvette	16.5	16
130	LTSS	CCM	Kim Fast	Corvette	16.0	17
32	TES	SCCA	Jim Thompson	Miata	14.2	18
94	SS	CCM	Al Chan	Corvette	13.0	19
23	LCMR	AROC	Ines Storhok	Alfa	12.0	20
17	LCMT	AROC	Danielle Hoard	Alfa GTA Jr.	12.0	21
18	LBP	CCM	Mary Wentzel	Corvette	12.0	22
121	BSP	CCM	Paul Woolner	Corvette	11.0	23
8	BP	CCM	Bruce Wentzel	Corvette	10.0	24
72	DSP	SCCA	Ray Jason	Neon	9.0	25
26	LTGS	SCCA	Liz Leckey	MINI	9.0	26
69	CSP	MSCC	Rob Hellier	CRX	9.0	27
4	LTHS	MSCC	Judy Siess	P/T Cruiser	8.0	28
54	ESP	FME	Larry Schultz	Mustang	8.0	29
28	EM	MSCC	John Cowall	Vega	8.0	30

E. 2004 Team Winners

1st **AROC #1:** J. Hoard, D. Hoard, I. Storhok, E. Storhok, F. Colman
2nd **MSCC Blue:** B. Watkins, J. Siess, A. Mains, P. Davisson, R. Bohn
3rd **AROC Misfits :** N. Trask, M. Gerhart, T. Megli, J. Smith

F. 2003 Individual Winners

2003 No.	Class	Club	Name	Car	Best 7of 10	2004 No.
2	CMT	AROC	John Hoard	Alfa GTA Jr.	36.7	1
1	TGS	MSCC	Bill Watkins	Neon	33.5	2
65	AMT	MSCC	Steve Guth	CRX	30.0	3
58	TAS	MSCC	Atsushi Igo	Evo VIII	25.8	4
61	TSS	SCCA	Kent Young	Corvette	23.2	5
93	TBS	MSCC	Taka Ono	Porsche	22.2	6
17	BMT	MSCC	Art Mains	Camaro	21.1	7
52	TFS	MSCC	Rick Bohn	Mustang	19.0	8
85	TCS	AROC	Nate Trask	Miata	18.1	9
32	TES	SCCA	Jim Thompson	Miata	17.3	10
70	TDS	CCM	Koji Yoshioka	WRX	17.1	11
27	AS	CCM	David Woods	Corvette	16.1	12
15	EP	MSCC	Scott Harvey	Colt	15.0	13
35	CMR	AROC	Fidel Colman	Scirocco	14.6	14
5	AMR	MSCC	John McLean	CRX	13.0	15
40	DSP	AROC	Eric Storhok	Alfa GTV	13.0	16
18	LCMT	AROC	Danielle Hoard	Alfa GTA Jr.	12.0	17
95	THS	AROC	Matt Gerhart	Focus	12.0	18
161	CSP	SCCA	Mike Burns	MR2	11.1	19
98	ASP	CCM	Ted Godett	Corvette	11.0	20
121	BSP	CCM	Paul Woolner	Corvette	8.0	21
54	ESP	FME	Larry Schultz	Mustang	8.0	22
41	LDSP	AROC	Ines Storhok	Alfa GTV	7.0	23
22	LTGS	MSCC	Judy Siess	Neon	6.0	24

G. 2003 Team Winners

- 1st **MSCC Blue:** Mark Myers, Bill Watkins, Art Mains, Rick Bohn, Phil Davisson
2nd **AROC #1:** John Hoard, Danielle Hoard, Scott Whitford, Ines Storhok, Eric Storhok,
3rd **MSCC Retro Honda:** Andrew Kruger, Ken Hartman, John McLean, Steve Guth, Scott Overly

H. 2002 Individual Winners

2002 No.	Class	Club	Name	Car	Best 6 of 9	2003 No.
4	TGS	MSCC	Bill Watkins	Neon	34.0	1
1	CMT	AROC	John Hoard	Alfa GTA Jr.	27.5	2
52	TFS	MSCC	Rick Bohn	Mustang	24.7	3
2	CSP	MSCC	Mark Myers	Miata	23.8	4
63	AMT	MSCC	John McLean	CRX	23.1	5
3	TSS	CCM	Chuck Fast	Corvette	20.4	6
15	TBS	SCCA	Jin Garner	Boxster	20.0	7
198	TES	MSCC	Hideyuki Yamashita	Miata	19.2	8
151	CMR	SCCA	Phil Davisson	Scirocco	19.0	9
92	TAS	CCM	Bill Mashinter	Corvette	18.6	10
194	TDS	SCCA	Matt Kuether	Integra-R	14.2	11
7	TCS	AROC	Stan Bower	Miata	13.1	12
35	FSP	MSCC	Fidel Colman	Scirocco	12.0	13
41	LCSP	AROC	Ines Storhok	Alfa GTV	11.0	14
26	EP	MSCC	Scott Harvey	Colt	11.0	15
27	AS	CCM	David Woods	Corvette	10.0	16
14	BMR	MSCC	Art Mains	Camaro	10.0	17
20	LCMT	AROC	Danielle Hoard	Alfa GTA Jr.	9.0	18
54	ESP	FME	Lary Schultz	Mustang	9.0	19
39	CSP	SCCA	Matt Price	MR2	9.0	20
127	GS	MSCC	Bob Lawrie	Neon	8.0	21
22	LTGS	MSCC	Judy Siess	Neon	7.0	22
97	LTCS	FME	Sue Brockschmidt	Miata	6.0	23
5	DM	MSCC	Andrew Kruger	Civic	4.0	24
68	ES	SCCA	Vance Johnson	Miata	4.0	25

I. 2002 Team Winners

- 1st **MSCC Blue:** Mark Myers, Bill Watkins, Art Mains, Rick Bohn, Phil Davisson
- 2nd **AROC #1:** John Hoard, Danielle Hoard, Fidel Colman, Ines Storhok, Eric Storhok,
- 3rd **MSCC Red:** Andrew Kruger, Ken Hartman, John McLean, Steve Guth, Scott Overly

J. 2001 Individual Winners

2001 No.	Class	Club	Name	Car	Best 6 of 9	2002 No.
1	TM3	AROC	John Hoard	Alfa	32.9	1
3	CSP	MSCC	Mark Myers	Miata	23.9	2
5	TSS	CCM	Chuck Fast	Corvette	19.3	3
14	TDS	MSCC	Bill Watkins	Neon	19.0	4
134	TFS	FME	Tom Smart	Mustang	18.6	5
39	SM3	VAG	Roger Campbell	Scirocco	18.5	6
73	TCS	SCCA	Mike Burke	Shelby GLH-S	18.2	7
85	TBS	MiMi	Stan Bower	Miata	17.2	8
61	THS	SCCA	Ed Gardetto	VW GTI	16.8	9
11	TGS	SCCA	Kim Wilkinson	Audi TT	15.3	10
117	SS	CCM	David Woods	Corvette	14.2	11
6	TES	SCCA	Frank Putman	Escort GT	14.2	12
35	FSP	MSCC	Fidel Colman	Scirocco	14.0	13
9	SM2	MSCC	Art Mains	Camaro	12.0	14
147	TAS	SCCA	Jim Garner	Porsche	11.7	15
15	LTSS	CCM	Kim Fast	Corvette	11.5	16
225	ASP	MSCC	Yoshinori Nishida	Porsche	9.0	17
196	DSP	MSCC	Dan Watkins	Neon	9.0	18
94	ESP	CCM	Al Chan	Firebird	8.2	19
17	LTM3	AROC	Danielle Hoard	Alfa	8.0	20
43	CSP	MSCC	Brennan Holland	Miata	8.0	21
27	LTES	MSCC	Judy Siess	Neon	8.0	22
41	LCSP	AROC	Ines Storhok	Alfa GTV	6.0	23
97	LTBS	FME	Sue Brockschmidt	Miata	5.0	24
18	HS	MSCC	John F. Cowall	Vega	4.0	25
22	EP	MSCC	Scott Harvey	Colt	4.0	26

