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.

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**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 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.
   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-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 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.
DCSCC Rule Book

\[
\begin{align*}
\text{TFS} & \\
\downarrow & \\
\text{THS} \rightarrow \text{TGS} \rightarrow \text{TDS} \rightarrow \text{TES} \rightarrow \text{TCS} \rightarrow \text{TBS} \rightarrow \text{TAS} \rightarrow \text{TSS} \rightarrow \text{MT Class} \\
\text{CMT} & \rightarrow \text{BMT} \rightarrow \text{AMT} \rightarrow \text{Car's S Class} \\
\text{FS} & \\
\downarrow & \\
\text{HS} \rightarrow \text{GS} \rightarrow \text{DS} \rightarrow \text{ES} \rightarrow \text{CS} \rightarrow \text{BS} \rightarrow \text{AS} \rightarrow \text{SS} \rightarrow \text{Car's SP Class} \\
\text{ESP} & \rightarrow \text{BSP} \\
\downarrow & \\
\text{FSP} \rightarrow \text{DSP} \rightarrow \text{CSP} \rightarrow \text{ASP} \rightarrow \text{Car's MR Class} \\
\text{CMR} & \rightarrow \text{BMR} \rightarrow \text{AMR} \rightarrow \text{Car's P Class} \\
\text{CP} & \rightarrow \text{BP} \\
\downarrow & \\
\text{DP} \rightarrow \text{EP} \rightarrow \text{AP} \rightarrow \text{DM or EM} \\
\uparrow & \\
\text{FP} & \\
\text{FM} & \\
\downarrow & \\
\text{EM} \rightarrow \text{DM} \rightarrow \text{CM} \rightarrow \text{BM} \rightarrow \text{AM}
\end{align*}
\]
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 the 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. 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.

c) Car number and class - clearly marked.

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**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.

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<thead>
<tr>
<th>No. in class</th>
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<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
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<td>1st Place</td>
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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:

<table>
<thead>
<tr>
<th>Place</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5 or More</th>
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<tr>
<td>1</td>
<td>1</td>
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<td>3</td>
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<td>2</td>
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</table>

   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

<table>
<thead>
<tr>
<th>Class</th>
<th>Club</th>
<th>Name</th>
<th>Car</th>
<th>Best 9 Of 13</th>
<th>2005 No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMT</td>
<td>AROC</td>
<td>John Hoard</td>
<td>Alfa GTA Jr.</td>
<td>45.8</td>
<td>1</td>
</tr>
<tr>
<td>TGS</td>
<td>MSCC</td>
<td>Bill Watkins</td>
<td>Neon</td>
<td>40.9</td>
<td>2</td>
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<tr>
<td>AMT</td>
<td>MSCC</td>
<td>Mark Myers</td>
<td>Miata</td>
<td>40.3</td>
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<td>MSCC</td>
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<td>Evo VIII</td>
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<td>Porsche</td>
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<td>Miata</td>
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<tr>
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## B. 2004 Team Winners

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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

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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

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F. 2002 Team Winners

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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
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<td>FME</td>
<td>Sue Brockschmidt</td>
<td>Miata</td>
<td>5.0</td>
<td>24</td>
</tr>
<tr>
<td>18</td>
<td>HS</td>
<td>MSCC</td>
<td>John F. Cowall</td>
<td>Vega</td>
<td>4.0</td>
<td>25</td>
</tr>
<tr>
<td>22</td>
<td>EP</td>
<td>MSCC</td>
<td>Scott Harvey</td>
<td>Colt</td>
<td>4.0</td>
<td>26</td>
</tr>
</tbody>
</table>

**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)

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corvette C5 97-04</td>
<td></td>
</tr>
<tr>
<td>Corvette C6 05+</td>
<td></td>
</tr>
<tr>
<td>Viper R/T GTS SRT-10</td>
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</tr>
<tr>
<td>Lotus</td>
<td></td>
</tr>
<tr>
<td>Elise 05+</td>
<td></td>
</tr>
<tr>
<td>Esprit Turbo</td>
<td></td>
</tr>
<tr>
<td>Mazda RX-7 Turbo 93+</td>
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</table>

