Detroit Council of Sports Car Clubs
2005 Autocross Rule Book

Changes from the 2004 Rulebook are in **bold and underlined.**

Stock shock absorber specifications clarified. See p. 10.

Course map rule revised and course walking recommendations added. See p.19.

TFS and FS bumping revised. See p.21.

Next season winner number assignment procedure added. See p. 27.

2005 SCCA Solo II car classifications have replaced 2004 ones (See pp 33-48)

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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. REPLICA 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.
2. Cars competing in Street Stock may not modify, exchange or add anti-roll (sway) bars, mounting links, or bushings (front and rear).

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 by 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) 3OOO 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-FP) 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 the 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.

$$\begin{array}{c} TFS \\ \downarrow \\ THS \rightarrow TGS \rightarrow TDS \rightarrow TES \rightarrow TCS \rightarrow TBS \rightarrow TAS \rightarrow TSS \rightarrow MT\ Class \end{array}$$

$$CMT \rightarrow BMT \rightarrow AMT \rightarrow Car's\ S\ Class$$

$$\begin{array}{c} FS \\ \downarrow \\ HS \rightarrow GS \rightarrow DS \rightarrow ES \rightarrow CS \rightarrow BS \rightarrow AS \rightarrow SS \rightarrow Car's\ SP\ Class \end{array}$$

$$\begin{array}{c} ESP \rightarrow BSP \\ \downarrow \\ FSP \rightarrow DSP \rightarrow CSP \rightarrow ASP \rightarrow \quad Car's\ MR\ Class \end{array}$$

$$CMR \rightarrow BMR \rightarrow AMR \rightarrow Car's\ P\ Class$$

$$\begin{array}{c} CP \rightarrow BP \\ \downarrow \\ DP \rightarrow EP \rightarrow AP \rightarrow DM\ or\ EM \\ \uparrow \\ FP \end{array}$$

$$\begin{array}{c} FM \\ \downarrow \\ EM \rightarrow DM \rightarrow CM \rightarrow BM \rightarrow AM \end{array}$$

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 gussetted 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. The 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.

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. **Eligible driver with the indexed FTD for an event earns 100 points.**

R. **Drivers' event points = 100 X indexed FTD / drivers' indexed time**
If Indexed FTD = 24 seconds
And Driver's indexed time = 25 seconds
Then Driver's points = 100 X 24 / 25 = 96.000

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:

	Number of Cars in Class				
Place	***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

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   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. 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

B. 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

C. 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

D. 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

E. 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

F. 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

G. 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

H. 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
V - refers to number of valves
S/C - Supercharged
Tur - Turbocharged

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, Callaway Corvette, Mustang Cobra R, Dodge Viper (NOC), **Ford GT**, Firebird Firehawk, Mini Works Package, Porsche 911 GT2 (02+), Porsche 911 Turbo AWD, BMW Z8, BMW 325 M-Technic, Lotus Elan M100, Ferrari 355 and 360, Saleen(S/C), Oldsmobile 442 HO W-41 (Sports package option)

1. Super Stock (TSS, SS)

Corvette C5 97-04
Corvette C6 05+
Viper R/T GTS SRT-10

Lotus
Elise 05+
Esprit Turbo
Mazda RX-7 Turbo 93+

Porsche
911 (996) 98-05
911 (997) 05+
911 Turbo, 930 2WD

2. Stock Class A (TAS, AS)

Acura NSX
Audi S4 V8 04+
BMW
M Coupe 01+
M Roadster 01+
M3 (E46)
M5 00+
Z4
Cadillac CTS-V
Chevrolet
Camaro SS 96+
Corvette 84-96
Corvette ZR1
DeTomaso
Pantera
Mangusta
Ford Mustang
SVT Cobra 03+
Honda S2000 00-04
Jaguar XKR Coupe
Maserati GranSport, Spyder, Coupe 02+
Mercedes
E55 AMG
SLK32 AMG 02+
SLK350
Mitsubishi
Evolution VIII 03+
Evo RS
Pontiac
Firebird WS6 96+
Porsche
911(993)non-tur 95-98
Boxster S
Boxster non-S 97+
Saleen Mustang, N/A
Shelby Cobra all
Subaru WRX STi
ToyotaSupTur 93-1/2+

3. Stock Class B (TBS, BS)

Audi
- TT 225 BHP
- **TT 3.2 V6**

BMW
- 330 w. ZHP all
- M Coupe 96-00
- M Roadster 96-00
- M3 (E30, E36)
- Z3 6 cyl. NOC

Chev Corvette 63-82
Chrysler Prowler
Ferrari 308, 328
Infinity G35 Coupe
Jaguar
- S Type R
- XKE, 6 & 12 cyl.

