



***Detroit Council of Sports Car Clubs
2007 Autocross Rule Book***

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Changes from the 2006 rulebook are in **bold and underlined**, except for Article XIII (Class Listings) where the changes are italicized.

Major changes include:

Change notification requirement to [dcsccl.blogspot](http://dcsccl.blogspot.com) page 4

Change for the classifications of replica kit cars (such as Lotus 7 clones) into DM or EM. Page 8 & 19

Street tire index changed to 0.98. page 29

End of year awards for “Top Ten”(open) and “Top Three” (ladies). Page 29

2007 SCCA Solo II car classifications have replaced 2006 ones.

Table of Contents

ARTICLE I. PURPOSE	4
ARTICLE II. GENERAL	4
ARTICLE III. ENTRY AND SAFETY REQUIREMENTS	5
ARTICLE IV. CLASSIFICATION OF CARS	7
A. DEFINITIONS:	7
B. CLASSES:	8
C. STREET TIRE REQUIREMENTS	8
D. STREET STOCK CLASS REQUIREMENTS	8
E. STOCK CLASS REQUIREMENTS:	8
F. STREET PREPARED CLASS REQUIREMENTS	13
G. STREET TIRE STREET MODIFIED	
CLASS REQUIREMENTS	15
H. STREET MODIFIED A CLASS REQUIREMENTS	15
I. STREET MODIFIED B CLASS REQUIREMENTS	16
J. STREET MODIFIED C CLASS REQUIREMENTS	17
K. PREPARED CLASS REQUIREMENTS	18
L. MODIFIED CLASS REQUIREMENTS	18
M. OPTIONAL CLASSIFICATION	19
N. LADIES' CLASSES	19
ARTICLE V. CONDUCTING THE EVENT	20

ARTICLE VI. CLASS COMB. & TROPHY PROCEDURE	21
ARTICLE VII. PROTESTS	22
ARTICLE VIII. AUTOCROSS RULE REVISIONS	22
ARTICLE IX. AUTOCROSS RULE APPENDICES	23
A. APPENDIX I SPECIFIC RULINGS BY THE COUNCIL	23
B. APPENDIX II STANDARDS FOR NON-PROD-BASED VEH.	23
C. APPENDIX III NON-STOCK SEAT BELTS	24
D. APPENDIX IV SAFETY	25
ARTICLE X. SCORING FOR INDIV. CHAMPIONSHIP	27
ARTICLE XI. SCORING FOR TEAM CHAMPIONSHIP	29
ARTICLE XII. INDIVIDUAL AND TEAM WINNERS '06 - '01	30
ARTICLE XIII. SCCA CLASS LISTINGS	38
A. ABBREVIATIONS:	38
B. STOCK	38
C. STREET PREPARED	46
D. PREPARED	53
E. MODIFIED	62
COUNCIL OFFICERS	63
CLUB REPRESENTATIVES	63
BUMPING PROCEDURE	64

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 **\$3.00** 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 reserves** 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. **Upon** 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
- F. **Details of all Championship Series events MUST be on the Council blogspot at least 16 (sixteen) days prior to the event. Placement on the Autosports Hotline is encouraged. It is recommended that the sponsoring club also list an emergency number for possible changes the day of the event (such as cancellation or site change).**

Article III. ENTRY AND SAFETY REQUIREMENTS

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

the following is strongly recommended by the Council:

1. Notice of noise enforcement and details should be on flyers and Hotline message, as a supplemental regulation.
2. The noise standard should be a measurable, objective standard. If a sound measuring device is not available, a committee formed of the Event Chairs and sponsoring club Council Representative shall be able to determine noise compliance subjectively.
3. Prior to first car out, a sound meter should be located at tech inspection for competitors to ensure compliance.
4. It is the option of the sponsoring club as to the location of the sound meter during competition. It is recommended that the location and standard meet local ordinances (see below), and a log of potentially objectionable cars be kept for reference. Drivers of potentially objectionable vehicles will be notified.
5. If a competitor violates the standard, a DNF should be assessed. A second violation will result in disqualification from the event. In this case, (1) point will be granted to the competitor for the Championship Series. Entry fee refunds are at the discretion of the sponsoring club.

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

Article IV. CLASSIFICATION OF CARS

The classification of a car is the responsibility of the entrant. The technical inspector(s) at each event shall use this Rule Book to assist the entrant to classify his/her car. The sponsoring club of an event may reclassify a car and adjust points if it detects an error after official results have been published, up to one week after results publication. The technical inspector (s) at an event should be able to help, but since internal modifications cannot be readily determined it is the entrant's responsibility to correctly classify a vehicle

A. DEFINITIONS:

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

8. RACING RUBBER RECAP: A street tire carcass recapped with racing rubber compound. This tire is classified as a race tire.
9. ENGINE SWAP: An engine installed in a production car that is from an engine family that was not available as original equipment in any car of the same basic body style. Installing an engine from another vehicle of the same engine family and basic body style is not an engine swap, but does move the car to the class that engine normally runs in.
10. GRAY MARKET CARS: Vehicles which were not imported for sale in the U.S. by an authorized distributor or the manufacturer. These cars may be classified in "Street Prepared" upon request to Council for classification.
11. REPLICA KIT CARS: A car which has the appearance of a production automobile, in street legal trim, i.e. Cobra, Speedster kits. These vehicles **are eligible in DM or EM as modified production based cars.**

B. CLASSES:

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

C. STREET TIRE REQUIREMENTS

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

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

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

E. STOCK (SS-HS) CLASS REQUIREMENTS:

1. All cars must meet the listed stock class requirements to be classed in the basic stock class. Any modifications not specifically allowed will move the car into Street Prepared, Street Modified, Prepared, or Modified Class. If the car does not meet Stock Class requirements, its appropriate class shall be determined by

- preparation levels as listed in Article IV, Sections F through L.
2. Cars running in Stock Class must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars not specifically listed in a Stock Class must have been produced in quantities of at least 1,000 in a 12-month period to be eligible in a Stock Class. Except for modifications authorized below, Stock Class cars must be run as delivered from the factory with only standard equipment as defined by these rules. Any other modifications or equipment will place the car in Street-Prepared, Street- Modified, Prepared, or Modified category as appropriate. The entrant has the burden of proving that his car conforms to these rules by his owner's manual, manufacturer's catalogs, or other official manufacturer's documentation.
 3. Alternate components which are normally expendable and considered replacement parts (e.g. engine and wheel bearings, seals, gaskets, etc.) may be used provided they are the same type and size as the standard parts and used in the same location. Hardware items (nuts, bolts, etc.) may be replaced by similar parts of unrestricted origin.
 4. Authorized Modifications. If a modification is not specifically authorized in this or previous sections of these rules, it is NOT allowed.
 - a) Bodywork:
 - 1) Accessories, gauges, indicators, lights, cosmetic aerodynamic devices and other comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow racing-type driver's seat substitution.
 - 2) Hood straps or fasteners may be added.
 - 3) Any fuel tank cap may be used.
 - 4) Windshield may be folded (but not removed) provided the required mechanism is standard equipment.
 - 5) Alternate steering wheels are allowed provided the outside diameter is not changed by more than + one (1) inch from stock.
 - 6) Emission control devices may be removed or disconnected on pre-1985 cars.
 - 7) Roll bars and/or roll cages may be added and must be contained entirely within the driver/passenger compartment.
 - 8) Driver restraints as outlined in C. APPENDIX III NON-STOCK SEAT BELTS are allowed.

- b) Running Gear:
 - 1) Any make and size tire may be used provided:
 - a) It is listed in the current edition of the TIRE GUIDE and has Department of Transportation (DOT) approval. No racing tire, or recap (on any casing) may be used.
 - b) The tires fit the allowable rims and fender wells without modifications.
 - c) No portion of the tire tread extends beyond the fender opening when viewed from the top perpendicular to the ground.
 - d) When viewed at tech inspection, each tire must have measurable tread at two (2) points on the tire, which are 180 degrees apart around its circumference. Tires may not be regrooved or show cord. (Tires with tread of less than 2/32" or wear bars showing are not in compliance with Federal, State, or Local laws for vehicles driven on the street.)
 - 2) Any type of wheel (of standard width and diameter) may be used provided it does not have an offset of more than + 0.25 inch (including wheel spacers) from a standard wheel for the car. Wheel spacers are allowed only if offset is maintained within 0.25 inch.
 - 3) The make of shock absorber may be substituted, providing that the number, type (e.g. tube, lever, etc.), system of attachment, and attachment points are not altered. The interchange of gas and hydraulic shock absorbers is permitted. The following restrictions apply:
 - a) No more than two separate external shock damping adjustment controls are allowed. Gas pressure adjustment is not considered a damping adjustment.
 - b) Electronically-controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically-controlled shocks may use the standard parts or non-electronically-controlled alternative shocks. Non-standard electronically-controlled shocks are not allowed.
 - 4) The make and material of brake linings may be changed.
 - 5) Front anti-roll (sway) bars:
 - a) The addition of any front anti-roll bar is permitted on any car not originally equipped. Anti-roll bars that are not original equipment must attach to the chassis in front of the front axle centerline. The attaching linkage for the roll bar to the suspension may be

adjustable; however, when installed, must be all the same length. The anti-roll bar must be allowed to rotate in the chassis mounting brackets. No modifications to the bodywork, frame, or other components of the car are authorized, except for the drilling of holes for the mounting bolts.