2. Stock Class A (TAS, AS)

<table>
<thead>
<tr>
<th>Make/Model</th>
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<tbody>
<tr>
<td>Acura NSX</td>
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<tr>
<td>Audi S4 V8 04+</td>
<td></td>
</tr>
<tr>
<td>BMW</td>
<td></td>
</tr>
<tr>
<td>M Coupe 01+</td>
<td></td>
</tr>
<tr>
<td>M Roadster 01+</td>
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</tr>
<tr>
<td>M3 (E46)</td>
<td></td>
</tr>
<tr>
<td>M5 00+</td>
<td></td>
</tr>
<tr>
<td>Cadillac CTS-V</td>
<td></td>
</tr>
<tr>
<td>Chevrolet</td>
<td></td>
</tr>
<tr>
<td>Camaro SS 96+</td>
<td></td>
</tr>
<tr>
<td>Corvette 84-96</td>
<td></td>
</tr>
<tr>
<td>Corvette ZR1</td>
<td></td>
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<tr>
<td>DeTomaso</td>
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<tr>
<td>Pantera</td>
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<td>Mangusta</td>
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</tr>
<tr>
<td>Ford Mustang</td>
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</tr>
<tr>
<td>SVT Cobra 03+</td>
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</tr>
<tr>
<td>Jaguar XKR Coupe</td>
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</tr>
<tr>
<td>Maserati GranSport,</td>
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</tr>
<tr>
<td>Spyder, Coupe 02+</td>
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<tr>
<td>Mercedes</td>
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</tr>
<tr>
<td>E55 AMG</td>
<td></td>
</tr>
<tr>
<td>SLK32 AMG 02+</td>
<td></td>
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<tr>
<td>SLK350</td>
<td></td>
</tr>
<tr>
<td>Mitsubishi</td>
<td></td>
</tr>
<tr>
<td>Evolution VIII 03+</td>
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3. Stock Class B (TBS, BS)
4. **Stock Class C (TCS, CS)**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Engine</th>
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<tbody>
<tr>
<td>Jensen Healey</td>
<td>Elite</td>
<td>1216cc</td>
</tr>
<tr>
<td>Lotus</td>
<td>Elite 2+2</td>
<td>914: 1.7, 1.8, 2.0L</td>
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<tr>
<td>Lotus</td>
<td>Mazda Miata 1.8L 98+</td>
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</tr>
<tr>
<td>Elan</td>
<td>Porsche</td>
<td></td>
</tr>
<tr>
<td>Elan +2</td>
<td>914: 1.7, 1.8, 2.0L</td>
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</table>

5. **Stock Class D (TDS, DS)**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Engine</th>
</tr>
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<tbody>
<tr>
<td>Acura</td>
<td>Honda</td>
<td>98.5+</td>
</tr>
<tr>
<td>Integra Type R</td>
<td>Prelude VTEC 97+</td>
<td>98.5+</td>
</tr>
<tr>
<td>Audi</td>
<td>Infinity G35 Sedan</td>
<td>98.5+</td>
</tr>
<tr>
<td>S4 00-03</td>
<td>Jaguar</td>
<td>98.5+</td>
</tr>
<tr>
<td>TT 180 BHP</td>
<td>X Type 3.0 AWD</td>
<td>98.5+</td>
</tr>
<tr>
<td>BMW</td>
<td>X Type</td>
<td>98.5+</td>
</tr>
<tr>
<td>330Ci</td>
<td>Lexus IS 300</td>
<td>98.5+</td>
</tr>
<tr>
<td>3 ser. 6 cyl non M NOC</td>
<td>Mazda</td>
<td>98.5+</td>
</tr>
<tr>
<td>3 ser. 6 cyl non M NOC</td>
<td>Mazda</td>
<td>98.5+</td>
</tr>
<tr>
<td>Cadillacs CTS</td>
<td>Mazdaspeed Protege</td>
<td>98.5+</td>
</tr>
<tr>
<td>Chrysler/Dodge</td>
<td>Mercedes C320</td>
<td>98.5+</td>
</tr>
<tr>
<td>Crossfire</td>
<td>Mitsubishi/DSM</td>
<td>98.5+</td>
</tr>
<tr>
<td>Daytona IROC R/T</td>
<td>Eclipse/TalonTur.AWD</td>
<td>98.5+</td>
</tr>
<tr>
<td>Neon SRT-4</td>
<td>Nissan</td>
<td>98.5+</td>
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</table>

6. **Stock Class E (TES, ES)**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Alfa Romeo</td>
<td>Dodge</td>
<td>Miata 1.8 94-97</td>
</tr>
<tr>
<td>2000 Spider, GTV</td>
<td>Charger Turbo</td>
<td>RX-7, non-turbo</td>
</tr>
<tr>
<td>BMW Z3 4 cyl.</td>
<td>GLH Turbo</td>
<td>RX-7, non-turbo</td>
</tr>
<tr>
<td>Datsun</td>
<td>Fiat/Bertone X1/9 (all)</td>
<td>Plus 4</td>
</tr>
<tr>
<td>2000, 240Z, 260Z</td>
<td>Mazda</td>
<td>4/4</td>
</tr>
<tr>
<td>280Z, 280ZX non-turbo</td>
<td>Miata 1.6L</td>
<td>Pontiac Fiero V-6</td>
</tr>
</tbody>
</table>
### Stock Class F (TFS, FS)