Lotus
- Elan RWD
- Esprit
- Europa Twin Cam
- Europa Renault eng

Maserati Biturbo
Mazda
- **Mazdaspeed Miata**
- RX7 Turbo 87-92
- RX8

Mercedes SLK
Morgan Plus 8
Nissan
- 300ZX Turbo '90+
- 350Z

Pontiac Firebird WS6

Porsche
- 911, non-turbo
  - NOC
- 911 Club Sport
- 914-6
- 928 all
- 944 16V
- 944 Turbo all
- 968
- Carrera 2 (964)
- Carrera 4 (964)
- 356, Carrera 4 cam

Toyota MR-2 Turbo
TVR 8 cyl. & V6

4. Stock Class C (TCS, CS)

Jensen Healey
Lotus
- 7, 7A
- Eclat
- Elan +2
- Elite, 1216cc
- Elite 2+2

Mazda Miata 1.8L **98+**
Porsche
- 914: 1.7, 1.8, 2.0L

Toyota
- MR2 Spyder
- MR-2 S/C

5. Stock Class D (TDS, DS)

Acura
- Integra Type R

Audi
- S4 00-03
- TT 180 BHP

BMW
- 330Ci
- 3 ser. 6 cyl non M NOC

Cadillac CTS
Chrysler/Dodge
- Crossfire
- Daytona IROC R/T
- Neon SRT-4

Honda
- Prelude VTEC 97+

Infinity G35 Sedan
Jaguar
- X Type 3.0 AWD
- X Type

Lexus IS 300
Mazda
- Mazdaspeed Protege

Mercedes C320
Mitsubishi/DSM
- Eclipse/TalonTur.AWD

Nissan
- Sentra SpecV 02+
- Maxima 04+

Saab 9-2X Aero 2.0 Tur.
Saturn Ion Redline
Subaru
- **Forester 2.5XT**
- WRX

Toyota Celica GTS 00+
VW
- Golf/Jetta GLI 24V
- VR6 02+

Volvo S60R **V70R** 03+

6. Stock Class E (TES, ES)

Alfa Romeo
- 2000 Spider, GTV

BMW Z3 4 cyl.
Datsun
- 2000, 240Z, 260Z
- 280Z, 280ZX non-turbo

Dodge
- Charger Turbo
- GLH Turbo

Fiat/Bertone X1/9 (all)
Mazda
- Miata 1.6L
- **Miata 1.8 94-97**
- RX-7, non-turbo

Morgan
- Plus 4
- 4/4

Pontiac Fiero V-6

Porsche
924 Turbo, Audi engine
944 8V
924 S
Shelby Charger GLHS 87
Sunbeam Tiger
Triumph TR-8
Toyota MR2 non-turbo
TVR 4 cyl, I-6, V8, V12

7. Stock Class F (TFS, FS)

AMC
AMX
Javelin V8
BMW
5 series 6-cyl NOC
6 series coupe
8 series coupe (all)
M5 88-93
Buick
Regal/Grand Nat'l, Turbo V6
Chevrolet
Camaro V8 NOC
Corvette 53-62
Datsun 280 ZX Turbo
Dodge Stealth turbo
Ford
Mustang Mach I 03+
Mustang V8 NOC
Tbird V8 & S/C V6
GMC Syclone Typhoon
Infiniti Q45
Jaguar
XJ-S
XJ6
S Type 6 cyl
Sedans 12 cyl
Lexus
400
GS400
SC300
Lincoln
LS V8
Mark VIII
Mercedes
CLK
C36
Mercury
Capri V8
Cougar V8 & S/C V6
Mitsubishi 3000 GTTurbo
Nissan
300 ZX non-turbo 90+
300 ZX Turbo pre-90
Pontiac
Firebird V8 NOC
GTO ('04)
Trans-Am Turbo V6
Shelby
GT 350
GT 500
Toyota
Supra non-turbo 93+
Supra Turbo 86-1/2 - 92
Triumph Stag

V8 Sedans, Pick-ups, and Sedan-derived convertibles NOC.

8. Stock Class G (TGS, GS)

Acura
CL 6 cyl.
Integra, NOC 90+
Legend
RS-X, RSX-S
TL
TL Type S
TSX
Vigor
Alfa Romeo
1750, 1750 GTV
164, non-S pre-94
GTV V-6
Milano
Audi
200 Turbo Quattro
5000 Turbo
A4, 6 cyl.
A4 4 cyl. Turbo
A6
V8 Quattro, A8
Quattro Coupe, Turbo
S4 92-94 100 CS chas.
BMW
318is, i 91
318ti 95+
325E, eta engine
2002 all
Buick Reatta
Cadillac Catera
Chevrolet
Camaro V6
Corvair Turbo, 4 carb
Chrysler
Conquest Turbo
Cirrus V6
Laser Turbo
Neon (all)
PT Turbo 03+
Sebring V6
Daewoo 6 cyl.
Dodge
Conquest Turbo
Daytona Tur. NOC
Neon all
Stealth non-turbo
Avenger V6
Lancer Turbo
Shadow Turbo NOC
Shadow V-6
Spirit V6 & Turbo 4
Spirit R/T
Stratus V6
Ford
Contour SE, V6
Contour SVT
Focus SVT
Mustang V6 4-turbo
Mustang SVO
Probe 93+ all