- b) The substitution of front anti-roll bars is allowed on cars already equipped as long as the number of bars does not change. A substitute bar must use the original mounting points.
- c) The use of any bushing material is permitted.
- 6) Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. However, cars with swing-axles may be lowered sufficiently with spring modification to achieve no more than two (2) degrees negative camber.
- 7) The suspension may be adjusted through its designed range of adjustment, using shims where authorized by the manufacturer. No part may be modified for the purpose of adjustment unless the modification is specifically authorized by factory shop manuals for non-competition purposes.
- c) Electrical System:
 - 1) The make of spark plugs, points, ignition coil, and high-tension wires is free.
 - 2) The make, number, and size of battery may be changed, but not its voltage or location.
 - 3) Any ignition system using an unmodified standard distributor may be used.
- d) Engine and Drive Train:
 - 1) Substitution, but not removal, of induction air filter elements, carburetor metering rods and/or jets may be made.
 - 2) Cylinders may be bored to the largest standard overbore and the appropriate standard oversize piston may be substituted. Non stock pistons of the same weight, dimensions, and configuration may be used.
 - 3) Rotating and reciprocating parts may be balanced, but not lightened.
 - 4) Intake and exhaust ports and manifold openings may be matched provided no change is made more than one (1) inch from the port/manifold interface.
 - 5) Any part of the exhaust system beyond the header/manifold or catalytic converter, if so equipped, may be substituted provided the system is legal in the state of registry with regard to noise. (VW: see Appendix I)

- 6) An oil filter may be added if not originally equipped.
- 7) The installation of fuel, oil, and/or water catch and/or expansion tanks is permitted.
- 8) A scattershield may be added.
- 9) Thermostats may be added or substituted.
- 10) A device for locking out reverse gear may be used.
- 11) Limited-slip differentials, transmission and differential ratios, carburetion, fuel injection, or supercharger induction systems must be standard as defined herein.
- 12) Powertrain components may be updated/backdated between different years of the same model car, provided the car is 20 years old or more.
- 13) The out-of-production makes and models listed below may exchange complete engines without regard to year of production. No exchanging of equipment between the engine is authorized, except for linkage, wiring, and fuel pumps (where different) necessary to effectuate the exchange. Complete transmissions may also be exchanged in connection with an authorized engine change, providing the resulting engine/transmission combination was standard equipment on a model-year included in that class.
 - (a) Shelby Cobra--260 or 289.
 - (b) Shelby GT350--any standard equipment 289 or 289 Hi-Rise.
 - (c) Porsche Carrera--1500, 1600, or 2000 four cams.
 - (d) Sunbeam Tiger-260 or 289.
 - (e) Sprite/Midget--948 or 1100, regardless of body style or rear suspension.
 - (f) Datsun 1500 or 1600 Sports--1488 or 1595.
 - (g) MGA--1489, 1588, or 1622 twin cams.
 - (h) Saab 750GT etc.--any standard 3-cylinder: 750/1V to 850/3V.
 - (i) Sunbeam Alpine--1494, 1592, or 1725.
 - (j) Triumph TR2, TR3,--TR2 , TR3 , TR3B, 213B.
 - (k) Cortina GT-1498 or 1600 crossflow (including Pinto), U.S. versions.
 - (l) Austin-Healey (1957-1969)--100-6 or 3000.
 - (m) Corvette (1957-1962)--265, 283, or 327.
 - (n) Plymouth Valiant/Barracuda, Dodge Dart (1964-1966)

--273 or 318.

(o) (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.

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 (XP-GP) CLASS REQUIREMENTS

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

- k) Interior trim may be removed.
- l) Top may be removed from open cars.
- m) Lenses and bulbs may be removed.
- n) Dual master cylinders are permitted.
- o) Removal or substitution of windshields is permitted. NOTE:
Full face protection is required in such vehicles.

L. MODIFIED (AM-FM) CLASS REQUIREMENTS

1. Any vehicle which does not meet the requirements of Stock, Street Prepared, or Prepared Class, will run in one of the Modified classes. This will include, but is not limited to, race cars designed for formula and sports-racing, home-builts, "dune"-buggies, "specials", **and "kit cars" (including clones of the Lotus 7 and Shelby AC Cobra). "Kit cars" are eligible in DM or EM as modified production based cars.** Production vehicles which do not 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 car 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.

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.

Article IX. AUTOCROSS RULE APPENDICES

A. APPENDIX I SPECIFIC RULINGS BY THE COUNCIL

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

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

B. APPENDIX II STANDARDS FOR NON-PRODUCTION BASED VEHICLES

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

1. The battery must be securely mounted and, if located in driver compartment, must be in a vented, leakproof container (except leakproof batteries).
2. Brakes are required on all four wheels. Brake lines are to be steel with Aeroquip-type or automotive-type flexible hose connections. All lines must be securely mounted to the vehicle.
3. Brackets must be securely mounted using bolt and nut attachments or equivalent. No wiring or taping of the brackets is allowed.
4. Fire extinguisher must be carried on board, securely mounted, and readily accessible for release.
5. A firewall must be constructed so as to provide a bulkhead of reasonable flame resistance between the engine and driver's compartment.
6. The body/frame design must include bodywork at least up to the driver's waist. Roll bar height must extend at least two (2) inches above the top of the driver's helmet with the driver normally seated in the car. Mounting points for the suspension must be suitably gusseted or braced. The driver's seat must be supported by solid structure. A floor pan must be installed under the entire area occupied by the driver.
7. Fuel lines must be securely mounted and away from direct contact with any hot or moving components. All fuel connections must be tight and leak-free.
8. The fuel tank must be a suitable container (portable gas containers are not acceptable) and must be securely mounted.

9. An ignition kill switch must be installed with easy reach of the driver and must be labeled as such.
10. A safety belt is required and must be in good condition. Belts must meet the requirements in C. APPENDIX III NON-STOCK SEAT BELTS.
11. Steering must be considered safe by Tech Inspection. Steering wheel play must be negligible. All rod ends, etc. must be tight with a minimum 3/8 inch shank. Heim joints must be installed with flat washers to prevent pullout.
12. Suspension components must be in good condition with regard to wear. All mounting bolts must be Grade 5 or better.
13. Controls must operate in normal automotive fashion. Throttles must be actuated by foot and must incorporate a positive-acting throttle return spring attached directly on the throttle lever on the throttle plate shaft.
14. Welds must appear and be strong. No burn through allowed.

C. APPENDIX III NON-STOCK SEAT BELTS

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

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

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

1. If any shoulder belts are used which attach to the lap belt near the center of the lap, they must be used in conjunction with an anti-submarine (crotch) belt. This prevents the shoulder belt from pulling the lap belt upward during an impact, which could cause serious internal injuries.
2. Lap belt must be located so that the belt leaves the lap at a downward angle of between 30 and 60 degrees from the horizontal.
3. Shoulder belt mounts must be located so that the belt leaves the top of the shoulder at an angle of not more than 25 degrees below the horizontal (horizontal or higher is preferred). A low mount will generate compressive forces in the spine during impact, which

could cause injuries. Where shoulder belts are mounted to a roll bar, the mount should be designed to minimize the likelihood of cutting the belt during a rollover.

4. All belts must be located on either a factory stock mounting location or to a secure mount in the frame, body or roll bar/cage structure. Mounts to sheet metal must be suitably reinforced to prevent pullout. Any mount which is in any way removable, must be so attached as to preclude any possibility of coming loose during driving or impact. Remember, during a crash, the belts may have to absorb literally tons of force.
5. The intent of a restraint system is to hold you in place during a crash. Don't skimp on belts or mounts--they could save your life. Remember this each time you work on or around your belts.

D. APPENDIX IV SAFETY

1. Council **STRONGLY** recommends using roll bars in open vehicles on race tires.
2. Council accepts the following as a minimum Tech inspection checklist (some clubs will have more stringent requirements):
 - a) Suspension:
 - 1) Wheel bearings - properly adjusted.
 - 2) Brake hoses and lines - dry, good condition.
 - 3) Calipers and wheel cylinders - dry, clean.
 - 4) Suspension location points - no excessive rust.
 - 5) Tie rod ends and ball joints - tight.
 - 6) Shock absorbers - firm, no leaks.
 - b) Engine Compartment:
 - 1) Brake reservoir - firm.
 - 2) Battery - securely mounted, no loose caps.
 - 3) Throttle linkage - no sticking or sloppiness.
 - 4) Fuel lines - good condition, no leaks or wetness.
 - 5) Hoses and wires - securely fastened away from moving parts.
 - 6) Engine/Transmission - no continuous drips or leaks.
 - 7) Engine/Transmission Mounts - tight, no cracks or distortion.
 - 8) Fan belt - good condition, no cracks or frays.
 - c) Inside the car:

- 1) Steering - little or no play at the wheel.
 - 2) Brake pedal - should not sink under constant pressure.
 - 3) Seat belts - required for driver and any passengers.
 - 4) Interior - all loose items should be removed.
 - 5) Front and rear windows - view should be unobstructed.
 - 6) Helmet - required for driver and any passenger.
Sponsoring clubs often have specific helmet requirements.
 - 7) Roll bar/cage - must adhere to SCCA construction specifications, except that for vehicles on street tires, roll bar height may be reduced if required to permit convertible tops to function.
- d) Exterior of car:
- 1) Full wheel covers and trim rings - removal recommended.
 - 2) Tires - should have adequate pressure, tread per class regulations, no cuts or cords showing.
 - 3) Swing-axle cars - must have negative camber or acceptable camber limiting device.
 - 4) Lug nuts - adequate torque, none missing.
- e) Car number and class - clearly marked.

Article X. SCORING AND JUDGING FOR INDIVIDUAL CHAMPIONSHIP

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

Examples:

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

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

- J.** In the determination of Class awards, drivers in a class must have entered a minimum of four (4) Championship events in that class to earn an award position. **A driver can win a class award in only one class.**
- K.** The total score for a season class trophy will be based on the best 2/3rds of total Champ events; fractions rounded up. In the event of a tie, the entrant with the higher total score wins. If the tie remains unbroken, both will be named co-winners.
- L.** Awards are given for all classes that have at least one driver that ran 4 or more events.
- M.** End-of-year class trophies will be given per the following schedule:
 1-3 eligible (ran 4 or more events) class entrants: 1 award
 4-6 eligible (ran 4 or more events) class entrants: 2 awards
 7-9 eligible (ran 4 or more events) class entrants: 3 awards
 above 9 eligible entrants: 1 award for every 3 (or portion thereof) entrants
- N.** Next season winner numbers will be awarded using a system that normalizes all drivers' times to AM based on the PAX/RTP index factor found on the Chicago Region SCCA website.
 AMR index = SM2 index
 BMR index = SM index
 CMR index = SM index
 Street tire index = **Class index x 0.98**
- O.** Drivers eligible for next season winner numbers must run 2/3 or more of total Championship events.
- P.** Next season winner number points accrue to a driver from all classes run.
- Q.** **Driver with the indexed FTD for an event earns 100 points.**
- R.** **Drivers' event points = 100 X (1 - (driver's indexed time - indexed FTD) / (indexed FTD))**
Driver's event points to be scored to the tenths.
If Indexed FTD = 23 seconds
And Driver's indexed time = 25 seconds
Then Driver's points = 100 X (1 - (23 - 25) / 23) = 91.3
- S.** Next season winner number awards for ladies' classes are treated separately from the open classes, and the ladies' next season winner numbers follow the open class numbers unless the **lady/ladies** 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) **"Top Ten"** Open class next season winner numbers
 2) **"Top Three"** Ladies class next season winner numbers
- V.** Next season winner numbers are awarded to 1 of 3 (or portion) of eligible (ran 2/3 of events) drivers in the open classes and 1 of 3 (or portion) of eligible (ran 2/3 of events) drivers in the ladies classes.