<table>
<thead>
<tr>
<th>Marque</th>
<th>Model/Engine</th>
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<tbody>
<tr>
<td>AMC</td>
<td>AMC V8</td>
</tr>
<tr>
<td>AMX</td>
<td>Infiniti Q45</td>
</tr>
<tr>
<td>Javelin V8</td>
<td>Jaguar</td>
</tr>
<tr>
<td>BMW</td>
<td>XJ-S</td>
</tr>
<tr>
<td>5 series 6-cyl NOC</td>
<td>XJ6</td>
</tr>
<tr>
<td>6 series coupe</td>
<td>S Type 6 cyl</td>
</tr>
<tr>
<td>8 series coupe (all)</td>
<td>Sedans 12 cyl</td>
</tr>
<tr>
<td>M5 88-93</td>
<td>Lexus</td>
</tr>
<tr>
<td>Buick</td>
<td>400</td>
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<tr>
<td>Regal/Grand Nat’l,</td>
<td>GS400</td>
</tr>
<tr>
<td>Turbo V6</td>
<td>SC300</td>
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<tr>
<td>Chevrolet</td>
<td>Lincoln</td>
</tr>
<tr>
<td>Camaro V8 NOC</td>
<td>LS V8</td>
</tr>
<tr>
<td>Corvette 53-62</td>
<td>Mark VIII</td>
</tr>
<tr>
<td>Datsun 280 ZX Turbo</td>
<td>Mercury</td>
</tr>
<tr>
<td>Dodge Stealth turbo</td>
<td>CLK</td>
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<tr>
<td>Ford</td>
<td>C36</td>
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<tr>
<td>Mustang Mach I 03+</td>
<td>Mercury</td>
</tr>
<tr>
<td>Mustang V8 NOC</td>
<td>Capri V8</td>
</tr>
<tr>
<td>Tbird V8 &amp; S/C V6</td>
<td>Cougar V8 &amp; S/C V6</td>
</tr>
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</table>

### Stock Class G (TGS, GS)

<table>
<thead>
<tr>
<th>Marque</th>
<th>Model/Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acura</td>
<td>V8 Quattro, A8</td>
</tr>
<tr>
<td>CL 6 cyl.</td>
<td>Quattro Coupe, Turbo</td>
</tr>
<tr>
<td>Integra, NOC 90+</td>
<td>S4 92-94 100 CS chas.</td>
</tr>
<tr>
<td>Legend</td>
<td>BMW</td>
</tr>
<tr>
<td>RS-X, RSX-S</td>
<td>318is, i 91</td>
</tr>
<tr>
<td>TL</td>
<td>318ti 95+</td>
</tr>
<tr>
<td>TL Type S</td>
<td>325E, eta engine</td>
</tr>
<tr>
<td>TSX</td>
<td>2002 all</td>
</tr>
<tr>
<td>Vigor</td>
<td>Buick Reatta</td>
</tr>
<tr>
<td>Alfa Romeo</td>
<td>Cadillac CATERA</td>
</tr>
<tr>
<td>1750, 1750 GTV</td>
<td>Chevrolet</td>
</tr>
<tr>
<td>164, non-S pre-94</td>
<td>Camaro V6</td>
</tr>
<tr>
<td>GTV V-6</td>
<td>Corvair Turbo, 4 carb</td>
</tr>
<tr>
<td>Milano</td>
<td>Chrysler</td>
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<tr>
<td>Audi</td>
<td>Conquest Turbo</td>
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<tr>
<td>200 Turbo Quattro</td>
<td>Cirrus V6</td>
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<tr>
<td>5000 Turbo</td>
<td>Laser Turbo</td>
</tr>
<tr>
<td>A4, 6 cyl.</td>
<td>Neon (all)</td>
</tr>
<tr>
<td>A4 4 cyl. Turbo</td>
<td>PT Turbo 03+</td>
</tr>
<tr>
<td>A6</td>
<td>Sebring V6</td>
</tr>
</tbody>
</table>

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*Page 34*
Probe 88-92 Turbo, 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, 90-99
Civic Si 02
CRX Si all
 Prelude VTEC 93-96
 Prelude 92+ NOC
Hyundai Tiburon 99
 Infiniti M30
Isuzu Impulse Turbo all
Jaguar X Type 02+
Lexus
ES 250
ES 300
GS 300
Lincoln LS V6
Mazda

304+
323 GT Turbo Sedan
323 GTX 4WD Turbo
6 03+
Millenia S/C
MX6 4cy 93+
MX-6 V6 4cyltur all