Probe 88-92Turbo, V6
Taurus SHO
Tempo V-6
Thunderbird Turbo
Escort ZX2 S/R
General Motors
All FWD models w.
6 cyl all, Quad 4,
4 cyl Turbo, or Ecotec
engines NOC
Honda
Accord V6
Civic delSol VTEC
Civic Si 86-87, 99-00
Civic Si 02
CRX Si all
Prelude VTEC 93-96
Prelude 92+ NOC
Hyundai Tiburon 6 02+
Infiniti M30
Isuzu Impulse Turbo all
Jaguar X Type 02+
Lexus
ES 250
ES 300
GS 300
Lincoln LS V6
Mazda
3 04+
323 GT Turbo Sedan
323 GTX 4WD Turbo
6 03+
Millenia S/C
MX6 4cyl 93+
MX-6 V6 4cyltur all
Protégé MP3
Mercedes
190 16V, 2.6 6cyl.
280
C230 190 BHP
Mercury
Capri U.S. V6 4tur
Cougar V6
Mystique V6
Topaz V-6
Merkur XR4Ti
Mini Cooper S
Mitsubishi
Eclipse 00
Eclipse/TalonTurFWD
3000 GT, non-turbo
Galant VR4
Galant V6
Starion Turbo
Nissan
200SX SE-R 95+
200 SX SE V6
200 SX Turbo
240SX all
300ZX non-tur pre90
Altima 02+
Maxima 92+
NX2000
Sentra SE-R 91-94
Sentra SE-R 02+
Sentra 2.0 00-01
Peugeot 405 Mi-16
Pontiac Vibe all
Plymouth
Acclaim V6, 4 turbo
Neon all
Sundance V6 4cyltur
Saab
900 V6 94
9-2X Linear 2.5L
All Turbos
Saturn
DOHC models
L ser 6 cyl
Subaru
Impreza 2.5 RS
SVX
Toyota
Camry V-6 92+
Celica Turbo All-Trac
Celica ST, GT 94+
Celica GT-S 86-93
Matrix all
Supra 82-92
Volvo
NOC
Turbo all
Volkswagen
1.8T models NOC
Beetle 1.8 Turbo
Corrado VR6
Corrado G60
Golf/GTi/Jetta 16V
Golf/GTI/Jet 1.8L turbo
Passat 1.8 Turbo
Passat 6cyl 02+
Passat V6 AWD
Scirocco 16V
VR6 FWD NOC

9. Stock Class H (THS, HS)

Acura
CL 4 cyl.
Integra 86-89
Alfa
1300
1600
2000, 4-door sedans
Sedans, NOC
AMC
Gremlin, 4 & 6 cyl.
Spirit, 4 & 6 cyl.
Audi
80 all
90 all
Quattro Cpe. non-turbo
100 all, except S4
4000 all
5000 all, except turbo
Austin
Mini all
Mini-Cooper all
Austin Healey
100/4
100/6
3000
Sprite all
BMW
1600
318 NOC
318i & is 92+

320
7 series, 6 cyl.
1800
1800 ti
1800 TISA
2000 CS coupe
Chevrolet
Beretta, NOC
Camaro I4 & 6 cyl.
Chevette
Corvair 2 carb
Cosworth Vega
Nova, RWD, 4 & 6 cyl.
Nova 16V Nummi
Nova8V Nummi
Spectrum
Spectrum Turbo
Sprint Turbo
Sprint
Vega
Chrysler
Laser, non-turbo
PT Cruiser, non-tur
Sebring, 4 cyl.
Daewoo 4 cyl.
Datsun
210
310
310 GX
510
610
710
810
1200
B210
F10
1500 Roadsters
1600 Roadsters
Dodge
Avenger, 4 cyl.
Challenger, 2.6L
Charger, non-tur., FWD
Colt, 1600, FWD
Colt 1.8L 16V 93+
Colt, FWD, 1.4 & 1.5L
Colt, RWD
Colt, Turbo pre-89
Colt Turbo 16V
Daytona, non-turbo, 4
GLH, non-turbo
Intrepid
Omni, 1.7 & 2.2L
024, 1.7L
Rampage, 2.2L
Shadow, non-turbo, 4
Spirit, non-turbo, 4
Stratus 4 cyl.
Eagle
Summit 1.8V 93+
Summit NOC, non-tur.
Summit Turbo 16V
Talon non-turbo, 16V
Fiat
Strada
124 Sedan
124 Coupe & Spider
128
131 Sedan & Brava
850 Coupe & Sedan
850 Spider
Ford
Aspire
Contour, 4 cyl.
Cortina all
Escort, 1.9 & 1.6, NOC
Esc. 1.9 EFI, HO pre 91
Escort 16V 91+
Escort Turbo
EXP Turbo
EXP 1.9
EXP, 1.6, non-turbo
Festiva
Fiesta
Focus
Focus PZEV 2.3
Mustang I4 & 6 cyl.
Mustang II, 4 & 6 cyl.
Pinto
Probe 89-92 nontur 4
Taurus, NOC
Tempo
Thunderbird V6 89+
ZX-2 non S/R
Geo
Metro
Prizm 16V
Spectrum
Storm 12V
Storm GSi 16V
General Motors
All FWD models NOC
All RWD V6 NOC
Honda
600
800
Accord, 4 cyl.
Civic Si 89-91
Civic EX, LX 88+
Civic NOC
Civic del Sol DX
Civic DelSol S,Si 94+
CRX NOC
Insight
Prelude, NOC 79-91
Prelude S 92+
Hyundai
Accent 95+ NOC
Scoupe non-turbo
Scoupe Turbo 93+
Tiburon
Infiniti G20
Isuzu
Impulse, NOC
Impulse non-turbo 90+
I-MarkNOC
FWD&RWD
I-MarkFWDRS16V,tur.
Stylus, 12V
Stylus 16V
Hyundai
Tiburon 4cyl 02+
Jaguar 120, 140, 150
Kia Sephia 1.8
Lancia
Beta Coupe
HPE
Scorpion
Zagato
Lotus Cortina
Mazda
323, 1.6, 8V
626 (all)
808
929