Article XI. SCORING AND JUDGING FOR TEAM CHAMPIONSHIPS

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

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

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

Article XII. Winners

A. 2006 Top Ten

2007 Rank	Name	Club	Car	Score
1	Bill Watkins	MSCC	BMW	697.2
2	Derek Watkins	MSCC	MINI	691.4
3	Bruce Wentzel	CCM	Corvette	689.7
4	Brian McNamara	MSCC	Mazda	688.6
5	Rick Bohn	MSCC	Civic	683.5
6	Nate Trask	AROC	Miata	683.1
7	Yoshihiro Kumazawa	MSCC	Miata	680.0
8	Chuck Fast	CCM	Corvette	673.5
9	Eric Storhok	AROC	Alfa	671.8
10	Chris Scafero	CCM	Corvette	670.5
11	Mary Wentzel	CCM	Corvette	658.9

B. 2006 Team Winners

- 1st **MSCC Blue:** B. Watkins, D. Watkins, R. Bohn, M. Myers, D. Watkins
- 2nd **CCM Token:** B. Wentzel, C. Fast, C. Scafero, C. Davies, T. Godett
- 3rd **AROC #1:** J. Hoard, D. Lamoreaux, F. Colman, E. Storhok, I. Storhok

C. 2006 Class Winners

Name	Class	Club	Car	Best 7 of 11
Chuck Fast	AMT	CCM	Corvette	30.9
Nate Trask	TES	AROC	Miata	30.0
Bill Watkins	TDS	MSCC	BMW	38.6
Dan Watkins	CMT	MSCC	BMW	28.3
Derek Watkins	TGS	MSCC	MINI	26.6
Rick Bohn	THS	MSCC	Civic	25.7
Yuji Iwao	TAS	MSCC	S2000	21.2
Chris Scafero	AMR	CCM	Corvette	19.3
Jeff Smith	ASP	MSCC	Viper	14.2
David Orton	TCS	FME	Miata	14.0
Roger Campbell	CMR	MSCC	Scirocco	12.0
Jason Simon	CSP	MSCC	Civic	10.0
Liz Leckey	TCSL	SCCA	MR2	7.0
Danielle Lamoreaux	CMTL	AROC	Alfa	7.0
David Woods	AS	MSCC	Corvette	7.0
Chris Davies	BSP	CCM	Corvette	6.0
John Cowall	EM	MSCC	Cosworth Vega	5.0
Judy Siess	THSL	MSCC	PT Cruiser	5.0
Ines Storhok	CMRL	AROC	Alfa	5.0
Jeff Smith	CP	AROC	Barracuda	4.0
Mary Wentzel	TASL	CCM	Corvette	4.0

D. 2005 Top Ten

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

E. 2005 Team Winners

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

F. 2005 Class Winners

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

G. 2004 Individual Winners

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

H. 2004 Team Winners

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

I. 2003 Individual Winners

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

J. 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

K. 2002 Individual Winners

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

L. 2002 Team Winners

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

M. 2001 Individual Winners

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

N. 2001 Team Winners

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

Article XIII. CLASS LISTINGS

A. ABBREVIATIONS:

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

B. STOCK CLASSES

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

STOCK CATEGORY

Super Stock (SS)	<i>Corvette C6 Z06 ('06+)</i>	RX-7 Turbo ('93+)
<i>BMW</i>	Dodge	Porsche
<i>M Roadster ('06+)</i>	Viper R/T, GTS	911 (996 chassis) ('98+)
<i>Z4 M Coupe/Roadster ('07+)</i>	<i>Viper SRT-10</i>	911 (997 chassis)
Chevrolet	Lotus	911 Turbo, 930 (2WD)
Corvette C5 ('97+)	Elise ('05+)	911 GT3 (996)
Corvette C6 ('05+)	Esprit Turbo	Boxster S ('05+)
	Mazda	<i>Cayman S ('06+)</i>
A Stock (AS)	S2000 ('00-'03)	911 (993 chassis), non-turbo
Acura	S2000 ('04+)	('95-'98)
NSX	Jaguar	Boxster ('05+)
BMW	XKR Coupe	Boxster S
M Coupe and Roadster ('01+)	Maserati	Boxster non-S ('97+)
M3 (E46)	Gran Sport, Spyder, Coupe	Cayman non-S
M5 ('04+)	('02+)	Saleen
Z4	Mercedes	Mustang (normally aspirated)
<i>Z4 Coupe ('07+)</i>	<i>C32 AMG</i>	<i>Saturn</i>
Chevrolet	SLK32 AMG ('02+)	154
Camaro SS ('96+)	SLK350	<i>Sky Redline</i>
Corvette C4 ('84-'96)	SLK55, CLK55	Shelby
Corvette ZR-1	Mitsubishi	Cobra (all)
Chrysler	Evo ('03+)	<i>GT500 Mustang</i>
Crossfire SRT-6	Evo SD	Subaru
DeTomaso	Pontiac	WRX STi
Pantera	Firebird WS6 ('96+)	Toyota
Mangusta	<i>Solstice GXP</i>	Supra Turbo ('93 1/2+)
Honda	Porsche	
B Stock (BS)	Ferrari	Mazda
BMW	308, 328	RX-7 Turbo ('87-'91)
M Coupe & Roadster ('96-'00)	Jaguar	RX-8
M3 (E30)	XKE 6 cyl. & 12-cyl.	Mercedes
M3 (E36)	Lotus	SLK
Z3 6cyl NOC	Elan RWD	Morgan
Chevrolet	Esprit	Plus 8
Corvette ('63-'82)	Europa Twin Cam	Mini
Chrysler	Europa, Renault engine	Cooper S (John Cooper "Works" package)
Prowler	Maserati	('06+)
	Biturbo	

Nissan	928 (all)
300ZX Turbo ('90+)	944 (16V)
350Z	944 Turbo (all)
Plymouth	968
Prowler	Carrera 2, Carrera 4
Porsche	(964
911, non-turbo, NOC	chassis)
911 Club Sport	356 Carrera 4-cam
914/6	

C Stock (CS)

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

Solstice, *incl. Z0K*
('06+)
Porsche
9141.7, 1.8, 2.0L
Saturn
Sky ('06+)
Toyota
MR2 Spyder
MR2 Supercharged
Toyota
MR2 Turbo
TVR
8-cyl and V6
156

Saab
9-2X Aero (2.0L turbo)
Saturn
Ion Redline
Subaru
Forester 2.5XT
Legacy 2.5GT (05+)
WRX
Volkswagen
Golf R32
Volvo
S60R ('03+)
V70R ('03+)

D Stock (DS)

Acura
Integra Type R
Audi
A3 3.2L AWD
S4 ('00-'03)
TT (225hp, dual inter-coolers)
TT 3.2 V6
TT (180 hp single inter-cooler)
BMW
330Ci
330 with ZHP, all
3 series ('06+)
3 Series, 6 cyl. (non-M)
NOC
Cadillac
CTS

Chevrolet
Cobalt SS
Chrysler/Dodge
Crossfire
Daytona IROC R/T
SRT-4
Honda
Prelude VTEC engine models ('97+)
Infiniti
G35 Sedan
Jaguar
X Type 3.0 (AWD)
X Type
Lexus
IS250 ('06+)
IS300
IS350 ('06+)

Mazda
MazdaSpeed 3
MazdaSpeed 6
MazdaSpeed Protege
Mercedes
C320
Mitsubishi/DSM
Eclipse ('06+)
Eclipse/Talon Turbo
AWD
Nissan
Maxima ('04+)
Oldsmobile
Calais W41

E Stock (ES)	Fiat/Bertone	944 8v
Alfa Romeo	X-1/9 (all)	Shelby
2000 Spider	Mazda	Charger GLH-S ('87)
2000 GTV	Miata 1.6	Sunbeam
BMW	Miata 1.8 ('94-'97)	Tiger
Z3 4-cyl	RX-7 non-turbo (all)	Triumph
Datsun	Morgan	TR-8
2000, 240Z, 260Z,	Plus 4, 4/4	Toyota
280Z,	Pontiac	MR2 non-turbo
280ZX non turbo	Fiero V6	TVR
Dodge	Porsche	4-cyl and inline 6-cyl
Charger Turbo	924 Turbo, Audi engine	V8
GLH Turbo	924S	V12

F Stock (FS)	Cadillac	Mustang SVT Cobra
AMC	CTS-V	Mustang V8, NOC
AMX	Chevrolet	Thunderbird V8 and
Javelin V8	Camaro V8, NOC	supercharged V6
Audi	Corvette (53-62)	GMC
S4 V8 ('04+)	Chrysler	Syclone
BMW	300/300C ('04+)	Typhoon
335i ('07+)	Datsun	Infiniti
5 series 6-cyl NOC	280ZX Turbo	G35 Coupe
6 series coupe	Dodge	Q45
8 series coupe (all)	Magnum, SRT-8	Jaguar
M5 ('88-'93)	<i>Ram 1500 SRT10</i>	XJ-S
M5 ('00-'03)	Stealth turbo	XJ6 (98+)
Buick	Ford	S-Type (6-cyl)
Regal/Grand National,	Mustang Mach 1 ('03+)	S-Type R
Turbo	Mustang Cobra ('03-	
V6	'04)	

G Stock (GS)	GTV V6	S4 (92-94) (100 CS
Acura	Milano	chassis)
CL, 6 cyl.	Audi	BMW
Integra ('90+) NOC	200 Turbo Quattro	318is, i (1991)
Legend	5000 Turbo	318 ti ('95+)
RSX Type S	A3 ('06+)(FWD)	325E, eta engine
TL	A4, 6 cyl.	2002 (all)
TL Type S	A4, 4 cyl turbo	Buick
Vigor	A6	Reatta
Alfa Romeo	V8 Quattro, A8	Cadillac
1750, 1750 GTV	Quattro Coupe, Turbo	Catera
164, nonS (pre '94)		

(Continued on page 42)