Neon all
Sundance V6 4cyltur
Saab
900 V6 94
9-2X Linear 2.5L
All Turbos
Saturn
DOHC models
L 6 cy
Subaru
Impreza 2.5 RS
SVX
Toyota
Camry V-6 92+
Celica Turbo All-Trac
Celica, GT 94+
Celica GT-S 86-93
Matrix 92
Supra 82-92
Volvo
NOC
Turbo all
Volkswagen
1.8L models NOC
Beetle 1.8 Turbo
Corrado VR6
Corrado G60
Golf/GTT/Jetta 16V
Golf/GTT/Jet 1.8 L turbo
Passat 1.8 Turbo
Passat 6cy 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 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.
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
320
7 series, 6 cyl.
1800
1800 ti
1800 TISA
2000 CS coupe
Chevrolet
Beretta, NOC
Camaro I4 & 6 cyl.
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
Omnii, 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
Fiesta
Focus
Fiat
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+
1-MarkNOC
FWD&RWD
1-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
Geo
Metro
808
929
Page 36
<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Manufacturer</th>
<th>Engine Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cosmo</td>
<td>Nissan</td>
<td>8V</td>
</tr>
<tr>
<td>GLC (all)</td>
<td></td>
<td>L Series 4 cyl</td>
</tr>
<tr>
<td>Millenia</td>
<td></td>
<td>Shelby Charger, non-turbo</td>
</tr>
<tr>
<td>MX-3, 4 cyl.</td>
<td>Altima</td>
<td>Subaru</td>
</tr>
<tr>
<td>MX-3 V-6</td>
<td>Maxima NOC</td>
<td>Impreza NOC</td>
</tr>
<tr>
<td>MX6 88-92 4 cyl nontur</td>
<td>NX 1600</td>
<td>Legacy 2.5 GT</td>
</tr>
<tr>
<td>Protege NOC</td>
<td>Pulsar all</td>
<td>Sedan Turbo, NOC</td>
</tr>
<tr>
<td>Protege, 1.8, 16V</td>
<td>Sentra pre-91</td>
<td>Sunbeam Alpine</td>
</tr>
<tr>
<td>R100</td>
<td>Sentra 1.6L 91+</td>
<td>Suzuki</td>
</tr>
<tr>
<td>RX2</td>
<td>Sentra 1.8L 01+</td>
<td>Swift all</td>
</tr>
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<td>RX3</td>
<td>Sentra SE 2.0 95-99</td>
<td>Toyota</td>
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<tr>
<td>RX4</td>
<td>Stanza</td>
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<tr>
<td>Mercedes, NOC</td>
<td>Opel</td>
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</tr>
<tr>
<td>Mercury</td>
<td>1100</td>
<td>Camry 4 cyl.</td>
</tr>
<tr>
<td>Bobcat</td>
<td>1900 all</td>
<td>Camry V-6 NOC</td>
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<tr>
<td>Capri FWD</td>
<td>GT</td>
<td>Celica FWD NOC</td>
</tr>
<tr>
<td>Capri, Turbo, FWD</td>
<td>Isuzu</td>
<td>Celica RWD</td>
</tr>
<tr>
<td>Capri German4&amp;V6</td>
<td>Manta</td>
<td>Corolla all</td>
</tr>
<tr>
<td>Capri US, 4 cyl.</td>
<td>Peugeot 405 DL &amp; S</td>
<td>Cressida</td>
</tr>
<tr>
<td>Cougar 4 cyl 99+</td>
<td>Pininfarina 2000</td>
<td>Echo</td>
</tr>
<tr>
<td>LN-7 all</td>
<td>Plymouth</td>
<td>Paseo all</td>
</tr>
<tr>
<td>Lynx all</td>
<td>Acclaim 4 , non-turbo</td>
<td>Prius</td>
</tr>
<tr>
<td>Mystique, 4 cyl.</td>
<td>Arrow</td>
<td>Starlet</td>
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<tr>
<td>Sable</td>
<td>Champ</td>
<td>Supra pre-82</td>
</tr>
<tr>
<td>Scorpio</td>
<td>Colt 1.593+</td>
<td>Tercel</td>
</tr>
<tr>
<td>Topaz, 4 cyl.</td>
<td>Colt 16V 1.8L 93+</td>
<td>Triumph</td>
</tr>
<tr>
<td>Tracer, 1.6L, 1.9L</td>
<td>Horizon</td>
<td>GT6</td>
</tr>
<tr>
<td>Tracer 16V</td>
<td>Laser, non-turbo</td>
<td>Spitfire all</td>
</tr>
<tr>
<td>MG</td>
<td>Sapporo</td>
<td>TR2,3,4,4A,6,7</td>
</tr>
<tr>
<td>MGA</td>
<td>Scamp, 2.2L</td>
<td>TR250</td>
</tr>
<tr>
<td>MGB, MGB-GT</td>
<td>Sundance 4 , non-turbo</td>
<td>Volkswagen</td>
</tr>
<tr>
<td>MGC</td>
<td>TC-3</td>
<td>all air cooled &amp; Diesel</td>
</tr>
<tr>
<td>Midget all</td>
<td>Turismo</td>
<td>Beetle 2.0</td>
</tr>
<tr>
<td>T series</td>
<td>Pontiac</td>
<td>Dasher/Fox</td>
</tr>
<tr>
<td>Mini Cooper non-S 02+</td>
<td>T-1000</td>
<td>Golf/GTI/Jetta8V all</td>
</tr>
<tr>
<td>Mitsubishi</td>
<td>Firebird, I4 &amp; 6 cyl.</td>
<td>Rabbit and GTI all</td>
</tr>
<tr>
<td>Cordia all</td>
<td>Fiero, 4 cyl.</td>
<td>Passat 4 cyl. Non tur</td>
</tr>
<tr>
<td>Eclipse, non-tur 8&amp;16V</td>
<td>Lemans FWD</td>
<td>Quantum</td>
</tr>
<tr>
<td>Gal2.016V nontur. 89+</td>
<td>Sunfire 2.2L</td>
<td>Scirocco 8V</td>
</tr>
<tr>
<td>Galant, 2.4L, 16V</td>
<td>Porsche</td>
<td>Volvo</td>
</tr>
<tr>
<td>Lancer non-turbo</td>
<td>356, except Carrera</td>
<td>P1800</td>
</tr>
<tr>
<td>Mirage 8&amp;16V, non-tur</td>
<td>912</td>
<td>NOC</td>
</tr>
<tr>
<td>Mirage Turbo 16V</td>
<td>924, Audi Engine</td>
<td>Yugo all</td>
</tr>
<tr>
<td>Precis</td>
<td>Renault NOC</td>
<td></td>
</tr>
<tr>
<td>Premier all</td>
<td>Saab NOC</td>
<td>+ all RWD pick-ups NOC</td>
</tr>
<tr>
<td>Starion non turbo</td>
<td>Saturn</td>
<td></td>
</tr>
</tbody>
</table>
C. STREET PREPARED