K. 2001 Team Winners

- 1st **AROC #1:** John Hoard, Scott Whitford, Fidel Colman, Eric Storhok, Ines Storhok
2nd **MSCC Blue:** Mark Myers, Art Mains, Phil Davisson, Bill Watkins, Dan Watkins
3rd **CCM Fast:** Chuck Fast, Bruce Wentzel, Kim Fast, Mary Wentzel, Charles Tobel

Article XIII. CLASS LISTINGS

A. ABBREVIATIONS:

AWD - All wheel drive RWD - Rear wheel drive FWD - Front wheel drive
NOC - Not otherwise classified
S/C – supercharged Tur – turbocharged N/A – normally aspirated
nV - refers to number (n) of valves Vn – refers to number (n) of cylinders

B. STOCK CLASSES

1. It is Council's intention to class all essentially identical vehicles from the same manufacturer (which differ only cosmetically or in nominal marque designation) in the same class. If a version is omitted from the class listing, and is otherwise eligible for the category, then its classification will be the same as the equivalent car which is listed.
2. The following make/models are not eligible for Stock Category: BMW M3 Lightweight, Chevrolet Corvette Z06 (C6), Callaway Corvette, Mustang Cobra R, Dodge Viper SRT-10, Dodge Viper (NOC), Ferrari (NOC), Ford GT, Firebird Firehawk, Lamborghini (NOC), Mini Works Package (pre-'06 dealer-installed), Porsche 911 GT2 (02+), Porsche 911 Turbo AWD, BMW Z8, BMW 325 M-Technic, Lotus Elan M100, Ferrari 355 and 360, Saleen Mustang (supercharged), Oldsmobile 442 HO W-41 (Sports package option)

1. Super Stock (TSS, SS)

DCSCC Rule Book

Chevrolet	Elise 05+	911 Turbo, 930 (2WD)
Corvette C5 97-04	Esprit Turbo	<u>Boxster S 05+</u>
Corvette C6 05+	Mazda RX-7 Turbo 93+	<u>Cayman S 06+</u>
Dodge	Porsche	
Viper R/T GTS	911 (996 chassis) 98+	
Lotus	911 (997 chassis)	

2. Stock Class A (TAS, AS)

Acura NSX	Pantera	Mitsubishi
BMW	Mangusta	Evo 03+
M Coupe and	Honda	Pontiac
Roadster 01+	S2000 00-03	Firebird WS6 96+
M3 (E46)	S2000 04+	Porsche
M5 00+	Jaguar XKR Coupe	911 (993 chassis)
Z4	Maserati	non-turbo 95-98
Chevrolet	GranSport, Spyder,	Boxster 05+
Camaro SS 96+	Coupe 02+	Boxster S
Corvette C4 84-96	Mercedes	Boxster non-S 97+
Corvette ZR1	SLK32 AMG 02+	Saleen Mustang, N/A
Chrysler	SLK350	Shelby Cobra all
Crossfire SRT-6	<u>SLK55, CLK55</u>	Subaru WRX STi
DeTomaso	<u>C32 AMG</u>	ToyotaSupTur 93-1/2+

3. Stock Class B (TBS, BS)

BMW	Europa Twin Cam	Plymouth Prowler
M Coupe and	Europa Renault eng	Porsche
Roadster 96-00	Maserati Biturbo	911, non-tur NOC
M3 (E30)	Mazda	911 Club Sport
M3 (E36)	RX7 Turbo 87-92	914-6
Z3 6 cyl. NOC	RX8	928 all
Chev Corvette 63-82	Mercedes SLK	944 (16V)
Chrysler Prowler	Morgan Plus 8	944 Turbo all
Ferrari 308, 328	<u>Mini</u>	968
Jaguar	<u>Cooper S (John</u>	Carrera 2 (964)
XKE, 6 & 12 cyl.	<u>Cooper Works 06+</u>	Carrera 4 (964)
Lotus	Nissan	356 Carrera 4 cam
Elan RWD	300ZX Turbo 90+	Toyota MR-2 Turbo
Esprit	350Z	TVR 8 cyl. & V6

4. Stock Class C (TCS, CS)

Jensen Healey	Elan +2	<u>Mazdaspeed Miata</u>
Lotus	Elite, 1216cc	Miata 1.8L ('98+)
7, 7A	Elite 2+2	MX-5 ('06+)
Eclat	Mazda	<u>Pontiac</u>

<u>Solstice ('06+)</u>	914: 1.7, 1.8, 2.0L	Toyota
Porsche	<u>Saturn</u>	MR2 Spyder
	<u>Sky ('06+)</u>	MR2 Supercharged

5. Stock Class D (TDS, DS)

Acura	Chrysler/Dodge	Eclipse/TalonTur AWD
Integra Type R	Crossfire	Nissan
Audi	Daytona IROC R/T	Maxima ('04+)
S4 00-03	SRT-4	<u>Oldsmobile Calais W41</u>
<u>TT (225 hp, dual intercoolers)</u>	Honda	Saab 9-2X Aero 2.0 Tur.
<u>TT 3.2 V6</u>	Prelude VTEC ('97+)	Saturn Ion Redline
TT (180 hp single intercooler)	Infiniti G35 Sedan	Subaru
BMW	Jaguar	Forester 2.5XT
330Ci	X Type 3.0 AWD	<u>Legacy 2.5GT ('05+)</u>
<u>330 with ZHP, all 3 series ('06+)</u>	X Type	WRX
3 ser. 6 cyl (non M) NOC	Lexus IS 300	VW
Cadillac CTS	Mazda	Golf R32
<u>Chevrolet Cobalt SS</u>	MazdaSpeed Protégé	Volvo
	<u>MazdaSpeed 6</u>	S60R ('03+)
	Mercedes C320	V70R ('03+)
	Mitsubishi/DSM	
	<u>Eclipse ('06+)</u>	

6. Stock Class E (TES, ES)

Alfa Romeo	GLH Turbo	Porsche
2000 Spider	Fiat/Bertone X1/9 all	924 Turbo, Audi engine
2000 GTV	Mazda	924S
BMW Z3 4 cyl.	Miata 1.6L	944 8V
Datsun	Miata 1.8 ('94-'97)	Shelby Charger GLHS '87
2000, 240Z, 260Z	RX-7 non-turbo all	Sunbeam Tiger
280Z, 280ZX non-turbo	Morgan	Triumph TR-8
Dodge	Plus 4, 4/4	Toyota MR2 non-turbo
Charger Turbo	Pontiac Fiero V-6	TVR 4 cyl, I-6, V8, V12

7. Stock Class F (TFS, FS)

AMC	M5 88-93	Corvette 53-62
AMX	<u>M5 00-03</u>	<u>Chrysler</u>
Javelin V8	Buick	<u>300/300C 04+</u>
<u>Audi</u>	Regal/Grand Nat'l,	Datsun 280 ZX Turbo
<u>S4 V8 04+</u>	Turbo V6	Dodge
BMW	<u>Cadillac</u>	<u>Magnum SRT-8</u>
5 series 6-cyl NOC	<u>CTS-V</u>	Stealth turbo
6 series coupe	Chevrolet	<u>Ram 1500 SRT10</u>
8 series coupe all	Camaro V8 NOC	Ford