<i>(Continued from page 41)</i>	Supra Turbo (86 ½ -92)	Starion Turbo
Chevrolet	Triumph	Nissan
Camaro V6	Stag	200 SX SE V6
Cobalt SS N/A	V8 sedans, pick-ups, and sedan	200 SX Turbo
Corvaire Turbo	derived convertibles	240 SX (all)
Corvaire 4 carb	NOC	300ZX non-turbo (pre- '90)
Chrysler	159	Altima ('02+)
Conquest Turbo	ES 300	Maxima (92+)
Cirrus V6	GS 300	NX2000
Laser Turbo	Lincoln	Sentra SE-R ('91-'94)
Neon (all)	LS V6 Sedans	Sentra SE-R ('02+)
PT Turbo ('03+)	Mazda	Sentra SE-R Spec-V ('02+)
Sebring V6	323 GT Turbo sedan	Sentra 2.0L ('00-'01)
Daewoo	323 GTX awd Turbo	Dodge
6 cyl. models	6 (6-cyl) ('03+)	Conquest Turbo
Sedans (12 cyl.)	Millennia S/C	Daytona Turbo NOC
Lexus	MX6, 4 cyl. ('93+)	Neon (all)
400	MX6 V6 and 4 cyl.	Stealth non turbo
GS400	turbo (all)	Avenger V6
SC300	Protege MP3	Lancer Turbo
Lincoln	Mercedes	Shadow Turbo NOC
LS V8 Sedans	190 16v	Shadow V6
Mark VIII	190, 2.6L	Spirit V6 and Turbo 4 cyl
Mercedes	280	Spirit R/T
CLK	C230 (190HP)	Stratus V6
C36	Mercury	Ford
E55 AMG	Capri US V6 and 4 cyl. turbo	Contour SE V6
Mercury	Cougar V6	Contour SVT
Capri V8	<i>Milan 6-cyl.</i>	<i>Five Hundred</i>
Cougar V8 and super- charged	<i>Montego</i>	Focus SVT
V6	Mystique V6	<i>Fusion 6-cyl.</i>
Mitsubishi	Topaz V6	Mustang V6 and 4 cyl. turbo
3000 GT turbo	Merkur	Mustang SVO
Nissan	XR4Ti	Probe (93+) (all)
300 ZX non-turbo (90+)	Mini	Probe ('89 to '92), 4 cyl. turbo
300 ZX turbo (pre 90)	Cooper S ('02-'04)	and V6
Pontiac	Cooper S ('05+)	Taurus SHO
Firebird V8, NOC	Mitsubishi/DSM	Tempo V6
GTO ('04+)	Eclipse (00+)	Thunderbird Turbo
Trans Am turbo V-6	Eclipse/Talon Turbo	ZX-2/SR
Shelby	FWD	
GT350	3000 GT non-turbo	
GT500 ('67-'70)	Galant VR4	
Toyota	Galant V6	
Supra Non turbo (93+)		<i>(Continued on page 43)</i>

<i>(Continued from page 42)</i>	405 Mi-16	Supra ('82-'85)
General Motors	Pontiac	Supra ('86-'92)
All FWD models with 6-cyl	Firebird V6	Volvo
(all), Quad 4, Ecotec, or 4	Plymouth	NOC
cyl. turbo engines, NOC	Acclaim V6 and 4 cyl. turbo	Turbo models (all)
Honda	Neon (all)	Volkswagen
Accord V6	Sundance V6 and 4 cyl. turbo	1.8T models NOC ('02+)
Civic del Sol VTEC	Saab	Beetle 1.8 Turbo
Civic Si ('86 and '87)	900 V6 ('94+)	Corrado VR6
Civic Si ('06+)	9-2X Linear (2.5L)	Corrado G60
CRXsi (all)	All Turbos NOC	Golf/GTi/Jetta 16v
Prelude VTEC ('93-'96)	Saturn	Golf/GTi/Jetta 1.8 Turbo
Prelude ('92+) NOC	L series 6 cyl	Golf/Jetta/GLI 24V VR6
Infiniti	Subaru	('02+)
M30	Impreza 2.5 RS	<i>Jetta 2.0T & GLI 2.0T</i>
Isuzu	SVX	('06+)
Impulse Turbo ALL	Toyota	<i>GTI ('06+)</i>
Jaguar	Camry V6 ('92+)	Passat 1.8 Turbo
X-type ('02+)	Celica All-Trac Turbo	Passat 6-cyl ('02+)
Lexus	Celica GTS ('00+)	Passat V6 AWD
ES 250	Celica GT (94+)	Scirocco 16v
160	Celica ST (94+)	VR6 FWD (NOC)
Peugeot	Celica GT-S ('86-'93)	

H Stock (HS)	100 all, except S4	1800 TISA
Acura	4000 all	2000 CS Coupe
CL, 4 cyl.	5000 all, except turbo	Chevrolet
Integra ('86-'89)	Austin	Aveo
RSX (Non-'S')	Mini (all)	Beretta, NOC
TSX	Mini-Cooper	Camaro inline 4 & 6-cyl
Alfa Romeo	Austin-Healey	Chevette
1300	100/4	Cobalt 2.2 (all)
1600	100/6	Corvaire, 2 carb
2000, 4-door sedans	3000	Cosworth Vega
Sedans NOC	Sprite (all)	161
AMC	BMW	Nova RWD, 4 & 6-cyl.
Gremlin, 4 & 6 cyl.	1600	Nova 16v (NUMMI)
Spirit, 4 & 6 cyl.	318 NOC	Nova 8v (NUMMI)
Audi	318i & is (92+)	Spectrum
80 all	320	Spectrum Turbo
90 all	7 series, 6-cyl	Sprint
Quattro Coupe non-turbo	1800	Sprint Turbo
	1800ti	<i>(Continued on page 44)</i>

<i>(Continued from page 43)</i>	Summit Turbo 16v	All RWD V6 models,
Vega	Talon non-turbo, 16v	NOC
Chrysler	Fiat	162
Laser non-turbo	Strada	Lotus
PT Cruiser	124 Sedan	Cortina
Sebring 4-cyl.	124 Coupe & Spider	Mazda
Daewoo	128	3 (all)
4-cyl. models	131 Sedan & Brava	323 1.6, 8v
Datsun	850 Coupe & Sedan	6 (4-cyl)
210	850 Spider	626 (all)
310	Ford	808
310 GX	Aspire	929
510	Contour 4-cyl.	Cosmo
610	Cortina (all)	GLC (all)
710	Escort 1.9 & 1.6, NOC	Milennia
810	Escort 1.9 EFI, HO,	MX-3 4-cyl
1200	(pre-91)	MX-3 V6
B210	Escort 16v ('91+)	MX6 ('88-'92) 4-cyl.
F10	Escort Turbo	non-turbo
1500 Roadsters	EXP Turbo	Protégé (NOC)
1600 Roadsters	EXP 1.9	Protégé 1.8, 16v
Dodge	EXP 1.6, non-turbo	R100
Avenger 4cyl	Festiva	RX-2
Challenger 2.6	Fiesta	RX-3
Charger, non turbo,	Focus	RX-4
FWD	Focus PZEV 2.3	Mercedes
Colt 1600, FWD	<i>Fusion 4-cyl.</i>	NOC
Colt 1.8L, 16v (93+)	Mustang Inline, 4 & 6-	Mercury
Colt FWD, 1.4 & 1.5L	cyl.	Bobcat
Colt RWD	Mustang II, 4 & 6-cyl.	Capri FWD
Colt Turbo (pre-'89)	Pinto	Capri, Turbo, FWD
Colt Turbo (16v)	Probe (89-92), 4-cyl.	Capri, German, 4-cyl. &
Daytona non-turbo, 4-	non-turbo	V6
cyl	Taurus (NOC)	Capri, US, 4-cyl.
GLH non-turbo	Tempo	Cougar 4-cyl (99+)
Intrepid	Thunderbird V6 (89+)	LN-7 (all)
Omni 1.7 & 2.2L	ZX-2 (non-SR)	Lynx (all)
024 1.7L	Geo	<i>Milan 4-cyl.</i>
Rampage 2.2L	Metro	Mystique 4-cyl.
Shadow non-turbo 4-cyl	Prizm	Sable
Spirit non-turbo 4-cyl.	Spectrum	Scorpio
Stratus 4-cyl.	Storm 12v	Topaz 4-cyl.
Eagle	Storm Gsi 16v	Tracer 1.6L & 1.9L
Summit 1.8 16v(93+)	General Motors	Tracer 16v
Summit NOC, non-	All FWD models, NOC	MG
turbo		

(Continued on page 45)

<i>(Continued from page 44)</i>	120	Peugeot
MGA	140	405DL&S
MGB & MGB-GT	150	Pininfarina
MGC	Kia	2000
Midget (all)	Sephia 1.8	Plymouth
“T” Series	Spectra5	Acclaim 4-cyl. Non
Mini	Lancia	turbo
Cooper non-S ('02+)	Beta Coupe	Arrow
Honda	HPE	Champ
600	Scorpion	Colt 1.5L
800	Zagato	Colt 16v 1.8L (93+)
Accord, 4-cyl.	163	Horizon
Civic del Sol DX	Mitsubishi	Laser non-turbo
Civic del Sol S, Si (94+)	Cordia (all)	Sapporo
Civic EX, LX (88+)	Eclipse non-turbo, 8v &	Scamp 2.2L
Civic Si (89-91)	16v	Sundance 4-cyl. Non
Civic Si ('99-'00)	Galant 2.0L, 16v non-	turbo
Civic Si ('02-'05)	turbo	TC-3
<i>Civic ('06+)</i>	(89+)	Turismo
Civic (NOC)	Galant 2.4L, 16v	Pontiac
CRX (NOC)	Lancer non-turbo	T-1000
Insight	Mirage 8v & 16v, non	Fiero 4-cyl.
Prelude (79-91)	turbo	Firebird inline 4 & 6-
Prelude S (92+)	Mirage Turbo, 16v	cyl.
Hyundai	Precis	Lemans FWD
Accent (95+)	Premier (all)	Sunfire, 2.2L
NOC	Starion non-turbo	Vibe
Scoupe non-turbo	Tredia (all)	Porsche
Scoupe Turbo (93+)	Nissan	356 except Carrera
Tiburon	200SX SE-R ('95+)	912
Tiburon 6-cyl ('02+)	200SX (NOC)	924 Audi engine
Infiniti	Altima	Renault
G20	Maxima (NOC)	NOC
Isuzu	NX1600	Saab
Impulse NOC	Pulsar (all)	NOC
Impulse, non-turbo	Sentra (pre 91)	Saturn
(90+)	Sentra 1.6L (91+)	8v
I-Mark NOC, FWD	Sentra 1.8L ('01+)	DOHC models NOC
&RWD	Sentra SE 2.0 ('95-'99)	Ion
I-Mark FWD RS 16v &	Stanza	L series 4-cyl
Turbo	Opel	Scion
Stylus 12v	1100	TC
Stylus 16v	1900 (all)	XA
Hyundai	GT	Shelby
Tiburon 4-cyl ('02+)	Isuzu	Charger non-turbo
Jaguar	Manta	