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

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMW M Coupe</td>
<td>Esprit V8</td>
</tr>
<tr>
<td>M Roadster</td>
<td>Esprit 4-cyl all</td>
</tr>
<tr>
<td>Z3 6 cyl</td>
<td>Esprit 4-cyl all</td>
</tr>
<tr>
<td>M3 (E46)</td>
<td>Esprit V8</td>
</tr>
<tr>
<td>Chevrolet Corv. 97+</td>
<td>7 &amp; 7A</td>
</tr>
<tr>
<td>Dodge Viper</td>
<td>Mazda</td>
</tr>
<tr>
<td>Elva Courier all</td>
<td>RX-7 Turbo 93+</td>
</tr>
<tr>
<td>Ferrari</td>
<td>Morgan</td>
</tr>
<tr>
<td>Ferrari 355</td>
<td>Porsche</td>
</tr>
<tr>
<td>360</td>
<td>Mazda</td>
</tr>
<tr>
<td>Lotus</td>
<td>911 Club Sp to 3.2L</td>
</tr>
<tr>
<td>Elan RWD</td>
<td>911 GT2 02+</td>
</tr>
<tr>
<td>Elan M100 FWD, all</td>
<td>911 GT3</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMW M3 E36, Lightwt</td>
<td>280 ZX non-turbo</td>
</tr>
<tr>
<td>M-technic</td>
<td>280ZX turbo 79-83</td>
</tr>
<tr>
<td>Z8</td>
<td>300ZX turbo 84-89</td>
</tr>
<tr>
<td>Bricklin</td>
<td>350Z</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>DeLorean</td>
</tr>
<tr>
<td>Corvette 53-54</td>
<td>DeTomaso</td>
</tr>
<tr>
<td>Corvette 55-57</td>
<td>Pantera</td>
</tr>
<tr>
<td>Corvette 58-62</td>
<td>Mangusta</td>
</tr>
<tr>
<td>Corvette 63-67</td>
<td>Jaguar E-type all</td>
</tr>
<tr>
<td>Corvette 68-82</td>
<td>Mazda</td>
</tr>
<tr>
<td>Corvette 84-96</td>
<td>250 except 250LM</td>
</tr>
<tr>
<td>Corvette ZR-1</td>
<td>275</td>
</tr>
<tr>
<td>Datsun/Nissan</td>
<td>308 Coupe, Spyder</td>
</tr>
<tr>
<td>240Z/260Z/280Z</td>
<td>330</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acura</td>
<td>Datsun/Nissan</td>
</tr>
<tr>
<td>RSX all</td>
<td>1.5, 1.6, 2.0 Rdster all</td>
</tr>
<tr>
<td>Audi Quattro NOC</td>
<td>Dodge SRT-4</td>
</tr>
<tr>
<td>BMW</td>
<td>Fiat</td>
</tr>
<tr>
<td>Z3 4 cyl</td>
<td>Abarth all</td>
</tr>
<tr>
<td>M3 (E30)</td>
<td>124 Spyder,</td>
</tr>
</tbody>
</table>

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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