Mustang Mach I 03+	GS400	Pontiac
<u>Mustang SVT Cobra</u>	SC300	Firebird V8 NOC
Mustang V8 NOC	Lincoln	GTO 04+
Tbird V8 & S/C V6	LS V8	Trans-Am Turbo V6
GMC Syclone Typhoon	Mark VIII	Shelby
Infiniti	Mercedes	GT 350
<u>G35 Coupe</u>	CLK	GT 500 <u>(69-70)</u>
Q45	C36	Toyota
Jaguar	<u>E55 AMG</u>	Supra non-turbo 93+
XJ-S	Mercury	Supra Turbo 86-1/2 - 92
XJ6 98+	Capri V8	Triumph Stag
S Type 6 cyl	Cougar V8 & S/C V6	
<u>S-Type R</u>	Mitsubishi 3000 GT turbo	V8 Sedans, Pick-ups, and
Sedans 12 cyl	Nissan	Sedan-derived convertibles
Lexus	300 ZX non-turbo 90+	NOC.
400	300 ZX Turbo pre-90	

8. Stock Class G (TGS, GS)

Acura	2002 all	Contour SE V6
CL 6 cyl.	Buick Reatta	Contour SVT
Integra, NOC 90+	Cadillac Catera	Focus SVT
Legend	Chevrolet	Mustang V6 4-turbo
RSX Type S	Camaro V6	Mustang SVO
TL	Corvair Turbo, 4 carb	Probe 93+ all
TL Type S	Chrysler	Probe 88-92 Turbo, V6
Vigor	Conquest Turbo	Taurus SHO
Alfa Romeo	Cirrus V6	Tempo V-6
1750, 1750 GTV	Laser Turbo	Thunderbird Turbo
164, non-S pre-94	Neon (all)	Escort ZX2 S/R
GTV V-6	PT Turbo 03+	General Motors
Milano	Sebring V6	All FWD models w.
Audi	Daewoo 6 cyl.	6 cyl all, Quad 4,
200 Turbo Quattro	Dodge	4 cyl Turbo, or Ecotec
5000 Turbo	Conquest Turbo	engines NOC
<u>A3 FWD 06</u>	Daytona Tur. NOC	Honda
A4, 6 cyl.	Neon (all)	Accord V6
A4, 4 cyl. Turbo	Stealth non-turbo	Civic del Sol VTEC
A6	Avenger V6	Civic Si 86-87
V8 Quattro, A8	Lancer Turbo	<u>Civic Si 06</u>
Quattro Coupe, Turbo	Shadow Turbo NOC	CRX Si all
S4 92-94 (100 CS chas.)	Shadow V-6	Prelude VTEC 93-96
BMW	Spirit V6 and Turbo 4	Prelude 92+ NOC
318is, i 91	Spirit R/T	Infiniti M30
318ti 95+	Stratus V6	Isuzu Impulse Turbo all
325E, eta engine	Ford	Jaguar X Type 02+

DCSCC Rule Book

Lexus	3000 GT non-turbo	Impreza 2.5 RS
ES 250	Galant VR4	SVX
ES 300	Galant V6	Toyota
GS 300	Starion Turbo	Camry V6 92+
Lincoln LS V6	Nissan	Celica All-Trac Turbo
Mazda	200 SX SE V6	<u>Celica GTS 00+</u>
323 GT Turbo Sedan	200 SX Turbo	Celica ST, GT 94+
323 GTX 4WD Turbo	240SX all	Celica GT-S 86-93
6 03+	300ZX non-tur pre90	Supra 82-85
Millenia S/C	Altima 02+	Supra 86-92
MX6 4cyl 93+	Maxima 92+	Volvo
MX-6 V6 4cyl tur all	NX2000	NOC
Protégé MP3	Sentra SE-R 91-94	Turbo models all
Mercedes	Sentra SE-R 02+	Volkswagen
190 16V, 2.6 6cyl.	<u>Sentra SE-R Spec-V 02+</u>	1.8T models NOC
280	Sentra 2.0 00-01	Beetle 1.8 Turbo
C230 190 BHP	Peugeot 405 Mi-16	Corrado VR6
Mercury	Pontiac Firebird V6	Corrado G60
Capri U.S. V6 4tur	Plymouth	Golf/GTi/Jetta 16V
Cougar V6	Acclaim V6, 4 turbo	Golf/GTi/Jetta 1.8L turbo
Mystique V6	Neon (all)	<u>Golf/Jetta/GLI VR6 02+</u>
Topaz V-6	Sundance V6 4cyl tur	<u>Jetta 2.0T and GLI 2.0T</u>
Merkur XR4Ti	Saab	<u>06</u>
Mini	900 V6 94	Passat 1.8 Turbo
Cooper S 02-04	9-2X Linear 2.5L	Passat 6cyl 02+
Cooper S 05+	All Turbos NOC	Passat V6 AWD
Mitsubishi	Saturn	Scirocco 16V
Eclipse 00	L ser 6 cyl	VR6 FWD NOC
Eclipse/TalonTur FWD	Subaru	

9. Stock Class H (THS, HS)

Acura	80 all	BMW
CL 4 cyl.	90 all	1600
Integra 86-89	Quattro Cpe. non-turbo	318 NOC
<u>RSX (Non-S)</u>	100 all, except S4	318i & is 92+
<u>TSX</u>	4000 all	320
Alfa	5000 all, except turbo	7 series, 6 cyl.
1300	Austin	1800
1600	Mini all	1800 ti
2000, 4-door sedans	Mini-Cooper	1800 TISA
Sedans, NOC	Austin Healey	2000 CS coupe
AMC	100/4	Chevrolet
Gremlin, 4 & 6 cyl.	100/6	<u>Aveo</u>
Spirit, 4 & 6 cyl.	3000	Beretta, NOC
Audi	Sprite all	Camaro I4 & I6 cyl.