- Cosmo
- GLC (all)
- Millenia
- MX-3, 4 cyl.
- MX-3 V-6
- MX6 88-92 4cyl nontur
- Protege NOC
- Protege, 1.8, 16V
- R100
- RX2
- RX3
- RX4

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
- 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 , 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 & 6 cyl.
- Fiero, 4 cyl.
- Lemans FWD
- Sunfire 2.2L

Porsche
- 356, except Carrera
- 912
- 924, Audi Engine

Renault NOC

Saab NOC

Saturn
- 8V
- Ion
- L Series 4 cyl

Shelby Charger, non-turbo

Subaru
- Impreza NOC
- Legacy 2.5 GT
- Sedan Turbo, NOC

Sunbeam Alpine

Suzuki
- Esteem GL
- Swift all

Toyota
- Camry 4 cyl.
- Camry V-6 NOC
- Celica FWD NOC
- Celica RWD
- Corolla all
- Cressida
- Echo
- Paseo all
- Prius
- Starlet
- Supra pre-82
- Tercel

Triumph
- GT6
- Spitfire all
- TR2,3,4,4A,6,7
- TR250

Volkswagen
- all air cooled & Diesel
- Beetle 2.0
- Dasher/Fox
- Golf/GTI/Jetta8V all
- Rabbit and GTI all
- Passat 4 cyl. Non tur
- Quantum
- Scirocco 8V

Volvo
- P1800
- NOC

Yugo all

+ all RWD pick-ups NOC

C. STREET PREPARED

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

BMW
- M Coupe
- M Roadster
- Z3 6 cyl
- M3 (E46)

Chevrolet Corv. 97+
Dodge Viper
Elva Courier all
Ferrari
- 355
- 360
- Dino 206, 246 all

Fiat 2000 Spy. Turbo all
Griffith all
Lotus
- Elan RWD
- Elan M100 FWD,all

Europa all
Elise 05+
Elite 2+2 & Eclat
Esprit 4-cyl all
Esprit V8
- 7 & 7A

Mazda
- RX-7 Turbo 93+

Mini Works Pkg
Morgan
- V8 all
- +4, 2138cc all

Porsche
- 911 AWD Turbo
- 911 Club Sp to 3.2L
- 911 GT2 02+
- **911 GT3**
- 911 non Tur to 3.2L
- 911 nonTur 3.6L air-c
- 911 Tur, 930 to 3.3L
- 911 Tur, S 3.6L air-c
- 914/6 all
- 924 Turbo
- 944 Turbo
- 944 16V
- 968
- Boxster
- Carrera 2
- Carrera 4

Toyota MR2 Turbo 91+
TVR I4, 6 cyl. all, V8

+ Sports cars over 2 liters not otherwise classified.

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

BMW
- M3 E36, Lightwt
- M-technic
- Z8

Bricklin
Chevrolet
- Corvette 53-54
- Corvette 55-57
- Corvette 58-62
- Corvette 63-67
- Corvette 68-82
- Corvette 84-96
- Corvette ZR-1

Datsun/Nissan
- 240Z/260Z/280Z
- 280 ZX non-turbo
- 280ZX turbo 79-83
- 300ZX turbo 84-89
- 300 ZX Turbo 90+
- 350Z

DeLorean
DeTomaso
- Pantera
- Mangusta

Dodge Stealth Turbo
Ferrari
- 250 except 250LM
- 275
- 308 Coupe, Spyder
- 330
- 365Day.GTB/GTC

Honda S2000
Infinity G35
Jaguar E-type all
Mazda
- **RX-7 Turbo 86-92**
- **RX-8**

Mitsu 3000GT Turbo
Porsche 928
Saleen Mustang NOC
Shelby Cobra 289
Sunbeam Tiger
- 260 289

Toyota SupraTur 93+
Triumph TR8

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

Acura
- RSX all

Audi Quattro NOC
BMW
- Z3 4 cyl.
- M3 (E30)

Datsun/Nissan
- 1.5, 1.6, 2.0 Rdster all

Dodge SRT-4
Fiat
- Abarth all
- 124 Spyder,
- 2000 Spy non-turbo
- 2000 Spyder Turbo

Honda
- Civic 1500cc 84-87
- Civic 88-91
- CRX 88-91

CRX 1500 84-87
Jensen Healey
Lancia Scorpion all
Lotus
Cortina all
Elite 1216cc
Mazda
Miata
RX-2 & 616
RX-3, RX-3SP,
808 Mizer
RX-7, non-turbo 78 -85
RX-7, non-turbo 86 -92
Mercedes 190
Morgan 4/4
Pininfarina 2000
Pontiac Fiero V6
Porsche
356, 1600 all
924S, 944 8V
Carrera 4-cyl all
Toyota
MR2 non S/C 85-90
MR2 Supercharged
Supra 79-81

All sedans over 1.7L and under 3.0L not otherwise classified. All sports cars under 2.0L not other- wise classified.