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

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

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

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

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

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

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

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

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
### DCSCC Rule Book

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine/Configuration</th>
<th>Class</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mazdaspeed Protege</strong></td>
<td>924 (audi engine)</td>
<td>Supra 82-85</td>
</tr>
<tr>
<td><strong>MX-6 Turbo &amp;V6</strong></td>
<td>Renault</td>
<td>Volkswagen</td>
</tr>
<tr>
<td><strong>Mercury (see Ford)</strong></td>
<td>Fuego Turbo</td>
<td>Corrado all</td>
</tr>
<tr>
<td><strong>Merkur XR4Ti</strong></td>
<td>R5 Turbo</td>
<td>Golf 16V</td>
</tr>
<tr>
<td><strong>Mini Cooper S</strong></td>
<td>Saab</td>
<td>Jetta 16V</td>
</tr>
<tr>
<td><strong>Mitsubishi</strong></td>
<td>99, 99EMS, 99 Turbo</td>
<td>Scirocco 16V</td>
</tr>
<tr>
<td><strong>Cordia Turbo</strong></td>
<td>900, 900 Turbo 79-93</td>
<td>Golf Jetta VR6</td>
</tr>
<tr>
<td><strong>Eclipse 00+</strong></td>
<td>900, 900 Turbo 94+</td>
<td>New Beetle Turbo</td>
</tr>
<tr>
<td><strong>Eclipsenon-tur16VFWD</strong></td>
<td>Saturn 16V</td>
<td>Passat VR6</td>
</tr>
<tr>
<td><strong>Galant all</strong></td>
<td>Subaru Imprezza 2.5</td>
<td>Volvo 240 Turbo all</td>
</tr>
<tr>
<td><strong>Mirage 1.5, 1.8 90-96</strong></td>
<td>Camry V6</td>
<td>+ spec Miata, All V6 and</td>
</tr>
<tr>
<td><strong>Mirage 97+</strong></td>
<td>Celica 00+</td>
<td>mech. s/c 4 cyl sedans</td>
</tr>
<tr>
<td><strong>Tredia Turbo</strong></td>
<td>Celica All-Trac all</td>
<td>under 3.0L not otherwise</td>
</tr>
<tr>
<td><strong>Pontiac Vibe</strong></td>
<td>CorollaGTS84-87AE86</td>
<td>classified</td>
</tr>
<tr>
<td><strong>Porsche</strong></td>
<td>FX16</td>
<td></td>
</tr>
<tr>
<td><strong>914 1.7, 1.8, 2.0 4cyl</strong></td>
<td>Matrix</td>
<td></td>
</tr>
</tbody>
</table>

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

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

**Forester 2.5XT**
Supra non-tur 93+
Supra Turbo pre87
Supra Turbo 87-92
WRX
WRX Sti
Toyota
Supra non-tur 87-92
700 Series all
800 Series all

---

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

Acura Legend
Spectrum 1.5L
NX 1600

Alfa Romeo
Spectrum NOC

1300 cc Models all
1600, 1750, 2000
Sedans all

Alfetta GT
Sunbird 4 cyl

AMC all 4 cyl. models
Vega, Cosworth Vega

Audi
Chrysler/Dodge/Plym.

80 FWD
Acclaim 4, non-turbo

100 LS all
Arrow 1600,2000,2600

4000, 5 cyl. all
Champ non-turbo all

5000
Colt FWD non-turbo

Austi
Colt, non-turbo 8V

America all
Colt RWD 2.0 1.6 all

Mini
Daytona, non-turbo

Austin-Healey
Horizon, TC3,

Sprite all
Turismo

100-4, 100-6, 3000 all
1.7, 1.8, 2.2L

BMW
Laser non-turbo 89-99

1600 all
Omni, 024, Charger

1800 ti, TISA
Rampage 2.2L

1600-2, 1602, 2002 NOC
Sapporo

320i 318i, NOC
1600, 2000, 2600

Chev/Pon/Buick/Old
Chevette & T1000

Geo/Suzuki
Beretta, 4 cyl.

Camaro, 4 cyl. 82+
Datsun/Nissan

Chevy & Omega
Spirit 4 cyl. non-turbo

Fiero 4 cyl all
200SX NOC 76-79

Firebird, 4 cyl 82+
200SX NOC 80-83

Metro & Swift 85-88
200SX NOC 84+

Metro & Swift 89-93
210

Monza NOC, Omega,
Starfire, Astre,
Skyhawk NOC,
all RWD
510 68-73
510 78-81
610
710

Phoenix, Skylark
B210

Prism
F-10

---

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

D. PREPARED CATEGORY

1. A Prepared (AP)

Elva Courier 1600,1800
Lotus

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 14
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
TwinCam, Super 7  Pontiac Fiero V6  TVR  
Pontier  1800  
Mazda Miata 15 X 7  950S  V8  
Panoz GTS  1500

2.  B Prepared (BP)  
Chevrolet Corvette  DeTomaso Pantera  944 Turbo  
53-62  Jaguar XJS  Nissan Turbos  
63-82  Mazda Turbos  280 ZX  
84-96  RX 7 Tur 87-92  300 ZX pre-90  
97+  RX 7 Tur 93+  Shelby Cobra  
Chrysler/Dodge/  Mitsubishi Turbo Starion  
Plymouth/Eagle  Porsche  MR2 Turbo 91-95  
Dodge Viper  928 S  SupraTurbo 86-92  