(Continued on page 46)

(Continued from page 45)

Subaru	Matrix (all)	Beetle 2.0
Impreza, NOC	Paseo	Dasher
Legacy 2.5 GT	164	Fox
Sedan Turbo, NOC	Prius	Golf/GTi/Jetta 8v (all)
NOC	Starlet	<i>Jetta (2.5L gas 1.9L</i>
Sunbeam	Supra (pre-82)	<i>TDI) ('05-</i>
Alpine, 4-cyl.	Tercel	<i>1/2)</i>
Suzuki	Triumph	Passat 4-cyl. non-turbo
Esteem GL	GT6	Quantum
<i>Forenza</i>	Spitfire	Rabbit and GTI (all
Swift (all)	TR2	NOC)
Toyota	TR250	<i>Rabbit ('07+)</i>
Camry (4 cyl)	TR3	Scirocco 8v
Camry V-6 (NOC)	TR4	Volvo
Celica FWD (NOC)	TR4A	P1800
Celica RWD	TR6	NOC
Corolla (all)	TR7	Yugo
Cressida	Volkswagen	(all)
Echo	(all air cooled)	+ all RWD pickup
	(all diesel models)	trucks NOC

STREET PREPARED CATEGORY

Street Prepared Class	(all)	911 non-turbo (3.6L air-cooled)
A	Lotus	911 Turbo & 930 (to 3.3L)
BMW	Elan (RWD)	911 Turbo & Turbo S (3.6L aircooled)
M Coupe, M Roadster,	Elan M100 (FWD, all)	914/6 (all)
Z3 (6-cyl)	Europa (all)	924 Turbo
M3 (E46)	Elise, <i>Exige</i> ('05+)	944 (16V)
Chevrolet	Elite 2+2 & Eclat	944 Turbo
Corvette ('97-'04) (C5)	Esprit (4-cyl all)	968
Corvette ('05+) (C6)	Esprit (V8)	Boxster
Dodge	7 & 7A	Carerra 2
Viper	Mazda	Carerra 4
Elva	Rx-7 Turbo ('93+)	Toyota
Courier	Morgan	MR-2 Turbo ('91+)
Ferrari	V8 all	TVR
355	+4 (2138cc all)	4-cyl & 6-cyl. (all)
360	Porsche	V8 (all)
Dino 206, 246 (all)	911 AWD Turbo	+ Sports cars over 2.0L not otherwise
<i>F430</i>	911 Club Sport (to 3.2L)	
Ford	911 GT2 ('02+)	
GT	911 GT3	
Griffith		

(Continued on page 47)

<i>(Continued from page 46)</i>	Porsche	Subaru
classified. (See Section	911 ('65-'89) 3.2L max,	WRX Sti
15.1.C for	N/A	Sunbeam
update/backdate limita-	928	Tiger 260 & 289
tions.)	Saleen	Toyota
168	MustangS281E,	Supra Turbo ('93+)
Firebird Firehawk SLP	Mustang	Triumph
383cid	(NOC)	TR-8
engine ('93-'02) (4th	Shelby	
gen)	Cobra 289	
Street Prepared Class	280ZX non-turbo	Honda
B	280ZX turbo ('79-'83)	S2000
BMW	300ZX turbo ('84-'89)	Jaguar
M3 (E36), M3 Light-	300ZX turbo ('90+)	E-type (all)
weight	350Z	Mazda
M-Technic	DeLorean	<i>MazdaSpeed Miata</i>
Z8	DeTomaso	Rx-7 Turbo ('86-'92)
Bricklin	Mangusta (all)	RX-8
Chevrolet	Pantera (all)	Mitsubishi
Corvette ('53-'54)	Dodge	Evo ('03+)
Corvette ('55-'57)	Stealth Turbo	3000GT Turbo
Corvette ('58-'62)	Ferrari	Pontiac
Corvette ('63-'67)	250 except 250LM	Firebird Firehawk SLP
Corvette ('68-'82)	275	383cid
Corvette ('84-'96)	308 Coupe & Spyder	engine ('90-'92) (3rd
Corvette ZR-1 (all)	330	gen)
Datsun/Nissan	365 Daytona GTB &	
240Z & 260Z & 280Z	GTC	
Street Prepared Class	Roadster 1500 & 1600	CRX 1500 ('84-'87)
C	& 2000	Jensen-Healey
Acura	Dodge	Lancia
RSX (all)	SRT-4	Scorpion
Audi	Fiat	Lotus
<i>TT 1.8T (FWD and</i>	Abarth (all)	Cortina
<i>Quattro)</i>	124 Spyder & 2000	Elite (1216cc)
<i>TT 3.2 Quattro</i>	Spyder,	Mazda
<i>Turbo Coupe Quattro</i>	non-turbo (all)	MX-5 Miata
BMW	2000 Spyder Turbo	RX-2 & 616
Z3 (4-cyl)	Honda	RX-3 & RX-3SP & 808
M3 (E30)	Civic 1500 ('84-'87)	Mizer
Datsun/Nissan	Civic ('88-'91)	
	CRX ('88-'91)	

(Continued on page 48)

<i>(Continued from page 47)</i>		
RX-7 non-turbo ('78 - '85)	Pontiac Fiero V6	MR-2 Supercharged Supra ('79-'81)
RX-7 non-turbo ('86 - '92)	Porsche 356 & 1600 924S & 944 (8V)	All sedans over 1.7L and under 3.0L not otherwise classified. All sports cars under 2.0L not otherwise classified.
Mercedes 190	Carrera 4-cyl (all)	(See Section 14.1.C for update/backdate limitations.)
Morgan 4/4	Toyota MR-2 non-supercharged ('85-'90)	
Pininfarina 2000	MR-2 non-turbo ('91+)	

Street Prepared Class D	Chevrolet / Pontiac / Buick / Oldsmobile / Geo	200SX SE-R 200SX Turbo 200SX V6 240SX Maxima Pulsar (16V) Pulsar NX Turbo Sentra SE-R & NX2000 ('91+) Sentra 2.0L ('95-'99) Sentra 2.0L ('00-'01) Dodge / Mitsubishi Colt Turbo / Mirage Turbo ('84-'88) Colt Turbo / Mirage Turbo ('89-'92) Eagle Summit Turbo 16V ('89) Fiat X-1/9 1300 & 1500, Bertone 1500 Ford/Mercury Capri 4-cyl & 6-cyl ('71-'77) Capri ('91-'95) Contour SVT Cougar ('99-'02)
Acura Integra ('86-'89 all)	Spectrum Turbo ('85-'89)	
Integra ('90-'93 all)	Storm GSi ('85-'89)	
Integra ('94-'01 all including Type R)	J Body V6, 4-cyl Turbo, Quad 4 (DOHC)	
Alfa Romeo 1600 Coupes & Spyders (all)	L Body V6 & Quad 4 N Body V6 & 4-cyl Turbo & Quad 4	
1750 & 2000 Coupes & Spyders (all)	X Body V6	
GTV V6 (all)	Chrysler / Dodge / Plymouth	
Milano	Acclaim V6 & Turbo	
Audi 4000 Quattro	Charger GLH-S	
80 Quattro	Conquest & Starion non-turbo	
A4 1.8T FWD & AWD ('95-'01)	Daytona Turbo	
A4 1.8T FWD & AWD ('02+)	Daytona V6	
Coupe & Coupe Quattro	GLH-S & GLH Turbo Laser Turbo (NOC) & K-car	
BMW 2002 tii (all)	Turbo	
325 & 328 (E30)	Neon (all)	
323, 325, & 328 (E36)	Shadow V6 & 4-cyl Turbo	
330ci, 330i, 330cic (E46)	Shelby Charger Turbo	
3 Series (16V NOC)	Spirit V6 & 4-cyl Turbo	
Bavaria	Sundance Turbo	
	Datsun/Nissan	<i>(Continued on page 49)</i>

<i>(Continued from page 48)</i>	Lexus	Toyota
Escort ZX-2 & Tracer 16V	IS300	Camry V6
Focus SVT	Maserati	Celica ('00+)
<i>Fusion/Milan 6-cyl ('06+)</i>	Biturbo	Celica All-Trac (all)
Probe Turbo & V6	Mazda	Corolla GTS ('84-'87) (AE86)
Honda	323 GT & GTX 4WD	FX-16
Civic Si DOHC VTEC ('99-'00)	6 (6-cyl)	Matrix
Civic SOHC VTEC ('92-'95)	Mazdaspeed Protege	Supra ('82-'85)
Civic VTEC, SOHC and DOHC ('96+)	MX-6 Turbo & V6	Volkswagen
delSol ('93-'97)	Mercedes	Corrado (All)
Prelude 4WS	C230	Golf (16V) & Jetta (16V)
Prelude NOC ('83+)	Merkur	Golf & Jetta VR6
Hyundai	XR4Ti	New Beetle Turbo
Tiburon	Mini	Passat VR6
Isuzu	Cooper S, <i>incl. JCW</i>	R32
I-Mark LS, 16V & Turbo (FWD)('85-'89)	Mitsubishi	Scirocco (16V)
I-Mark (FWD) RS 16V & Turbo 171	Cordia Turbo	Volvo
Impulse RS Turbo AWD ('90-'93)	Eclipse ('00+)	240 Series Turbo (all) + Spec Miata (See 15.0 for Spec Miata preparation allowance requirements) + All 6-cyl and mechanically-forced induction 4-cyl. 2WD sedans under 3.0L not otherwise classified. (See Section 15.1.C for update/backdate limitations.)
Impulse Turbo & RS RWD ('83-'89)	Galant (all)	
Impulse XS non-turbo 16V ('90-'93)	Tredia Turbo	
Impulse Turbo & 16V Stylus XS & RS 16V ('90-'93)	Pontiac	
	Vibe	
	Porsche	
	914 1.7L & 1.8L & 2.0L (4-cyl)	
	924 (Audi engine)	
	Renault	
	Fuego Turbo	
	R5 Turbo	
	Saab	
	99 & 99 EMS & 99 Turbo	
	900 & 900 Turbo ('79-'93)	
	900 & 900 Turbo ('94+)	
	Saturn	
	All 16V models	
	Subaru	
	Impreza 2.5	
Street Prepared Class E	5000 Turbo & 5000 Turbo	V8 Quattro
AMC	Quattro & 200 & 200	BMW
AMX & Javelin (all)	Quattro	2500 & 2800 (all)
Audi	A8 & A8 Quattro	3.0S & CS (all)
		<i>(Continued on page 50)</i>