DCSCC Rule Book

Chevette	Rampage, 2.2L	Storm GSi 16V
<u>Cobalt 2.2 (all)</u>	Shadow, non-turbo, 4	General Motors
Corvaire 2 carb	Spirit, non-turbo, 4	All FWD models NOC
Cosworth Vega	Stratus, 4 cyl.	All RWD V6 NOC
Nova RWD, 4 & 6 cyl.	Eagle	Honda
Nova 16V (NUMMI)	Summit 1.8V 93+	600
Nova 8V (NUMMI)	Summit NOC, non-tur.	800
Spectrum	Summit Turbo 16V	Accord, 4 cyl.
Spectrum Turbo	Talon non-turbo, 16V	Civic del Sol DX
Sprint Turbo	Fiat	Civic DelSol S, Si 94+
Sprint	Strada	Civic EX, LX 88+
Vega	124 Sedan	Civic Si 89-91
Chrysler	124 Coupe & Spider	<u>Civic Si (99-00)</u>
Laser, non-turbo	128	<u>Civic Si (02+)</u>
PT Cruiser, non-tur	131 Sedan & Brava	<u>Civic 06</u>
Sebring, 4 cyl.	850 Coupe & Sedan	Civic NOC
Daewoo 4 cyl.	850 Spider	CRX NOC
Datsun	Ford	Insight
210	Aspire	Prelude 79-91
310	Contour 4 cyl.	Prelude S 92+
310 GX	Cortina all	Hyundai
510	Escort, 1.9 & 1.6, NOC	Accent 95+
610	Esc. 1.9 EFI, HO pre 91	NOC
710	Escort 16V 91+	Scoupe non-turbo
810	Escort Turbo	Scoupe Turbo 93+
1200	EXP Turbo	Tiburon
B210	EXP 1.9	<u>Tiburon 6-cyl 02+</u>
F10	EXP, 1.6, non-turbo	Tiburon 4cyl 02+
1500 Roadsters	Festiva	Infiniti G20
1600 Roadsters	Fiesta	Isuzu
Dodge	Focus	Impulse, NOC
Avenger, 4 cyl.	Focus PZEV 2.3	Impulse non-turbo 90+
Challenger, 2.6L	Mustang I4 & I6 cyl.	I-Mark NOC
Charger, non-tur., FWD	Mustang II, 4 & 6 cyl.	FWD&RWD
Colt, 1600, FWD	Pinto	I-Mark FWD RS 16V,tur.
Colt 1.8L 16V 93+	Probe 89-92 nontur 4	Stylus 12V
Colt, FWD, 1.4 & 1.5L	Taurus, NOC	Stylus 16V
Colt, RWD	Tempo	Jaguar 120, 140, 150
Colt, Turbo pre-89	Thunderbird V6 89+	Kia
Colt Turbo 16V	ZX-2 non S/R	Sephia 1.8
Daytona, non-turbo, 4	Geo	<u>Spectra5</u>
GLH, non-turbo	Metro	Lancia
Intrepid	Prizm	Beta Coupe
Omni, 1.7 & 2.2L	Spectrum	HPE
024, 1.7L	Storm 12V	Scorpion

DCSCC Rule Book

Zagato
Lotus Cortina
Mazda
3 (all)
323, 1.6, 8V
626 all
808
929
Cosmo
GLC all
Millennia
MX-3, 4 cyl.
MX-3 V-6
MX6 88-92 4cyl nontur
Protege NOC
Protege, 1.8, 16V
R100
RX-2
RX-3
RX-4
Mercedes, NOC
Mercury
Bobcat
Capri FWD
Capri, Turbo, FWD
Capri German4&V6
Capri US, 4 cyl.
Cougar 4 cyl 99+
LN-7 all
Lynx all
Mystique, 4 cyl.
Sable
Scorpio
Topaz, 4 cyl.
Tracer, 1.6L, 1.9L
Tracer 16V
MG
MGA
MGB, MGB-GT
MGC
Midget all
T series
Mini Cooper non-S 02+
Mitsubishi
Cordia all
Eclipse, non-tur 8&16V
Gal2.016Vnontur. 89+
Galant, 2.4L, 16V
Lancer non-turbo
Mirage 8&16V, non-tur
Mirage Turbo 16V
Precis
Premier all
Starion non turbo
Tredia all
Nissan
200SX SE-R (95+)
200 SX NOC
Altima
Maxima NOC
NX 1600
Pulsar all
Sentra pre-91
Sentra 1.6L 91+
Sentra 1.8L 01+
Sentra SE 2.0 95-99
Stanza
Opel
1100
1900 all
GT
Isuzu
Manta
Peugeot 405 DL & S
Pininfarina 2000
Plymouth
Acclaim 4 cyl non-turbo
Arrow
Champ
Colt 1.5 93+
Colt 16V 1.8L 93+
Horizon
Laser, non-turbo
Sapporo
Scamp, 2.2L
Sundance 4 non-turbo
TC-3
Turismo
Pontiac
T-1000
Firebird, I4 & I6 cyl.
Fiero, 4 cyl.
Lemans FWD
Sunfire 2.2L
Vibe
Porsche
356, except Carrera
912
924 Audi Engine
Renault NOC
Saab NOC
Saturn
8V
DOHC models
Ion
L Series 4 cyl
Scion
TC
Shelby Charger, non-turbo
Subaru
Impreza, NOC
Legacy 2.5 GT
Sedan Turbo, NOC
Sunbeam Alpine, 4 cyl
Suzuki
Esteem GL
Swift all
Forenza
Toyota
Camry 4 cyl.
Camry V-6 NOC
Celica FWD NOC
Celica RWD
Corolla all
Cressida
Echo
Matrix all
Paseo
Prius
Starlet
Supra pre-82
Tercel
Triumph
GT6
Spitfire

DCSCC Rule Book

TR2,3,4,4A,6,7	Golf/GTI/Jetta8V all	Volvo
TR250	Rabbit and GTI all	P1800
Volkswagen	Passat 4 cyl. Non tur	NOC
all air cooled & Diesel	Quantum	Yugo all
Beetle 2.0	Scirocco 8V	
Dasher	<u>Jetta 2.5L gas, 1.9L TDI</u>	+ all RWD pick-ups NOC
Fox	<u>05-1/2</u>	

C. STREET PREPARED

1. Street Prepared Class A (ASP, AMR, AMT)

BMW	Elan RWD	911 Tur & 930 (to 3.3L)
M Coupe, M Roadster,	Elan M100 FWD,all	911 Tur & Tur S (3.6L
Z3(6 cyl)	Europa all	air-c)
M3 (E46)	Elise, <u>Exige</u> 05+	914/6 all
Mini "Works" package	Elite 2+2 & Eclat	924 Turbo
<u>(dealer installed 02-05)</u>	Esprit 4-cyl all	944 Turbo
Chevrolet	Esprit V8	944 16V
Corvette 97-04 (C5)	7 & 7A	968
<u>Corvette 05+ (C6)</u>	Mazda	Boxster
Dodge Viper	RX-7 Turbo 93+	Carrera 2
Elva Courier all	Morgan	Carrera 4
Ferrari	V8 all	Toyota MR2 Turbo 91+
355	+4 (2138cc all)	TVR
360	Porsche	I4, 6 cyl. all,
Dino 206, 246 all	911 AWD Turbo	V8
Fiat 2000 Spy. Turbo all	911 Club Sp (to 3.2L)	
<u>Ford</u>	911 GT2 02+	+ Sports cars over 2 liters
<u>GT</u>	911 GT3	not otherwise classified.
Griffith all	911 non Tur (to 3.2L)	
Lotus	911 nonTur 3.6L air-c	

2. Street Prepared Class B (BSP, AMR, AMT)

BMW	Corvette 84-96	Pantera
M3 E36, Lightwt	Corvette ZR-1	Mangusta
M-Technic	Datsun/Nissan	Dodge Stealth Turbo
Z8	240Z/260Z/280Z	Ferrari
Bricklin	280 ZX non-turbo	250 except 250LM
Chevrolet	280ZX turbo 79-83	275
Corvette 53-54	300ZX turbo 84-89	308 Coupe, Spyder
Corvette 55-57	300 ZX Turbo 90+	330
Corvette 58-62	350Z	365 Day.GTB/GTC
Corvette 63-67	DeLorean	Honda S2000
Corvette 68-82	DeTomaso	Jaguar E-type all

Mazda RX-7 Turbo 86-92 RX-8 <u>Mazdaspeed Miata</u>	<u>Firebird Firehawk</u> <u>SLP 383 cid 90-92</u> <u>Firebird Firehawk</u> <u>SLP 383 cid 93-02</u>	<u>Subaru</u> <u>WRX Sti</u> Sunbeam Tiger 260 & 289 Toyota SupraTur 93+ Triumph TR8
Mitsu <u>Evo 03+</u> 3000GT Turbo <u>Pontiac</u>	Porsche 928 Saleen Mustang S281E, NOC Shelby Cobra 289	