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

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

<table>
<thead>
<tr>
<th>Brand</th>
<th>Models</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acura</strong></td>
<td>510/A10</td>
</tr>
<tr>
<td></td>
<td>610</td>
</tr>
<tr>
<td></td>
<td>710</td>
</tr>
<tr>
<td><strong>RSX 02+</strong></td>
<td>Fiesta</td>
</tr>
<tr>
<td><strong>Integra</strong></td>
<td>Festiva</td>
</tr>
<tr>
<td><strong>Alfa Romeo</strong></td>
<td>Focus</td>
</tr>
<tr>
<td><strong>Alfetta GT</strong></td>
<td>Mustang II, 2300</td>
</tr>
<tr>
<td><strong>GT 1300 Jr, GTA Jr</strong></td>
<td>Mustang/Capri</td>
</tr>
<tr>
<td><strong>Junior Z</strong></td>
<td>79-93</td>
</tr>
<tr>
<td><strong>1600 GTV</strong></td>
<td>Mercury Capri all imported</td>
</tr>
<tr>
<td><strong>Sport Sedan</strong></td>
<td>Pinto</td>
</tr>
<tr>
<td><strong>GTV 1570, 2000</strong></td>
<td>Honda</td>
</tr>
<tr>
<td><strong>Audi FWD non-turbo</strong></td>
<td>4000S/80-87</td>
</tr>
<tr>
<td><strong>B110</strong></td>
<td>Colt 1400</td>
</tr>
<tr>
<td><strong>Auto 1275</strong></td>
<td>Colt/Mirage 1600</td>
</tr>
<tr>
<td><strong>BMW</strong></td>
<td>Colt 1995cc</td>
</tr>
<tr>
<td><strong>1600 all</strong></td>
<td>Daytona/Laser 2.2</td>
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<tr>
<td><strong>2002, Ti, Tii</strong></td>
<td>Omni/Horizon &amp; 024</td>
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<tr>
<td><strong>2000TI</strong></td>
<td>Shadow 2.2</td>
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<tr>
<td><strong>530 175-78</strong></td>
<td>Shelby Charger pre 97</td>
</tr>
<tr>
<td><strong>3 Series 8V, 16V(E30)</strong></td>
<td>Shelby Charger 83+</td>
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<tr>
<td><strong>Chevrolet (and Pontiac, Buick, Oldsmobile and Cadillac Equivalents)</strong></td>
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</tr>
<tr>
<td><strong>Cosworth Vega</strong></td>
<td>124 Sport Coupe &amp; Sedan</td>
</tr>
<tr>
<td><strong>Vega 2300 cc</strong></td>
<td>128</td>
</tr>
<tr>
<td><strong>Chrysler Neon</strong></td>
<td>128</td>
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<tr>
<td><strong>Datsun/Nissan</strong></td>
<td>131Coupe, Sedan &amp; Brava</td>
</tr>
<tr>
<td><strong>B110</strong></td>
<td>Ford/Mercury</td>
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<tr>
<td><strong>B 210</strong></td>
<td>Anglia Super</td>
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<tr>
<td><strong>210 pre-79</strong></td>
<td>Cortina</td>
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<tr>
<td><strong>B310 1400 pre-79</strong></td>
<td>Escort EXP/Lynx/LN7</td>
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<tr>
<td><strong>240SX/S13</strong></td>
<td>Escort GT, ZX2 91+</td>
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<tr>
<td><strong>200SX/S12 84-88</strong></td>
<td>Escort/Lynx pre 81</td>
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<tr>
<td><strong>200 SX/S10 77-79</strong></td>
<td>Escort GT pre 91</td>
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<tr>
<td><strong>200 SX/S110 80-83</strong></td>
<td>Escort Super &amp; 1300 GT</td>
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<tr>
<td><strong>PR510 1600,1800</strong></td>
<td>Escort Mexico</td>
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<tr>
<td><strong>PL510 2000</strong></td>
<td>Mazda</td>
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*MR2 Spyder 00+*
<table>
<thead>
<tr>
<th>Car Brand</th>
<th>Model Details</th>
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<tbody>
<tr>
<td>323</td>
<td>GL, LE</td>
</tr>
<tr>
<td>626</td>
<td>900 79</td>
</tr>
<tr>
<td>GLC, FWD</td>
<td>Sedan V-4 pre-64</td>
</tr>
<tr>
<td>MX-6, non turbo</td>
<td>Saturn</td>
</tr>
<tr>
<td>RX2</td>
<td>Subaru GL Coupe FWD</td>
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<tr>
<td>RX3</td>
<td>Suzuki Swift GLX, GTI</td>
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<tr>
<td>Mitsubishi</td>
<td>Toyota 2WD non-turbo</td>
</tr>
<tr>
<td>Cordia</td>
<td>Celica, 4 cyl.</td>
</tr>
<tr>
<td>Eclipse, non-tur 16V,8V</td>
<td>Celica GTS 86-89</td>
</tr>
<tr>
<td><strong>MINI Cooper non-S</strong></td>
<td>Celica GTS 82-85</td>
</tr>
<tr>
<td>Nissan 810 Maxima</td>
<td>Corolla 1200</td>
</tr>
<tr>
<td>Opel</td>
<td>Corolla 1600 S-R5 pre-75</td>
</tr>
<tr>
<td>1900, 51 &amp; 53</td>
<td>Corolla 80-83</td>
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<tr>
<td>Sp Cpe Rallye, 57R</td>
<td>Corolla 1.6 84+</td>
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<tr>
<td>Renault</td>
<td>Corolla Sport</td>
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<tr>
<td>5, R-1228 78</td>
<td>TwinCam 85+</td>
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<tr>
<td>Alliance/Encore</td>
<td>Corolla Sport Coupe and Liftback</td>
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<tr>
<td>LeCar</td>
<td>Corolla Sport Coupe</td>
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<tr>
<td>R-17 Gordini</td>
<td>76-79</td>
</tr>
<tr>
<td>Saab non-turbo</td>
<td>Corolla SR-5,</td>
</tr>
<tr>
<td>99E, CM, EMS,</td>
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### 6. F Prepared (FP)