<i>(Continued from page 49)</i>	Dodge	G35
528 & 530 & 533 (all)	Dakota ('97-'04)	M30
633i & 733i (all)	Dodge / Mitsubishi /	Q45
Chevrolet/Pontiac/	Eagle	Jaguar
Buick/Oldsmobile	Colt / Mirage ('84-'88)	XJS (all)
Camaro/Firebird ('67-	Colt / Mirage / Summit	Sedans, 6 & 12-cyl.
'70)	('89-	XK 120 & 140 & 150
Camaro/Firebird, all	'92)	& 160
('70½-'81)	Colt / Mirage / Summit	Lexus
Camaro/Firebird &	('93-	250
Firehawk,	'96)	400
NOC ('82-'92) (3rd	Mirage ('97-'02)	Mazda
gen)	Eagle	929
Camaro/Firebird & SS	Talon all turbo ('89-'99)	<i>MazdaSpeed 6</i>
&	Ferrari	Mercedes
Firehawk & WS6, NOC	400 America (all)	230SL & 250SL &
('93-	500 Superfast (all)	280SL (all)
'02) (4th gen)	Ford/Mercury	350SL & 380SL &
Chevelle ('64-'67)	Capri Turbo 4	450SL (all)
Chevelle ('68-'72)	Cougar ('65-'70)	173
Corvair Yenko Stage I,	Cougar ('71-'74)	220 & 230 & 250 & 280
II, III (all)	Mustang ('64-1/2-'66)	Sedans (all)
Lumina	Mustang & Cougar	280 4.5 Sedans & 300
Monza V8 & Skyhawk	('67-'68)	6.3
V6	Mustang & Cougar	Sedans (all)
Reatta	('69-'70)	Mitsubishi
Regal V6 & V8 RWD	Mustang & Cougar	Eclipse all turbo ('89-
('80-'88)	('71-'73)	'99)
Starfire V6 & Sunbird	Mustang II, all ('74-'78)	Starion Turbo
V6 (all)	Mustang & SVO & Co-	3000 GT non-Turbo
Trans Am Turbo ('82-	bra R, V6	Nissan
'92)	& V8 ('79-'93)	300ZX non-turbo ('84-
Chrysler/Dodge/	Mustang ('94-'04) all	'89)
Plymouth	NOC	300ZX non-turbo ('90+)
Barracuda ('65-'69)/	including Cobra, Cobra	Peugeot
Dart/	R	405
Valiant/Duster ('63-'76)	(SN95)	Saab
[Abody]	Mustang ('05+) (S197)	SPG (16V & Turbo)
Barracuda & Challenger	Taurus SHO	Saleen
('70 -	Thunderbird & Cougar,	Mustang 302 & 351
74) [E-body]	all ('83-	nonsupercharged
Challenger 6-cyl & V8	'88)	('84-'93)
(NOC)	Thunderbird & Cougar,	Shelby
Conquest Turbo	all ('89-	GT350 ('65-'66)
Laser all turbo ('89-'99)	'97)	GT350, GT500 ('67+)
Stealth non-turbo	Infiniti	

(Continued on page 51)

<i>(Continued from page 50)</i>	Supra Turbo (pre-'87)	sedans and pick-ups not
Subaru	Supra Turbo ('87-92)	otherwise classified.
Forester 2.5XT	Volvo	Other sedans over 3.0L
Legacy 2.5GT('05+)	700 Series (all)	not otherwise classified.
WRX	800 Series (all)	(See Section
Toyota	S60 & V70	15.1.C for update/
Supra non-turbo ('87-	All American inline 6,	backdate
'92)	V6 and V8	limitations.)
Supra non-turbo ('93+)		

Street Prepared Class	zuki	Arrow 1600 & 2000 &
F	Beretta, 4 cyl.	2600
Acura	Camaro, 4 cyl. ('82+)	Champ non-turbo (all)
Legend	Chevette & T1000	Colt FWD non-turbo
Alfa Romeo	Citation & Omega	Colt non-turbo (8V)
1300cc models (all)	Corvair (non-Yenko)	Colt RWD 1600 & 2000
1600cc sedans (all)	Fiero 4-cyl (all)	Daytona non-turbo
1750 & 2000 sedans	Firebird 4-cyl ('82+)	Horizon & TC3 & Tur-
(all)	Metro & Swift, all ('85-	ismo, 1.7L
Alfetta GT	'88)	& 1.8L & 2.2L
AMC	Metro & Swift, all ('89-	Laser all non-turbo
All 4-cyl models	'93)	('89-'99)
Audi	Monza (NOC) & Star-	Omni & 024 & Charger
80 FWD	fire &	Rampage 2.2L
100LS (all)	Omega & Astre & Sky-	Sapporo 1600 & 2000
4000 5-cyl	hawk,	& 2600
5000	all RWD	Shelby 2.2L non-turbo
Austin	Phoenix & Skylark	('83-
America (all)	Prism	'84)
Mini (see Mini Cooper	Spectrum 1.5L non-	Spirit 4-cyl non-turbo
listing)	turbo ('85-	Datsun/Nissan
Austin-Healey	'89)	1200
Sprite (all)	Spectrum (NOC)	200 SX NOC ('76-'79)
100-4 & 100-6 & 3000	Sprint & Sprint Turbo	200 SX NOC ('80-'83)
BMW	174	200 SX NOC ('84+)
1600	Storm base model 12V	210
1800ti, TISA	('89-	310
1600-2 & 1602 & 2002	'93)	510 ('68-'73)
(NOC)	Sunbird 4-cyl	510 ('78-'81)
318i (NOC)	Vega & Cosworth Vega	610
320i	Chrysler / Dodge / Ply-	710
Chevrolet / Pontiac /	mouth	B210
Buick /	Acclaim 4-cyl non-	F-10
Oldsmobile / Geo / Su-	turbo	

(Continued on page 52)

<i>(Continued from page 51)</i>	Pinto Wagon 2000 & 2300 & 2600	Camry, 4 cyl. Celica ('70-'77) Celica ('78-'81) Celica NOC ('82-'99) Celica FWD 1.6 L Corolla 1200 Corolla 1600 & SR-5 ('70-'79) Corolla 1600 & 1800 RWD ('80-'83) Starlet Tercel Triumph GT-6 Herald (all) Spitfire TR-2 & TR-3 TR-4 & TR-4A TR-250 & TR-6 TR-7 Volkswagen Beetle (RWD) Cabriolet ('85-'92) Dasher & Quantum, all 4-cyl. Fox GL Golf & Jetta (8V, '85-'93) (A-2 chassis) Golf & Jetta & Cabrio (8V, '93-'98) (A-3 chassis) Golf & Jetta & Beetle TDI Karmann Ghia Passat (all NOC) Kia Spectra 1.8 4 cyl Lancia Beta & Zagato ('75-'83) Mazda 323 non-turbo 626 FWD (all) 626 RWD (all)
	Probe 4-cyl non-turbo Honda Accord ('76-'81) Accord ('82+) Civic ('73-'79) Civic ('80-'83) Civic ('92-'95) NOC Civic ('96+) NOC CRX 1300 & Civic 1300 ('84-'87) Prelude ('79-'82) Hyundai Elantra Excel Scoupe all NOC Isuzu I-Mark 1.5L non-turbo (FWD)('85-'89) I-Mark RS 16V ('85-'89) I-Mark RWD ('80-'85) Impulse non-turbo ('83-'89) Stylus S 12V ('90-'93) 175 Alliance & GTA & Encore Fuego non-turbo R-5 (NOC) & LeCar Saturn SC1 (8v) Sunbeam Alpine (all) Subaru 4WD Turbo (all NOC) Forester (non-turbo) Impreza NOC Legacy & Legacy GT Suzuki Aerio Toyota	<i>(Continued on page 53)</i>

<i>(Continued from page 52)</i>	Lancer non-turbo	'92) (A-1 chassis)
Cosmo (all)	Mirage non-turbo ('97-	Scirocco (8V all)
GLC FWD (all)	'02)	Volvo
GLC RWD (all)	Tredia non-turbo	120 Series (all)
MX-6 4-cyl non-turbo	Opel	140 Series (all)
Protege	1900 & Manta	160 Series (all)
R-100	GT 1100	1800 & P1800 &
RX-4	GT 1500 & 1900	ES1800 (all)
MG	Kadett 1100	240 Series, non-turbo
1100, 1300 Sedan (all)	Kadett 1500 & 1900	(all)
A (all)	Peugeot	260 Series (all)
B & BGT (all)	405 DL & S	700 Series (all)
C & C-GT (all)	Porsche	Yugo
Midget 948 & 1098 &	912	(all)
1275 &	912E	+ All sedans under 1.7L
1500 (all)	Renault	not
Mini Cooper	15 & 17 (all)	otherwise classified. All
850 & 970 & 997 & 998	16 (all)	4-cyl and
&	17 Gordini	rotary RWD mini-
1071 & 1275 (all)	18i (all)	pickups. (See
Mini Cooper non-S	176	Section 15.1.C for up-
Mitsubishi	Rabbit & Jetta & Sci-	date/backdate
Cordia non-turbo	rocco &	limitations.)
Eclipse all non-turbo	Cabriolet & Pickup (8V,	
('89-'99)	'75-	

PREPARED CATEGORY

XP cars will be cars that are built to meet the rules for Prepared but are not listed in an existing Prepared class OR for cars that are listed, but are underweight for their assigned class.