3. Street Prepared Class C (CSP, AMR, AMT)

Acura RSX all	CRX 88-91 CRX 1500 84-87	Pontiac Fiero V6 Porsche 356 & 1600
Audi Quattro NOC	Jensen Healey	924S, 944 8V
BMW Z3 4 cyl. M3 (E30)	Lancia Scorpion all Lotus Cortina all	Carrera 4-cyl all Toyota MR2 non S/C 85-90
Datsun/Nissan Roadster 1.5, 1.6, 2.0	Elite 1216cc Mazda	MR2 non turbo 91+ MR2 Supercharged
Dodge SRT-4	MX-5 Miata	Supra 79-81
Fiat Abarth all 124 Spyder & 2000 Spyder non-turbo 2000 Spyder Turbo	RX-2 & 616 RX-3, RX-3SP, & 808 Mizer RX-7, non-turbo 78 -85 RX-7, non-turbo 86 -92	All sedans over 1.7L and under 3.0L not otherwise classified. All sports cars under 2.0L not otherwise classified.
Honda Civic 1500cc 84-87 Civic 88-91	Mercedes 190 Morgan 4/4 Pininfarina 2000	

4. Street Prepared Class D (DSP, CMR, CMT)

Acura Integra 86- 89 all Integra 90-93 all <u>Integra 94-01 all</u> <u>including Type R</u>	A4 1.8T 02+ Coupe BMW 2002, tii all 325, 328 (E30) 323,325,328 (E36) 330ci,330i,330cic (E46) 3 Series (16V NOC) Bavaria Chev/Pon/Buick/Old/GEO	L Body V6 & Quad 4 N BodyV6&4Tur Quad4 X Body V6 Chrysler/Dodge/Plymouth Acclaim V6 & Turbo Charger GLH S Conquest & Starion non-turbo Daytona Turbo Daytona V6 GLH-S & GLH Turbo
Alfa Romeo 1600 Coupe & Spyder all 1750 & 2000 Coupe & Spyder all GTV V6 all Milano	Spectrum Tur 85-89 Storm GSi 85-89 J Body V64TurQuad4 (DOHC)	Laser Tur, Kcar Tur Neon all Shadow V6 & Turbo 4 Shelby Charger Turbo
Audi 4000 Quattro 80 Quattro A4 1.8T 95-01		

Spirit V6 & Turbo 4	Civic SOHC DOHC	Pontiac Vibe
Sundance Turbo	VTEC 96 +	Porsche
Datsun/Nissan	Del Sol 93-97	914 1.7, 1.8, 2.0 4cyl
200 SX SE-R	Prelude 4WS	924 (Audi engine)
200 SX Turbo	Prelude 83+ NOC	Renault
200 SX V6	Hyundai Tiberon	Fuego Turbo
240SX	Isuzu	R5 Turbo
Maxima	I-Mark LS 16V & turbo	Saab
NX2000	(FWD) 85-89	99, 99EMS & 99 Turbo
Pulsar 16V	I-Mark FWD RS 16v &	900 & 900 Turbo 79-93
Pulsar NX Turbo	turbo	900 & 900 Turbo 94+
Sentra SE-R 91+	Impulse RS Turbo	Saturn
Sentra 2.0L 95-99	AWD 90-93	All 16V models
Sentra 2.0L 00-01	Impulse Turbo RS	Subaru Impreza 2.5
<u>Dodge/Mitsubishi</u>	RWD 83-89	Toyota
<u>Colt Turbo/Mirage</u>	Impulse XS non-turbo	Camry V6
<u>Turbo 84-88</u>	16V 90-93	Celica 00+
<u>Colt Turbo/Mirage</u>	Impulse Turbo & 16V	Celica All-Trac all
<u>Turbo 89-92</u>	Stylus XS RS16V 90-93	Corolla GTS 84-87AE86
Eagle	Lexus IS300	FX16
Summit Tur. 16V 89	Maserati Biturbo	Matrix
Fiat	Mazda	Supra 82-85
X1/9 1300 & 1500cc,	323 GT & GTX 4x4	Volkswagen
Bertone 1500	6	Corrado all
Ford/Mercury	Mazdaspeed Protege	Golf 16V & Jetta 16V
Capri 4, V6 71-77	MX-6 Turbo & V6	Scirocco 16V
Capri 91-95	<u>Mercedes</u>	Golf & Jetta VR6
Contour SVT	<u>C230</u>	New Beetle Turbo
Cougar 99-02	Merkur XR4Ti	Passat VR6
EscortZX-2&Tracer 16V	Mini Cooper S (<u>includes</u>	Volvo 240 Turbo all
Focus SVT	<u>06+ ,JCW)</u>	
Probe 6 cyl. & Turbo 4	Mitsubishi	+ Spec Miata, All V6 and
Honda	Cordia Turbo	mech. s/c 4 cyl sedans
Civic Si DOHC VTEC	Eclipse 00+	under 3.0L not otherwise
99-00	Galant all	classified
Civic SOHC VTEC	Tredia Turbo	
92-95		

5. Street Prepared Class E (ESP, BMR, BMT)

AMC AMX, Javelin all	3.0S & CS all	Camaro/Firebird &
Audi	528 & 530 & 533 all	<u>Firehawk</u> 82-92
200 V8	633i & 733i all	Camaro/Firebird &
5000 Turbo	Chev/Buick/Pont/Olds	<u>Firehawk</u> 93-02
BMW	Camaro/Firebird 67-69	Chevelle 64-67
2500 & 2800 all	Camaro/Firebird 70-81	Chevelle 68-72

DCSCC Rule Book

Corvair, Yenke Stage I, II, III all	Cougar 65-70	Mitsubishi
Lumina	Cougar 71-74	Eclipse Turbo 89-99
Monza V8, Skyhawk V6	Mustang 64-1/2-66	Starion Turbo
Reatta	Mustang & Cougar 67-68	3000 GT non turbo
Regal V6, V8 RWD	Mustang & Cougar 69-70	Nissan
80-88	Mustang & Cougar 71-73	300ZX non-tur 84-89
Starfire V6, Sunbird V6	Mustang II, all 74-78	300ZX non-tur 90+
T-A Turbo 82-92	Mustang & SVO &	Peugeot 405
Chrysler/Dodge/Plymouth	Cobra R, V6 & V8 79-93,	Saab SPG (16V & Turbo)
Barracuda 65-69/Dart/ Valiant/Duster 63-76	Mustang 94- 04 all NOC	Saleen
[A-body]	<u>inc Cobra, Cobra R</u>	Mustang 302, 351
Barracuda & Challenger	<u>(SN95)</u>	non-S/C 84-93
[E-body]	Mustang 95+ (S197)	Shelby
Challenger 6, V8 NOC	Taurus SHO	GT350 65-66
Conquest turbo	Tbird, Cougar 83-88	GT350, GT500 67+
Laser all turbo 88-99	Tbird, Cougar 89-97	Subaru
Stealth non-turbo	Infiniti	Forester 2.5XT
<u>Dodge</u>	G35	WRX
<u>Dakota 97-04</u>	M30	Toyota
<u>Dodge/Mitsubishi/Eagle</u>	Q45	Supra non-tur 87-92
<u>Colt/Mirage 84-88</u>	Jaguar	Supra non-tur 93+
<u>Colt/Mirage/Summit</u>	XJS all	Supra Turbo pre87
<u>89-92</u>	Sedans, 6 & 12 cyl.	Supra Turbo 87-92
<u>Colt/Mirage/Summit</u>	XK 120, 140, 150 all	Volvo
<u>93-96</u>	Lexus	700 Series all
<u>Mirage 97-02</u>	250	800 Series all
Eagle Talon all tur 89-99	400	S60 & V70
Ferrari	Mazda 929	All American inline 6, V-6
400 America all	Mercedes Benz	and V-8 sedans and
500 Superfast all	230SL, 250SL, 280SL	pick-ups not otherwise
Ford/Mercury	350SL, 380SL, 450SL	classified, other sedans
Capri Turbo 4	220, 230, 250, 280	over 3.0 liters NOC.
	Sedans all	
	280 4.5, 300 6.3 Sedan all	