<table>
<thead>
<tr>
<th>Car Brand</th>
<th>Model Details</th>
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<tbody>
<tr>
<td>Acura NSX</td>
<td>280Z 2+2, 280ZX 79+</td>
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<tr>
<td>Alfa Romeo GTV V-6</td>
<td>300ZX/Z31 pre 89, 300ZX/Z32 90+</td>
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<tr>
<td>Audi</td>
<td>Ferrari Dino 246 GT, 308 GTB</td>
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<tr>
<td>4000,4000Quattro, CoupeQuattro, Coupe 81-87</td>
<td>Honda S2000</td>
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<tr>
<td>90 Coupe, 90 Quattro Coupe, Sedan 90-91</td>
<td>Jaguar XKE, 6 cyl.</td>
</tr>
<tr>
<td>Austin Healey 3000</td>
<td>Lexus IS300 01+</td>
</tr>
<tr>
<td>100-6</td>
<td>Mazda MX6 GT Turbo RX 7</td>
</tr>
<tr>
<td><strong>MINI S</strong></td>
<td>Mitsubishi EclipseTur,FWD/AWD</td>
</tr>
<tr>
<td><strong>Evo VIII 03+</strong></td>
<td>Pontiac Fiero, V-6</td>
</tr>
<tr>
<td><strong>Evo VIII 03+</strong></td>
<td>Porsche 911, 2.0, 2.2 &amp; 2.4 L, 911, 2.7 &amp; 2.8 L, <strong>911 3.0 &amp; 3.2L</strong></td>
</tr>
<tr>
<td><strong>Supra 93+</strong></td>
<td>911, 3.5 &amp; 3.6 L, 914-6, 2.0 2.5 2.7 2.8</td>
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<tr>
<td><strong>MR2 5/s 88-89</strong></td>
<td>914, 2.0 L</td>
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<tr>
<td><strong>Supra 93+</strong></td>
<td>924S</td>
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<tr>
<td><strong>Supra 93+</strong></td>
<td>994 non-turbo</td>
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<tr>
<td><strong>Supra 93+</strong></td>
<td>Saab Turbo</td>
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<tr>
<td><strong>Supra 93+</strong></td>
<td>99E,CM,EMS,GL,LE</td>
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<td><strong>Supra 93+</strong></td>
<td>Subaru</td>
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<tr>
<td><strong>Supra 93+</strong></td>
<td>Impreza</td>
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<td><strong>Supra 93+</strong></td>
<td>WRX Turbo all</td>
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<td><strong>Supra 93+</strong></td>
<td>Toyota</td>
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<td><strong>Supra 93+</strong></td>
<td>Celica All-Trac</td>
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<td><strong>Supra 93+</strong></td>
<td>Celica Supra, 2.4 L</td>
</tr>
<tr>
<td><strong>Supra 93+</strong></td>
<td>Supra, 2.8 L</td>
</tr>
<tr>
<td><strong>Supra 93+</strong></td>
<td><strong>MR2 5/s 88-89</strong></td>
</tr>
<tr>
<td><strong>Triumph</strong></td>
<td>TR6</td>
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<tr>
<td><strong>Triumph</strong></td>
<td>TR-8, 215 ci, TR-8, 4 L</td>
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<tr>
<td><strong>Triumph</strong></td>
<td>TR-250</td>
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<tr>
<td><strong>VW</strong></td>
<td>Corrado Supercharged</td>
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<tr>
<td><strong>VW</strong></td>
<td>Corrado VR6</td>
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</tbody>
</table>
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)

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

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Vice President
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Secretary
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Treasurer/Registrar/Points Keeper
Bill Mashinter (248) 689-1384
Mashinter@aol.com

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     estorhok@ford.com

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FME  Ford Motorsports Enthusiasts
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MCVO  Motor City Viper Owners
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SCCA  Detroit Region Sports Car Club of America
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     EricPenn@aol.com