Prepared Class B	Chrysler/Dodge/	
Chevrolet	Plymouth/Eagle Turbos	
Corvette	Conquest	65 Roadster (MKI, II,
(pre-'62)	Dodge	III)
**	Viper	Challenge Series Road-
('63-'82)	**	ster
May use any two valve	1-3/8" restrictor plate	184
per cylinder Chevrolet	required	Ford
V-8 engine.	DeTomaso	Mustang ('94+) w/ IRS
May use transverse leaf	Pantera	Mustang Cobra s/c
front spring.	Factory Five Racing	('03+) 2900
('84-'96)	(with production-based	Jaguar
**	Ford pushrod, 2v, nor-	XJS
('97-'04)	normally aspirated V8,	
('05+)	17.10.I.1 still applies)	

(Continued on page 54)

<i>(Continued from page 53)</i>	weight, wheels, track, and tires.	Intake: 10C 944
Weber 44 mm. IDF carbs	Must take 17.11 GTCS construction weight penalty.	11052P1, Runners: 944 11042701
Mazda	Porsche	Throttle body: 944 11004900
RX 7 Turbo ('87-'92)	928 S	Injection pump: 944 091002, Injection nozzles: 912 110212200
12A or 13B motor	**	
RX-7 ('93+)	924 Turbo	Turbo Air Inlet Restrictor: 54 mm.
12A or 13B motor	930 Turbo Carrera	
Mitsubishi	944 Turbo	Nissan
Starion Turbo	Alt. Spec:	280 ZX Turbo
Panoz	Transaxle: Hewland KP	300 ZX (pre-'90)
Panoz	300	Shelby
GTS	Block: 944 101 00900,	Cobra
Must use all GT-1 specifications including	Head: 944 104 02500,	Sunbeam

Prepared Class C	Mustang, 6-cyl & 8-cyl ('69-'73)	A-body (Malibu, Cutlass, El Camino, etc.) ('78-'81)
AMC	Mustang II, 6-cyl & 8-cyl ('74-'78)	A-body (Monte Carlo, Grand Prix, Regal, El Camino, etc.) ('82-'88)
AMX ('68-'70)	Mustang 6-cyl & 8-cyl ('79-'93)	S10, S15, Sonoma 6-cyl ('82-'93)
Javelin ('68-'74)	Mustang Turbo/SVO, 4-cyl ('79-'93)	S10, Sonoma 6-cyl ('94-'04)
Gremlin 8-cyl ('70-'78)	Mustang w/o IRS ('94-'04)	Mercury
Spirit 8-cyl ('79-'83)	Air may be ducted to the intake airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.	Capri, 6-cyl & 8-cyl ('79-'93)
Chevrolet	Mustang ('05+)	Capri Turbo, 4-cyl. ('79-'93)
Camaro (pre '70)	Thunderbird V6, Turbo-Coupe ('83-'88)	<i>Comet, 6-cyl & 8-cyl</i> ('71-'77)
Camaro ('70-'81)	Thunderbird V6, Super-Coupe ('89-'97)	Merkur
Camaro ('82-'92)	187	XR4Ti ('85-'88)
Camaro ('93-'02)	General Motors	Pontiac
Corvair, Corvair Turbo ('60-'64) 1850		Firebird/TransAm (pre-'70)
Corvair, Corvair Turbo ('65-'69) 1850		Firebird/TransAm ('70-'81)
Monza ('75-'80)		Firebird/TransAm ('82-'92)
Chrysler/Dodge/		Firebird/TransAm ('93-'02)
Plymouth		
E-body (Barracuda, Challenger) ('70-'74)		
A-body (Valiant, Dart, Duster, Demon, etc.) ('63-'67), (Barracuda) ('65-'69)		
Ford		
<i>Maverick, 6-cyl & 8cyl</i> ('70-'77)		
Mustang, 6-cyl & 8-cyl ('64-'69)		

(Continued on page 55)

<i>(Continued from page 54)</i>	Mustang w/o IRS or	Yenko
Trans-Am Turbo ('89)	forced induction ('79-	Stinger ('65-'69) 1850
GTO ('04+)	'93)	All other 6-cyl and 8-
Saleen	Shelby	cyl American Sedans
	GT 350, GT 500 ('65-	NOC
	'70)	

Prepared Class D	Lancia	189
Alfa Romeo	Scorpion ('76) 1756cc	914, 1.7L, 1.8 L, & 2.0L
Giuletta Sprint & Spider	Fabric roof panel may	(4-cyl)
1570cc	be replaced with alter-	924 non-turbo 1984cc
Spider Duetto 1750	nate materials.	Alternate part: Cyl No.
Spider Veloce (pre-'71)	Lotus	933-104.302.50
1779cc	7, 7A (948cc, 997cc,	Toyota
Alternate Parts: Niki	1098cc)	MR2 non-s/c ('84-'89)
Lauda Edition Spoiler	Elan	1587cc
Spider 2000, Spyder	Alternate head: P/N	MR2 non-turbo ('91-
2000 Veloce (pre-'77)	26RD0703	'95) 2164cc
1961cc	Super 7 (1340cc,	MR2 Spyder ('00+)
Alternate Part: Niki	1498cc)	1794cc
Lauda Edition spoiler	Europa (all) Renault	Triumph
Austin-Healey	1470cc/1565cc, twin-	GT6 1998cc
100-4 2660cc	cam 1558cc	TR-7 1998cc
Alternate part: louvered	Renault engine alternate	Alternate Specifica-
hood	parts:	tions: Rear spoiler V-
BMW	Cylinder head casting	775
Z3 (4 cyl.)	R-16 Renault	Turner
Datsun	Twin cam engine alter-	950S
SPL 310 1497cc & SPL	nate parts:	1500
311/311U 1600cc &	Alternate cylinder head:	TVR
SRL 311 Roadster	P/N 26RD0703	1800
1982cc	Mazda	Volvo
Elva	Miata/MX-5 ('90-'05)	P-1800 1780cc
Courier (1600, 1800)	(1.6, 1.8-nonturbo)	P-1800 1982cc
ATB 7224 MGA axle	Pontiac	All other two-seat cars,
housing assembly	Fiero (4 cylinder, 2.5 L)	4-cyl., normally aspi-
Fiat	Alternate parts: Air	rated, 2WD, NOC
124 Sport Spider (all)	cleaner may protrude	
(1600, 2000), & 124	through engine hatch;	
Spider Abarth (all)	double A arm rear sus-	
1995cc	pension	
Jensen-Healey 1973cc	Porsche	
Alternate Parts: Cast	912 & 912E (1600 &	
Iron Sleeves	1971)	

Prepared Class E	Alternate Cylinder	Alternate cylinder
Acura	Head: P/N	heads: 11041-H2300,
Integra (pre-'89)	19510.01053.04 (twin	11041-25720, 11041-
Integra ('90-'93)	plug) add 100 lbs.	H1001,
Alternate Specifica-	All sedans and sports	11041-18001, part
tions: 1590 cc engine	cars NOC	#11041-H2303, 11041-
190	Austin	H5704, 11041-H9204
Integra ('94-'01)	America ('68-'71)	210 (pre-'79)
RSX ('02-'06)	BMW	1171, 1237, 1288, 1397
Non-turbo sedans, 3.0L	1600 ('66-'77)	& 1488 engines
and under, NOC	320i	Alternate cylinder
Audi Front Wheel	2002, 2002TI, 2002TII	heads: 11041-H2300,
Drive, Non-turbo	('68-'76)	11041-25720, 11041-
4000S ('80-'87)	2000TI ('66-'72)	H1001, 11041-
Non-turbo sedans, 3.0L	3 Series E21 ('75-'83)	18001, part #11041-
and under, NOC	(4-cyl)	H2303, 11041-H5704,
Austin Morris	3 Series E30 (84-93) (4-	11041-H9204
Cooper 1275	cyl)	B310 1400 ('78-'82)
Firewall modification	530 I ('75-'78)	Alternate Parts: Cylin-
for adjustable front	3 Series 8V, 3 Series	der Head 11041-H2303,
track rod, front lower	16V, M3 (E30)	11041-H5704.
suspension arm	All sedans NOC	240SX/S13
Alternate engines:	Chevrolet (and Pontiac,	Alternate Parts: Engine:
850cc, 970cc, 997cc,	Buick, Oldsmobile and	L20B with cylinder
998 cc, 1071cc, 1098 cc	Cadillac Equivalents)	head P/N 11041-
Alfa Romeo	Beretta 4 & 6 cyl ('87-	N7120/22010,
1600 GTV ('74)	'96)	or 11041-V9182/
Alfetta GT ('76-'79)	Chevette ('76-'87)	U0600A, 43 mm Ven-
Alternate Parts: Cylin-	Citation ('80-'85)	turis. Hood may be
der Head: P/N	Vega ('71-'77) Incl	modified for
19510.01053.04.	Cosworth	engine clearance but no
Giulia 1300 & 1300 Ti	Nova FWD	openings are allowed.
('64-'71)	Spectrum ('85-'88)	200SX/S12 ('84-'88)
GT 1300 Jr., GTA Jr.	Sprint non-turbo ('85-	Alternate Parts: Cylin-
('66-'77)	'91)	der Heads: 11041-
GTA bore &	191	N7120. Engine: L20B,
stroke:78mm x 67.5	Chrysler	NAPZ.
GTV 1750, 2000 ('67-	Neon	200 SX/S10 ('77-79)
'77)	Datsun/Nissan	Alternate Parts: Cylin-
Alternate Cylinder	B110 ('70-'73)	der Heads: 11041-
Head: P/N	1171, 1237, 1288, 1397	22010, 11041-U0600-A,
19510.01053.04 (twin	& 1488 engines	11041-
plug) add 100 lbs	B210 ('74-'78)	U0602-SV, 11041-
Junior Z	1171, 1237, 1288, 1397	21901, 11041-N7120
Sport Sedan	& 1488 engines.	200 SX/S110 ('80-'83)

(Continued on page 57)