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

Acura
Integra GS-R
Integra NOC 86-93
Integra NOC 94-01
Integra Type R
Alfa Romeo
1600, 1750, 2000
Coupe & Spyder all
GTV V6 all
Milano
Audi
4000 Quattro
80 Quattro
A4 1.8T 95-01
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
Spectrum Tur 85-89
Storm GSi 85-89
J Body V64TurQuad4
L Body V6 & Quad 4
N BodyV64Tur Quad4
X Body V6
Chrysler/Dodge/Plymouth
Acclaim V6 & Turbo
Charger GLH S
Colt Turbo 16V 89
Colt Turbo 84
Conquest & Starion non-turbo
Daytona Turbo
Daytona V6
GLH-S & GLH Turbo
Laser Tur, Kcar Tur
Neon all
Shadow V6 & Turbo 4
Shelby Charger Turbo
Spirit V6 & Turbo 4
Sundance Turbo

Datsun/Nissan
200 SX SE-R
200 SX Turbo
200 SX V6
240SX
Maxima
NX2000
Pulsar 16V
Pulsar NX Turbo
Sentra SE-R 91+
Sentra 2.0L 95-99
Sentra 2.0L 00-01
Eagle
Summit tur. 16V 89
Fiat/Bertone
X1/9 1500cc
X-1/9 1300cc all
Ford/Mercury
Capri 4, V6 71-77
Capri 91-95
Contour SVT
Cougar 99-02
EscortZX-2 Tracer 16V
Focus SVT
Probe 6 cyl. & Turbo 4
Honda
Civic Si DOHC VTEC 99-00
Civic SOHC VTEC 92-95
Civic SOHC DOHC VTEC 96 +
Del Sol 93-97
Prelude 4WS
Prelude 83+ NOC
Hyundai Tiberon
Isuzu
I-Mark RS LS 16V turbo FWD 85-89
Impulse RS Turbo AWD 90-93
Impulse Turbo RS RWD 83-89
Impulse XS noTurbo 16V 90-93
Impulse Turbo, 16V
StylusXS RS16V 90-93
LexusIS300
Maserati Biturbo
Mazda
323 GT & GTX 4x4
6

Mazdaspeed Protege
MX-6 Turbo &V6
Mercury (see Ford)
Merkur XR4Ti
Mini Cooper S
Mitsubishi
Cordia Turbo
Eclipse 00+
Eclipsenon-tur16VFWD
Galant all
Mirage Turbo 16V 89
Mirage 1.5, 1.8 90-96
Mirage 97+
Tredia Turbo
Pontiac Vibe
Porsche
914 1.7, 1.8, 2.0 4cyl
924 (audi engine)
Renault
Fuego Turbo
R5 Turbo
Saab
99, 99EMS, 99 Turbo
900, 900 Turbo 79-93
900, 900 Turbo 94+
Saturn 16V
Subaru Impreza 2.5
Toyota
Camry V6
Celica 00+
Celica All-Trac all
CorollaGTS84-87AE86
FX16
Matrix
Supra 82-85
Volkswagen
Corrado all
Golf 16V
Jetta 16V
Scirocco 16V
Golf **Jetta** VR6
New Beetle Turbo
Passat VR6
Volvo 240 Turbo all

+ spec Miata, All V6 and mech. s/c 4 cyl sedans under 3.0L not otherwise classified

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

AMC AMX, Javelin all
Audi
200 V8
5000 Turbo
BMW
2500, 2800 all
3.OS, CS all
528, 530, 533 all
633i, 733i all
Chev/Buick/Pont/Olds
Camaro/Firebird 67-69
Camaro/Firebird 70-81
Camaro/Firebird 82-92
Camaro/Firebird 93+
Chevelle 64-67
Chevelle 68-72
Corvair, Yenko Stage I, II, III all
Lumina
Monza V8,Skyhawk V6
Reatta
Regal V6, V8 RWD 80-88
StarfireV6,SunbirdV6
T-A Turbo 82-92
Chrysler
Barracuda pre 70
Dart/Val/Duster 63-76
Barr/Chall 70 -74
Challenger 6, V8 NOC
Conquest turbo
Laser all turbo 88-99
Stealth non-turbo
Eagle Talon all tur 89-99
Ferrari
400 America all
500 Superfast all
Ford/Mercury
Capri Turbo 4
Cougar 65-70
Cougar 71-74
Mustang 64-1/2-66
Mustang, Cougar 67-68
Mustang, Cougar 69-70
Mustang, Cougar 71-73
Must. II all 74-78
Mustang, Capri Turbo 4, Cobra R, V6, V8, SVO 79-93
Mustang 94+ all
Taurus SHO
Tbird, Cougar 83-88
Tbird, Cougar 89-97
Infiniti M30 Q45
Jaguar
XJS all
Sedans, 6 & 12 cyl.
XK 120,140,150 all
Lexus 250 400
Mazda 929
Mercedes Benz
230SL, 250SL, 280SL
350SL, 380SL, 450SL
220, 230, 250, 280 Sedans all
2804.5, 3006.3 Sedan all
Mitsubishi
Eclipse Turbo 89-99
Lancer Evo 8
Starion Turbo
3000 GT non turbo
Nissan
300ZX non-tur 84-89
300ZX non-tur 90+
Olds (see Chev)
Peugeot 405
Pontiac (see Chev)
Saab SPG 16V&Turbo
Saleen Mustang 302, 351 non-S/C 84-93
Shelby
GT350 65-66
GT350, GT500 67+