6. Street Prepared Class F (FSP, CMR, CMT)

Acura Legend	100 LS all	BMW
Alfa Romeo	4000 5 cyl. all	1600
1300 cc models all	5000	1800ti, TISA
1600 cc sedans all	Austin	1600-2, 1602, 2002 NOC
1750, 2000 sedans all	America all	318i NOC
Alfetta GT	Mini	320i
AMC all 4 cyl. models	Austin-Healey	Chev/Pon/Buick/Old/Geo/
Audi	Sprite all	Suzuki
80 FWD	100-4, 100-6, 3000	Beretta, 4 cyl.

Camaro, 4 cyl. 82+	310	Civic 73-79
Chevette & T1000	510 68-73	Civic 80-83
Citation & Omega	510 78-81	Civic 92-95 NOC
<u>Corvair (non-Yenko)</u>	610	Civic 96+ NOC
Fiero 4cyl all	710	CRX & Civic 1300 cc
Firebird, 4 cyl 82+	B210	84-87
Metro & Swift, all 85-88	F-10	Prelude 79-82
Metro & Swift, all 89-93	NX 1600	Hyundai
Monza NOC, Omega,	Pulsar, Pulsar NX,	Elantra
Starfire, Astre,	nonturbo all	Excel
Skyhawk, all RWD	Sentra 1.6 91+	Scoupe
Phoenix, Skylark	Stanza all	all NOC
Prism	<u>Dodge/Mitsubishi/Eagle</u>	Isuzu
Spectrum 1.5L	<u>Colt/Mirage non-turbo</u>	I-Mark 1.5L nonturbo
nonturbo 85-89	<u>84-88</u>	FWD 85-89
Spectrum NOC	<u>Colt/Mirage/Summit</u>	I-Mark RS 16V 85-89
Sprint & Sprint Turbo	<u>non-turbo 89-92</u>	I-Mark RWD 80-85
Storm base 12V 89-93	<u>Colt/Mirage/Summit</u>	Impulse non-tur 83-89
Sunbird 4 cyl	<u>non-turbo 93-96</u>	Stylus S 12V 90-93
Vega, Cosworth Vega	Eagle	Kia Spectra 1.8 4 cyl
Chrysler/Dodge/Plym.	Talon non-turbo 89-99	Lancia Beta, Zagato
Acclaim 4, non-turbo	Fiat	75-83
Arrow 1600,2000,2600	128	Mazda
Champ non-turbo all	850 Sedan	323, non-turbo
Colt FWD non-tur	850 Coupe and Spyder	626 FWD all
Colt , non-turbo 8V	Brava and 131	626 RWD all
Colt RWD 2.0 1.6	Strada	Cosmo
Daytona non-turbo	Ford/Mercury	GLC FWD all
Horizon, TC3, &	Capri II 76-77	GLC RWD all
Turismo	Cortina	MX-6 4cyl non-turbo
1.7, 1.8, 2.2L	Escort GT	Protégé
Laser non-turbo 89-99	Esc/Merc Tracer 1.9L	R-100
Omni, 024, Charger	EXP/LN7/Escort/Lynx	RX-4
Rampage 2.2L	Festiva	MG
Sapporo	Fiesta	1100, 1300 Sedan all
1600, 2000, 2600	Focus NOC	MGA all
Shelby 2.2L non-turbo	Mustang II 4-cyl 74-78	MGB, GT all
83-84	Must/Capri 4-cyl non-tur	MGC, GT all
Spirit 4 cyl. non-turbo	Pinto & Bobcat 1.6, 2.0,	Midget 948,1098,1275,
Datsun/Nissan	2.3 all	1500
1200	Pinto Wag. 2.0, 2.3, 2.6	Mini Cooper 850, 970,
200SX NOC 76-79	Probe 4cyl non-turbo	997,998,1071,1275
200SX NOC 80-83	Honda	MINI Cooper non-S
200SX NOC 84+	Accord 76-81	Mitsubishi
210	Accord 82+	Cordia, non-turbo all

DCSCC Rule Book

Eclipse all non-tur 89-99	Impreza NOC	Dasher, Quant. all I4
Lancer non-turbo	Legacy and Legacy GT	Fox GL
<u>Mirage non-tur 97-02</u>	Suzuki Aerio	Golf / Jetta 8V 85-93
Tredia, non-turbo all	Toyota	(A-2 chassis)
Opel	Camry, 4 cyl.	Golf/Jetta 8V 93-98
1900 & Manta	Celica 70-77	(A-3 chassis)
GT 1100cc	Celica 78-81	Golf/Jetta/Beetle TDI
GT 1500, 1900	Celica NOC 82-99	Karmann Ghia
Kadett 1100	Celica FWD 1.6 L	Passat all NOC
Kadett 1500, 1900	Corolla 1200	Rabbit/Jetta/Scirocco/
Peugeot 405 DL & S	Corolla 1600, SR-5	Cabrio/P'up8V75-84
Porsche	70-79	(A-1 chassis)
912	Corolla 1600, 1800	Scirocco 8V all
912E	RWD 80-83	Volvo
Renault	Starlet all	120 Series all
15, 17	Tercel all	140 Series all
16	Triumph	160 Series all
17 Gordini	GT-6	1800 P1800 ES1800
18i	Herald	240 Series non-tur
Alliance, GTA, Encore	Spitfire	260 Series all
Fuego, non-turbo	TR-2, TR-3	700 Series all
R-5 NOC, LeCar	TR-4, TR-4A	Yugo (all)
Saturn SC1 8V	TR-250, TR-6	
Sunbeam Alpine all	TR-7	all sedans under 1.7L not
Subaru	Volkswagen	otherwise classified. All 4
4WD Turbo all NOC	Beetle RWD	cyl. and rotary RWD
Forester non-turbo	Cabriolet 85-92	mini-pickups

D. PREPARED CATEGORY

1. B Prepared (BP)

Chevrolet Corvette	<u>Factory Five Racing</u>	Mitsu Turbo Starion
pre-62	<u>65 Rdsr (MKI,II,III)</u>	<u>Panoz GTS</u>
63-82	<u>Challenge Ser Rdsr</u>	Porsche
84-96	<u>Ford</u>	928 S
<u>97-04</u>	<u>Mustang 94+ w/IRS</u>	924 Turbo
<u>05+</u>	<u>Must Cobra s/c 03+</u>	930 Turbo Carrera
Chrysler/Dodge/	Jaguar XJS	944 Turbo
Plymouth/Eagle	Mazda Turbos	Nissan
Turbos	RX7 Tur 87-92	280 ZX Turbo
Conquest	12A or 13B	300 ZX pre-90
Dodge Viper	RX7 Tur 93+	Shelby Cobra
DeTomaso Pantera	12A or 13B	Sunbeam Tiger