Subaru
- **Forester 2.5XT**
- WRX
- **WRX Sti**

Toyota
- Supra non-tur 87-92
- Supra non-tur 93+
- Supra Turbo pre87
- Supra Turbo 87-92

Volvo
- 700 Series all
- 800 Series all

All American inline 6, V-6 and V-8 sedans and pick-ups not otherwise classified, other sedans over 3.0 liters NOC.

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

Acura Legend

Alfa Romeo
- 1300 cc Models all
- 1600, 1750, 2000 Sedans all
- Alfetta GT

AMC all 4 cyl. models

Audi
- 80 FWD
- 100 LS all
- 4000, 5 cyl. all
- 5000

Austin
- America all
- Mini

Austin-Healey
- Sprite all
- 100-4, 100-6, 3000 all

BMW
- 1600 all
- 1800 ti, TISA
- **1600-2,1602,2002 NOC**
- 320i 318i, NOC

Chev/Pon/Buick/Old Geo/Suzuki
- Beretta, 4 cyl.
- Camaro, 4 cyl. 82+
- Chevette & T1000
- Citation & Omega
- Fiero 4cyl all
- Firebird, 4 cyl 82+
- Metro & Swift 85-88
- Metro & Swift 89-93
- Monza NOC, Omega, Starfire, Astre, Skyhawk NOC, all RWD
- Phoenix, Skylark
- Prism
- Spectrum 1.5L nonturbo 85-89
- Spectrum NOC
- Sprint & Sprint Turbo
- Storm base 12V 89-93
- Sunbird 4 cyl
- Vega, Cosworth Vega

Chrysler/Dodge/Plym.
- Acclaim 4, non-turbo
- Arrow 1600,2000,2600
- Champ non-turbo all
- Colt FWD non-tur
- Colt , non-turbo 8V
- Colt RWD 2.0 1.6 all
- Daytona, non-turbo
- Horizon, TC3, Turismo 1.7, 1.8, 2.2L
- Laser non-turbo 89-99
- Omni, 024, Charger
- Rampage 2.2L
- Sapporo 1600, 2000, 2600
- Shelby 2.2L non-turbo 83-84
- Spirit 4 cyl. non-turbo

Datsun/Nissan
- 1200
- 200SX NOC 76-79
- 200SX NOC 80-83
- 200SX NOC 84+
- 210
- 310
- 510 68-73
- 510 78-81
- 610
- 710
- B210
- F-10
- NX 1600
- Pulsar, Pulsar NX, nonturbo all
- Sentra 1.6 91+
- Stanza all

Eagle
- Summit, non-turbo
- Talon non-turbo 89-99

Fiat
- 128
- 850 Sedan
- 850 Cpe and Spy
- Brava and 131
- Strada

Ford/Mercury
- Capri II 76-77
- Cortina
- Escort GT
- Esc/Merc Tracer 1.9L
- EXP/LN7/Escort/Lynx
- Festiva
- Fiesta
- Focus NOC
- Mustang II 4 74-78
- Must/Capri 4 non-tur.
- Pinto 1.6, 2.0, 2.3 all
- Pinto Wag. 2.0, 2.3, 2.6
- Probe 4cyl non-turbo

Honda
- Accord 76-81
- Accord 82+
- Civic 73-79
- Civic 80-83
- Civic 92-95 NOC
- Civic 96+ NOC
- CRX 1300 cc
- Civic 1300cc, 84-87
- Prelude 79-82

Hyundai
- Elantra
- Excel
- Scoupe
- all NOC

Isuzu
- I-Mark 1.5L nonturbo FWD 85-89
- **I-Mark RS 16V 85-89**
- I-Mark RWD 80-85
- Impulse non-tur 83-89
- Stylus S 12V 90-93

Kia Spectra 1.8 4 cyl

Lancia Beta, Zagato 75-83

Mazda
- 323, non-turbo
- 626 FWD all
- 626 RWD all
- Cosmo
- GLC FWD all
- GLC RWD all
- MX-6 4cyl non-turbo
- Protégé
- R-100
- RX-4

MG
- 1100, 1300 Sedan all
- MGA all
- MGB, GT all
- MGC, GT all
- Midget 948,1098,1275, 1500

Mini Cooper 850, 970, 997,998,1071,1275

MINI Cooper non-S

Mitsubishi
- Cordia, non-turbo all
- Eclipsenon-tur 8V 2WD
- Lancer non-turbo
- Mirage non-tur 8V 89
- Mirage 1.5L 90-96
- Mirage 1.8L 90-96
- Tredia, non-turbo all

Opel
- 1900, Manta
- GT 1100cc
- GT 1500, 1900
- Kadett 1100
- Kadett 1500, 1900

Peugeot 405 DL & S

Porsche
- 912
- 912E

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

Saturn SC1 8V

Sunbeam Alpine all

Subaru
- 4WD Turbo all NOC
- Forester non-turbo
- Impreza NOC
- Legacy and Legacy GT

Suzuki
- Aerio

Toyota
- Camry, 4 cyl.
- Celica 70-77
- Celica 78-81
- Celica NOC 82-99
- Celica FWD 1.6 L
- Corolla 1200
- Corolla 1600, SR-5 70-79
- Corolla 1600, 1800 RWD 80-83
- Starlet all
- Tercel all

Triumph
- GT-6
- Herald
- Spitfire
- TR-2, TR-3
- TR-4, TR-4A
- TR-250, TR-6
- TR-7

Volkswagen
- Beetle RWD
- **Cabriolet 85-92**
- Dasher, Quant. all I4
- Fox GL
- Golf / Jetta 8V 85-93 A-2 chassis
- Golf/Jetta 8V 93-98 A-3 chassis
- Golf/Jetta/Beetle TDI
- Karmann Ghia
- Passat all NOC
- Rabbit/Jetta/Scirocco/ Cabrio/P'up8V75-84 A-1 chassis
- Scirocco 8V all

Volvo
- 120 Series all
- 140 Series all
- 160 Series all
- 1800 P1800 ES1800
- 240 Series non-tur
- 260 Series all
- 700 Series all

Yugo (all)

all sedans under 1.7L not otherwise classified. All 4 cyl. and rotary RWD mini-pickups

D. PREPARED CATEGORY

1. A Prepared (AP)

Elva Courier 1600,1800

Lotus
- Elan, Europa, Europa

TwinCam, Super 7
Mazda Miata 15 X 7
Panoz GTS
Pontiac Fiero V6
Turner
950S
1500
TVR
1800
V8

2. B Prepared (BP)

Chevrolet Corvette
53-62
63-82
84-96
97+
Chrysler/Dodge/
Plymouth/Eagle
Turbos
Conquest
Dodge Viper
DeTomaso Pantera
Jaguar XJS
Mazda Turbos
RX 7 Tur 87-92
RX 7 Tur 93+
Mitsu Turbo Starion
Porsche
928 S
924 Turbo
930 Turbo
944 Turbo
Nissan Turbos
280 ZX
300 ZX pre- 90
Shelby Cobra
Toyota
MR2 Turbo 91-95
SupraTurbo 86-92
Supra 93+

3. C Prepared (CP)

AMC
AMX
Javelin
Spirit V-8
Gremlin V-8
Chevrolet
Beretta
Camaro 67-69
Camaro 70-81
Camaro 82-92
Camaro 93+
Corvair
Corvair Turbo
Monza
S10 V6
Chry/Dodge/Ply
Barr/Chall 70-74
Val/Dart/Dust 63-67
Barracuda 65-69
Ford
Mustang, 6 cyl &
V8 63-69
Mustang V6 &V8 69-73
Mustang V6 &
V8 79-93
Mustang Turbo,
4 cyl.
Mustang II, V6 & V8
Mustang 94+
Capri, V6 & V8
79-93
Capri Turbo, 4 cyl.
79-93
Taurus SHO
Thunderbird V6 89
Thunderbird
Supercharged
General Motors
A-Body 78-81
Jaguar
XK 120
XK 140
XK 150
Mercedes
300 SEL 6.3
Mercury
Merkur XR4Ti
Mitsubishi Eclipse Turbo
Pontiac
Firebird/TransAm
Trans-Am Turbo
GTO
Saleen Mustang
Shelby GT 350
Yenko Stinger
All other American 6cyl
and V8 Sedans NOC

4. D Prepared (DP)

Alfa Romeo
Giulia 1300, 1300 Ti
Giullia Sprint, Spyder
Spyder 2000, Veloce
Spyder Duetto, 1750 V.
Austin-Healey/MG
100-4
Sprite/Midget
Datsun
SPL 310-U
SPL 311/311U 1300
SRL 311 Roadster 2000
Fiat
124 Sport Spider
850 all
Abarth 850/750
X1/9
Jensen Healey
Lancia Scorpion 1976
Lotus
7,7A 948,997,1098

Elise 96+
Mazda
Miata 13 X 7 wheels
MGA, MGB
Morgan
4/4
Opel GT
Pontiac Fiero 4 cyl
Porsche
356, except Carrera and 1500, 1600
1300
912 1600
914, 1.7 & 1.8 L
Saab
Sonnett 15,16,1700
Sunbeam Alpine
Toyota
MR2 non s/c 84-89
MR2 non-tur 91-95
MR2 Spyder 00+
Triumph
GT6
Spitfire
TR2,3,4,4A,7
Turner 950
Volvo P-1800,ES,E,S