DCSCC Rule Book

Toyota	4 valve cyl head	Griffith V8
MR2 Turbo 91-95	Supra 93+	
SupraTurbo 86-92	TVR	

2. C Prepared (CP)

AMC	Mustang, 6 cyl & 8 cyl	Mercury
AMX	64-69	Merkur XR4Ti 85-88
Javelin	Mustang, 6 cyl & 8 cyl	Capri 6 cyl & 8 cyl 79-93
Spirit 8 cyl	69-73	Capri Turbo 4 cyl 79-93
Gremlin 8 cyl	Mustang II, 6 cyl & 8 cyl	Pontiac
Chevrolet	74-78	Firebird/TransAm pre-70
Camaro pre-70	Mustang, 6 cyl & 8 cyl	Firebird/TransAm 70-81
Camaro 70-81	79-93	Firebird/TransAm 82-92
Camaro 82-92	Must. Turbo/SVO, 4 cyl.	Firebird/TransAm 93-02
Camaro 93-02	79-93	Trans-Am Turbo
Corvair, Corvair Turbo	Mustang <u>w/o IRS</u> 94-04	GTO 04+
60-64	Mustang 05+	Saleen Mustang <u>w/o IRS</u>
Corvair, Corvair Turbo	T-Bird V6,Tur Cpe 83-88	<u>or forced induction</u>
65-69	T-Bird V6,Sup Cpe 89-97	<u>79-93</u>
Monza	General Motors	Shelby GT 350, GT 500
Chry/Dodge/Ply	A-Body 78-81	65-70
E-body (Barr/Chal) 70-74	<u>A-Body 82-88</u>	Yenko Stinger 65-69
A-body (Val/Dart/Dust,	<u>S10, S15, Sonoma 6 cyl</u>	All other American 6cyl
Demon, etc.) 63-67,	<u>82-93</u>	and V8 Sedans NOC
Barracuda 65-69	<u>S10, S15, Sonoma 6 cyl</u>	
Ford	<u>92-04</u>	

3. D Prepared (DP)

<u>Alfa Romeo</u>	Fiat	924 non turbo <u>1984 cc</u>
<u>Giullia Sprint, Spvder</u>	124 Spider, <u>Spider</u>	<u>Toyota</u>
<u>Spvder 2000, Veloce</u>	<u>Abarth</u>	<u>MR2 non s/c 84-89</u>
<u>pre-77</u>	<u>Jensen Healey</u>	<u>MR2 non-tur 91-95</u>
<u>Spvder Duetto, 1750 V.</u>	<u>Lancia Scorpion 1976</u>	<u>MR2 Spvder 00+</u>
<u>pre-71</u>	Lotus	<u>Triumph</u>
<u>Austin-Healey</u>	7,7A 948,997,1098	<u>GT6</u>
<u>100-4</u>	<u>Elan</u>	<u>TR7</u>
<u>BMW</u>	Super 7 (1340, 1498 cc)	<u>Turner</u>
<u>Z3 4 cvl</u>	Europa (all)	<u>950S</u>
<u>Datsun</u>	Mazda	<u>1500</u>
<u>SPL 310-U</u>	Miata/MX-5	<u>TVR</u>
<u>SPL 311/311U 1300</u>	Pontiac Fiero 4 cyl	<u>1800</u>
<u>SRL 311 Roadster</u>	Porsche	Volvo P-1800,ES,E,S
<u>Elva</u>	912 & 912E 1600&1971	
<u>Courier 1600, 1800</u>	914 1.7, 1.8, <u>2.0</u> 4 cyl	<u>+ 2-seat car, 4 cvl,</u>

normally aspirated.

2wd, NOC

4. E Prepared (EP)

Acura	Spectrum	124 Sport Coupe & Sedan
Integra pre-89	Sprint non-turbo	128 Coupe SL 1300,3P
Integra 90-93	Chrysler Neon	128
Integra 94+	Datsun/Nissan	131 Coupe, Sedan
RSX 02+	B110	& Brava
Non-tur sedans 3L and under NOC	B210	Ford/Mercury
Alfa Romeo	210 pre-79	Anglia Super
1600 GTV	B310 1400 pre- 79	Cortina
Alfetta GT	240SX/S13	Escort EXP/Lynx/LN7
Giulia 1300 & 1300 Ti	200SX/S12 84-88	Escort GT, ZX2 91+
GT 1300 Jr, GTA Jr	200 SX/S10 77-79	Escort/Lynx pre-81
GTV 1750, 2000	200 SX/S110 80-83	Escort GT pre-91
Sport Sedan	PL510 1600,1800	Escort Super &
All sedans and sports cars NOC	PL510 2000	1300 GT
Audi	510/A10	Escort Mexico
FWD non-turbo	610	Fiesta
4000S 80-87	710	Festiva
non-tur sedans 3L and under NOC	810	Focus
Austin Morris	NX/KB13 pre- 91	Mustang II, 2300
Cooper	Pulsar 16V/KN13	Mustang/Capri
Austin America	87-90	79-93
BMW	Pulsar/KN12 83-86	Mercury Capri all
1600 all	Sentra/B12 1.6 87-90	imported
320i	Sentra/B11 83-86	Pinto
2002, Ti,Tii	Sentra/B13 1.6 pre-91	Probe, non-turbo
2000TI	All sedans NOC	Honda
530 I 75-78	Dodge/Mitsubishi	Accord 4cyl
3 Series 8V, 16V(E30)	Champ pre- 80	Civic 1170
Mini Cooper 02+ non-tur	Colt 1400	Civic 1237
All sedans NOC	Colt 1995cc	Civic 84-87 all
Chevrolet (and Pontiac,	Daytona/Laser 2.2	Civic 88-91
Buick, Oldsmobile and	Omni/Horizon & 024	Civic 92-95
Cadillac Equivalent)	Shadow 2.2	Civic 1488 80-83
Cosworth Vega	Shelby Charger pre-79	Civic 88-91
Vega 2300 cc	Shelby Charger 83+	Civic 06+
Beretta 4&6 cyl NOC	Dodge/Plymouth	Civic exc. DOHC
Chevette	Colt 8v non-tur 89	VTEC 96+
Citation	Spirit/Acclaim 4 cyl	Civic 1.6 DOHC
Nova FWD	Laser 16V & 8V, non-tur	VTEC 99+
	All sedans NOC	CRX 84-87 all
	Eagle Summit	CRX 88-91
	Fiat	DelSol 1.6 VTEC