5. E Prepared (EP)

Acura
Integra
RSX 02+
Alfa Romeo
Alfetta GT
GT 1300 Jr, GTA Jr
Junior Z
1600 GTV
Sport Sedan
GTV 1750, 2000
Audi FWD non-turbo
4000S 80-87
Austin Cooper 1275
BMW
1600 all
2002, Ti,Tii
2000TI
530 I 75-78
3 Series 8V, 16V(E30)
Chevrolet (and Pontiac, Buick, Oldsmobile and Cadillac Equivalents)
Cosworth Vega
Vega 2300 cc
Chrysler Neon
Datsun/Nissan
B110
B 210
210 pre- 79
B310 1400 pre- 79
240SX/S13
200SX/S12 84-88
200 SX/S10 77-79
200 SX/S110 80-83
PL510 1600,1800
PL510 2000
510/A10
610
710
810
NX/KB13 pre- 91
Pulsar 16V/KN13 87-90
Pulsar/KN12 83-86
Sentra
Dodge/Mitsu.
Champ pre- 80
Colt 1400
Colt/Mirage 1600
Colt 1995cc
Daytona/Laser 2.2
Omni/Horizon & 024
Shadow 2.2
Shelby Charger pre79
Shelby Charger 83+
Fiat
124 Sport Coupe & Sedan
128 Coupe SL 1300,3P
128
131Coupe, Sedan & Brava
Ford/Mercury
Anglia Super
Cortina
Escort EXP/Lynx/LN7
Escort GT, ZX2 91+
Escort/Lynx pre- 81
Escort GT pre- 91
Escort Super & 1300 GT
Escort Mexico
Fiesta
Festiva
Focus
Mustang II, 2300
Mustang/Capri 79-93
Mercury Capri all imported
Pinto
Honda
Accord 4cyl
Civic 1170
Civic 1237
Civic/Si 1488
Civic 84-87
Civic 88-91
Civic 92-95
Civic 1488 80-83
Civic 88-91
Civic exc. DOHC VTEC 96+
Civic 1.6 DOHC VTEC 99+
CRX 1300
CRX/Si 1488
CRX 1.5 88-91
CRX 1488 84-87
CRX 88-91
DelSol 1.6 VTEC
1.6DOHCVTEC 93-96
Prelude
Isuzu Sport Coupe
Mazda
RX4
Cosmo
Mazda

323
626
GLC, FWD
MX-6, non turbo
RX2
RX3
Mitsubishi
Cordia
Eclipse, non-tur 16V,8V
MINI Cooper non-S
Nissan 810 Maxima
Opel
1900, 51 & 53
Sp Cpe Rallye,57R
Renault
5, R-1228 78
Alliance/Encore
LeCar
R-17 Gordini
Saab non-turbo
99E, CM, EMS, GL, LE
900 79
Sedan V-4 pre- 64
Saturn
Subaru GL Coupe FWD
Suzuki Swift GLX,GTI
Toyota 2WD non-turbo
Celica, 4 cyl.
Celica GTS 86-89
Celica GTS 82-85
Corolla 1200
Corolla 1600 S-R5 pre- 75
Corolla 80-83
Corolla 1.6 84+
Corolla Sport TwinCam 85+
Corolla Sport Coupe and Liftback 76-79
Corolla SR-5, Sport Coupe 89+
Corolla Sport, Sport Coupe 8V 84-87
Paseo
Starlet
Tercel
Volkswagen
1300 65-66
1300 67
1600 70-77
1500/1600 67-69
Corrado 16V
Golf 84-92 4cyl
Jetta 75-92 4cyl
Rabbit 75-84
Scirocco 75-87
Volvo
122 S
142S, 142E

6. F Prepared (FP)

Acura NSX
Alfa Romeo GTV V-6
Audi
4000,4000Quattro,
CoupeQuattro,
Coupe 81-87
90 Coupe,
90 Quattro Coupe,
Sedan 90-91
Austin Healey
3000
100-6
BMW
3 Series 6cyl 12V
3 incl M E36 24V
E46 99+ 6 cyl
Chry/Dodge/Ply/Eagle
Daytona Laser to 88
Shadow/Sundance
Talon/Laser FWD/AWD 89+
Datsun/Nissan
240Z, 260Z , 280Z,
280Z 2+2, 280ZX 79+,
300ZX/Z31 pre 89,
300ZX/Z32 90+
Ferrari
Dino 246 GT, 308 GTB
Honda S2000
Jaguar XKE, 6 cyl.
Lexus IS300 01+
Mazda
MX6 GT Turbo
RX 7
MINI S
Mitsubishi
EclipseTur.FWD/AWD
Evo VIII 03+
Pontiac Fiero, V-6
Porsche
911, 2.0, 2.2 & 2.4 L,
911, 2.7& 2.8 L,
911 3.0 & 3.2L
911, 3.5 & 3.6 L,
914-6, 2.0 2.5 2.7 2.8
914, 2.0 L
924S
944 non-turbo
Saab Turbo
99E,CM,EMS,GL,LE
900 79+
Subaru
Impreza
WRX Turbo all
Toyota
Celica All-Trac
Celica Supra, 2.4 L
Supra, 2.8 L
MR2 s/c 88-89
Supra 93+
Triumph
TR6
TR-8, 215 ci, TR-8, 4 L
TR-250
VW
Corrado Supercharged
Corrado VR6

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

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