1.6DOHCVTEC 93-96	Peugeot 405 all	Starlet
Del Sol non-VTEC	Renault	Tercel
Prelude	5, R-1228 78	All sedans NOC
Hyundai Sonata	Alliance/Encore	Volkswagen
Isuzu	LeCar	1300 65-66
Sport Coupe	R-17 Gordini	1300 67
Impulse, non-turbo	All sedans NOC	1600 70-77
Lancia	Saab non-turbo	1500/1600 67-69
Beta	99E, CM, EMS, GL, LE	Corrado 16V
Zagato	900 79+	Golf 85-87 4 cyl
Lotus	Sedan V-4 pre-64	Golf 88-92 4 cyl
Cortina	96	Jetta 75-84 4 cyl
Mazda	All sedans NOC	Jetta 85-92 4 cyl
323	Saturn	Rabbit 75-84
626	Subaru	Scirocco 75-81
GLC, FWD	GL Coupe FWD	Scirocco 82-87
MX-6, non turbo	All sedans NOC	<u>A3 Jetta/Golf/GTI 93-98</u>
RX2	Suzuki Swift GLX,GTI	<u>1.8 NA, 2.0 NA</u>
RX3	Toyota 2WD non-turbo	<u>A4 Jetta/Golf/GTI 99-05</u>
GLC, RWD, 1272	Celica, 4 cyl.	<u>2.0 NA</u>
GLC, RWD, 1415	Celica GTS 86-89	<u>A5 Jetta/Golf/GTI 06+</u>
RX4	Celica GTS 82-85	<u>2.5 5-cyl NA</u>
Cosmo	Corolla 1200	<u>New Beetle 98+ 2.0 NA</u>
Mercedes 190	Corolla 1600 S-R5	<u>2.5 5-cyl NA</u>
<u>Mini</u>	pre-75	<u>4-cyl normally</u>
<u>Cooper non-S 02+</u>	Corolla 80-83	<u>aspirated, NOC</u>
Mitsubishi	Corolla 1.6 84+	NOC
Cordia	Corolla Sport	Volvo
Eclipse, FWD non-tur	TwinCam 85+	122 S
16V,8V	Corolla Sport Coupe	142S, 142E
Mirage 1600	and Liftback 76-79	All sedans NOC
Mirage non-turbo 89	Corolla SR-5,	Yugo
Nissan 810 Maxima	Sport Coupe 89+	
Opel	Corolla Sport,	<u>+ Sedan, 4-cyl normally</u>
1900, 51 & 53	Sport Cpe 8V 84-87	<u>aspirated, 2wd, NOC</u>
Sp Cpe Rallye,57R	Paseo	

5. F Prepared (FP)

Acura NSX	90 Quattro Coupe,	3 Ser E36 <u>92-98</u> 6cyl 24v
Alfa Romeo GTV V-6	Sedan 90-91	3 Ser E46 99+ all 6cyl
Audi	Austin Healey	Chevrolet Sprint Turbo
4000,4000 Quattro,	3000 <u>59-86</u>	Chry/Dodge/Ply/Eagle
Coupe Quattro,	100-6 <u>56-58</u>	Turbos
Coupe 81-87	BMW	Colt Turbo
90 Coupe,	3 Ser <u>E30 84-90</u> 6cyl 12V	Daytona/Laser <u>84-89</u>

Omni Turbo
 Shadow/Sundance **87-94**
 Talon/Laser 89-**94**
 FWD/AWD
 Datsun/Nissan
240Z, 260Z, 280Z
incl 2+2 70-78
 280Z **79-83 incl 2+2**
 300ZX/Z31 **84-89**
 300ZX/Z32 90+ non-tur
 Ferrari
 Dino 246 GT
 308 all
 Dino 246
 Honda S2000 **00+**
 Isuzu I-Mark FWD RS 16v
 & Turbo
 Jaguar
 XKE 61-74 6 cyl.
 XKE 61-74 12 cyl
 Lexus IS300 01+
 Lotus
Elise 96+
 Mazda
 MX6 GT Turbo
Mazdaspeed Protege
02+
RX7 79-85 12A or 13B

RX7 86-91 13B
 Mini
Cooper S 02+
 Mitsubishi
 EclipseTur.FWD/AWD
90-98
 Evo 03+
 Morgan Plus 8
 Pontiac Fiero V-6 2.8L
 Porsche
 911 **all 2.0, 2.2, 2.4, 2.7,**
3.0, 3.2, 3.5, 3.6 L
 914-6, 2.0 2.5 2.7 2.8
 924S **86-88**
 944 **83-89** non-turbo
 968 **92-95**
 Saab
 99E **68-84** CM, EMS,
 GL, LE
 900, **900 Tur, SPG Tur**
16v 79-88
 Subaru
 Impreza AWD
 WRX Turbo all 02+
 SVX 92-97
All tur sed & cpes NOC
 Suzuki Swift Turbo
 Toyota

Celica All-Trac 88-89
Celica All-Trac 90-93
Celica All-Trac 94-99
Celica Supra 79-81
Celica Supra 82-86
Celica Supra 86-92
non-turbo
 Supra 93-98 **non-tur**
 MR2 s/c Mk1 88-89
 Triumph
 TR6 **69-76**
 TR-8, 215 ci, 4 L
 TR-250 **67-68**
 TVR 6-cyl
 VW
 Corrado **90-95 VR6,**
1.8 s/c
A3 Jetta/Golf/GTI 93-98
VR6, TDI
A4 Jetta/Golf/GTI 99-05
1.8 tur, VR6, TDI
New Beetle 98+ 1.8T,
TDI
R32 05 (3.2i V6, AWD)
6-cyl, 4 cyl forced
induction NOC

6. G Prepared (GP)

Alpine	X1/9 1290	356, except Carrera and
A108	X1/9 1498 & Bertone	1500, 1600, 1700
1000	MG	Saab
1100	MGA Twin Cam	Sonett 1500, 1600, 1700
Austin Morris	MG-A 1500, 1600, 1622	Sunbeam
Cooper 1275 (alt engines	MGB, MGB-GT	Alpine 1494, 1592, 1725
850, 970, 997, 998,	Morgan	Triumph
1071, 1098 cc)	4/4 Mk 4 2138cc	Spitfire 1147, 1296
Austin-Healey/MG	4.4 Mk V 2138 cc	MkIII, 1296 Mk IV, 1493
Sprite/Midget 948, 1098,	Opel	TR-2, TR-3
1275, 1500	GT 1900	TR-4, TR-4A, beam axle
Fiat	GT 1100	TR-4A, I.R.S.
850 all (inc. Abarth)	Porsche	Turner 950

E. MODIFIED CATEGORY

1. Modified Class A (AM)

Cars with a minimum weight of 700 lbs., and minimum 72 in. wheelbase.

2. Modified Class B (BM)

All Formula Cars or Sports Racers

3. Modified Class C (CM)

SR/SRF, FF1600, S2000.

4. Modified Class D (DM)

Modified Production and GT cars with engines under 2000cc.

5. Modified Class E (EM)

Modified Production and GT cars with engines over 2000 cc.

6. Modified Class F (FM)

F440, FV, Solo V, F500

COUNCIL OFFICIALS

President

Al Chan (517) 540-0781; albert.chan@owenscorning.com

Vice President

Art Mains (248) 360-7765; artmains@netzero.net

Secretary

Rick Bohn (586) 758-3925; bohnknocker@yahoo.com

Points Keeper

Nate Trask (313-530-6214) ; nate@traskfamily.net

Acting Treasurer/Registrar

Bill Mashinter (248) 689-1384; Mashinter@aol.com

CLUB REPRESENTATIVES

ACC America's Corvette Club

CCM Corvette Club of Michigan

Bruce Wentzel (248) 685-7145; greendot1@comcast.net

AROC Alfa Romeo Owner's Club of Detroit

Eric Storhok (734) 663-9135; alfa@umich.edu

FME Ford Motorsports Enthusiasts

Tom Spangler (810) 220-0490; tspangle@comcast.net

MiMiata

Don Wood

MI Rotary Club

Amanda Gossiaux (734) 730-4029;
mazdamanda@comcast.net

MSCC Michigan Sports Car Club

Art Mains (248) 360-7765; artmains@netzero.net

SCCA Detroit Region Sports Car Club of America

Eric Penn (313) 341-5642; EricPenn@aol.com