<i>(Continued from page 56)</i>	Alternate Parts: Cylin-	Fiat
Alternate Parts: Cylin-	der Head: P/N 11041-	124 Sport Coupe & Se-
der Heads: 11041-	15M00.	dan ('66-'74)
22010, 11041-U0600-A,	Sentra/B12 1.6 ('87-	128 Coupe SL 1300 &
11041-	'90)	3P ('69-'79)
U0602-SV, 1041-	Alternate Parts: Cylin-	131 Coupe, Sedan &
21901, 11041-N7120.	der Head: P/N 11041-	Brava ('74-'84)
Engine: L20B, NAPZ	15M00, Engine: L16	Ford/Mercury
PL510 ('68-'73)	Sentra/B11 ('83-'86)	Anglia Super ('62-'67)
1600/1800/2000	Alternate Parts: Cylin-	Cortina ('64-'68)
Alternate Parts: Cylin-	der Head: P/N 11041-	Escort EXP/Lynx/LN7
der Heads: 11041-	15M00	('82-'88)
22010, 11041-U0600-A,	192	Escort GT, ZX-2 ('91-
11041-	Sentra/B13 1.6 ('91-	'96)
U0602-SV, 11041-	'94)	Escort ('97-'02)
21901, 11041-N7120	Alternate Part: P/N	Escort/Lynx (pre- '81)
510/A10 ('79-'81)	11041-H5704	Escort GT ('81-'90)
Alternate Parts: Cylin-	All sedans NOC	Escort Super & 1300
der Heads: 11041-	Dodge/Eagle/Plymouth/	GT
22010, 11041-U0600-A,	Mitsubishi	Escort Mexico
11041-	Colt/Champ ('71-'78)	Fiesta ('76-'83)
U0602-SV, 11041-	Colt/Champ ('79-'83)	Festiva ('84-'97)
21901, 11041-N7120.	non-turbo	Focus ('98+)
610 ('73-'76)	Colt/Mirage ('84-'88)	Mustang II, 2300 ('74-
Alternate Parts: Cylin-	non-turbo	'78)
der Heads: 11041-	Colt/Mirage/Summit	Alternate Part: (2.3L)
22010, 11041-U0600-A,	('89-'92) non-turbo	SVO cylinder head (P/N
11041-	Colt/Mirage ('93-'96)	M-6049-A230)
U0602-SV, 11041-	non-turbo	Mustang/Capri ('79-
21901, 11041-N7120.	Daytona/Laser 2.2 ('84-	'93) 4-cyl non-turbo
710 ('74-'77)	'90) non-turbo	Alternate Part: (2.3L)
Alternate Parts: Cylin-	Laser ('90-'94) see Mit-	SVO cylinder head (P/N
der Heads: 11041-	subishi Eclipse	M-6049-A230)
22010, 11041-U0600-A,	Neon ('95-'05) non-	Mercury Capri (all im-
11041-	turbo	ported) ('69-'77)
U0602-SV, 11041-	Omni/Horizon & 024	Alternate Parts: 2.3 L
21901, 11041-N7120.	('78-'90)	engine may use SVO
810 ('76-'80)	Shadow/Sundance 2.2	cylinder head P/N M-
810 Maxima ('81-'83)	('86-'94)	6049-A230
NX/KB13 ('91-'93)	Shelby Charger (pre-	Pinto ('71-'80)
Pulsar 16V/KN13 ('87-	'79)	Alternate Parts: Spoiler
'90)	Shelby Charger ('83-	- P/N D9FZ6440555-A;
Alternate Parts: Cylin-	'87)	End Piece - P/N
der Head: P/N 11041-	Spirit/Acclaim, 4 cyl.	D9FZ6428010-
15M00. Engine: A14.	('89-95)	
Pulsar/KN12 ('83-'86)	all sedans NOC	

(Continued on page 58)

<i>(Continued from page 57)</i>	121000-PE7-000, or	MX-6 ('88-'97) 2WD,
A; End Piece - P/N	12100-	non turbo
D9FZ6428011-A (2.3L)	PE3-000	Alternate Parts: 12A
SVO cylinder head (P/N	1488 engine: cylinder	Rotary - no peripheral
M-	head 12100-PE3-010 or	port
6049-A230)	121-XA1-0084	RX2 ('71-'74)
Probe, non-turbo ('89-	Mugen body parts:	Specified Displacement:
'92)	Front bumper/spoiler,	2292 cc
Probe, non-turbo ('93-	frtont fender, rear	Alternate Specification:
'97)	fender, rear bumper	no peripheral port
193	CRX ('88-'91)	RX3 ('71-'78)
Honda	DelSol ('93-'96)	Specified Displacement:
Accord (4cyl)	Prelude ('78-'01)	2292 cc
Alternate Parts: Cylin-	Alternate Parts: Cylin-	Alternate Specifica-
der Head: 12100-P05-	der Head - 12100-PC7-	tions : No peripheral
010, 12100-P05-020	000, 12100-PC7-010,	port
Civic 1170	12100-	RX4 ('74-'78): 12A or
Civic 1237	PC7-020	13B
Civic ('84-'87) all	Hyundai	Specified Displacement:
Alternate Parts:	Sonata ('89-'05)	12A - 2292 cc, 13B -
1300 engine: Cylinder	Isuzu	2616 cc
head: 12100-PE2-000,	IMark (81-84)	Alternate Specifica-
121000-PE7-000, or	Imark (85-89)	tions : No peripheral
12100-	Impulse, non-turbo	port
PE3-000	('83-'89)	All sedans NOC 2wd,
1488 engine: cylinder	Impulse, non-turbo	non-turbo
head 12100-PE3-010 or	('90-'92)	Mercedes
121-XA1-0084	Stylus (91-93)	190E ('83-'93)
Civic ('88-'91)	Sport Coupe	Mini
Civic ('92-'95)	Lancia	Cooper (non-S) ('02+)
Civic ('96-'00)	Beta	Mitsubishi
Civic ('01-'05)	Zagato	Cordia ('82-'90) FWD,
Civic ('06+)	Mazda	non-turbo
Civic 1488 ('80-'83)	323 & GLC ('80-'95)	Alternate Specifica-
Alt. Cylinder Head:	FWD, non-turbo	tions: No split shift.
12100-664-010, 2	GLC Alternate Part:	Eclipse/Talon/Laser,
valves per cylinder	Cylinder Head: P/N	('82-'90), FWD non-
Civic ('88-'91)	E515-10-100B	turbo, 16V & 8V
Civic except DOHC	626 ('79-'02) 2wd, non-	Mirage, see Dodge Colt
VTEC('96+)	turbo	Nissan
Civic 1.6 DOHC VTEC	194	810 Maxima
('99+)	Cosmo ('76-'78)	Opel
CRX ('84-'87) all	Alternate Part: Cylinder	Ascona & SportWagon,
Alternate Parts:	Head: P/N E515-10-	('71-75) 1900 cc
1342 engine: Cylinder	100B	
head: 12100-PE2-000,	GLC, RWD ('77-'83)	

(Continued on page 59)

<i>(Continued from page 58)</i>	All sedans NOC	Beetle 1600 ('70-'77)
Manta, Sport Coupe	Suzuki	Corrado ('88-'95) 16V
Rallye , ('71-'75) 1900 cc	Swift ('85+) GA, GL, GTi & GT	non-s/c
Kadett ('64-'72) 1100cc & 1900cc	Toyota 2wd, non-Turbo	A1 Rabbit & Jetta & Scirocco & Cabriolet & Pickup ('75-'84)
Peugot 405 ('87-'91) non-turbo	Celica ('70-'77)	A2 Golf & Jetta ('85-'93)
Renault Alliance/Encore – (R-9&R-11) ('82-'89)	Celica ('78-'81)	A3 Jetta/Golf/GTI ('93 - '98) - 1.8NA,2.0NA
Alternate Cylinder Head: P/N 77005972627	Celica ('82-'85)	196
LeCar (R-5) ('78-'96) FWD, non-turbo	Celica ('86-'89)	A4Jetta/Golf/GTI ('99-'05) 2.0NA
Alternate Part: #7700597627-firewall modifications when using alternate cylinder head.	Celica ('90-'93)	A5Jetta/Golf/GTI ('06+) 2.5 5cyl NA
Gordini (R-17) ('71-'77)	Celica ('94-'99)	NewBeetle '98+) 2.0 NA, 2.5NA(15)
All sedans NOC	Celica ('00-'06)	Volkswagen 4-cyl, normally aspirated,NOC
Saab 2WD non-Turbo 96 ('60-'80)	Corolla ('68-'70)	Volvo 122 S ('56-'70)
99 ('69-'84) FWD, non-turbo	Corolla ('71-'74)	Alternate Part: Front axle cross member
195	Corolla ('75-'79)	Alternate engine kit: 2127cc
900 ('79-'94) FWD, non-turbo	Corolla ('80-'83)	142S, 142E ('67-'74)
All sedans NOC	Corolla ('84-'87)	Alternate part: Front axle cross member
Saturn S, L ('91+)	Corolla ('88-'92)	Alternate engine kit: 2174cc
ION (non S/C) ('03+)	Alternate Part: Engine 4A-C	All Sedans NOC
Subaru 2WD, non-turbo	Corolla ('93-'97)	Yugo ('86-'92)
GL Coupe FWD	Corolla ('98-'02)	All other sedans, 4-cyl., normally aspirated, 2WD, NOC
	Corolla ('03+)	
	Paseo ('91-'97)	
	Starlet ('81-'84)	
	Alternate engine 1600cc 4AG	
	Tercel ('80-'82)	
	Tercel (83-'86)	
	Tercel ('87-'90)	
	Tercel ('91-'94)	
	Tercel ('95-'99)	
	all sedans NOC	
	Volkswagen	
	Beetle 1300 ('65-'66)	
	Beetle 1300/1500/1600 ('67-'69)	
Prepared Class F	4000, 4000 Quattro,	197
Acura NSX (91+)	Coupe Quattro, Coupe ('81-'87)	Austin-Healey 3000 ('59 - '86)
Alfa Romeo GTV V-6 ('81-'86)	90 Coupe, 90 Quattro	100-6 ('56 - '68)
Audi	Coupe and Sedan ('90-'91)	BMW

(Continued on page 60)

<i>(Continued from page 59)</i>	Elise, Exige ('96+)	914-6 (2.0, 2.5, 2.7, 2.8L)
3 Series E30 ('84-'90) (6-cyl 12 valve)	Mazda	Alternate Parts: Twin Plug heads
3 Series E36 ('92-98) (6-cyl 24 valve)	MX 6 GT Turbo 198	924S ('86-'88)
3 Series E46 ('99+) (All 6-cyl.)	Mazdaspeed Protégé ('02+)	Alternate parts: Cyl. Head: #933-104-302-50 with 36mm exhaust valve.
Chevrolet Sprint Turbo	RX7 ('79-'85) (12A or 13B) (<i>bridge or peripheral porting allowed</i>)	944 ('83-'89) Non-Turbo
Chrysler/Dodge/Plymouth/Eagle Turbos	Alternate Engine: Renault	968 ('92-'95)
Colt Turbo	RX7 ('86-'91) (13B) (<i>bridge or peripheral porting allowed</i>)	Saab 99E, ('68-'84) CM, EMS, GL, LE
Daytona/Laser ('84-'89) Omni Turbo	Alternate Engine: Renault	900, 900 Turbo, SPG Turbo 16V ('79-'88)
Shadow/Sundance ('87-'94)	Mini	Subaru Impreza AWD
Talon/Laser ('89-'94) FWD/AWD	Cooper S ('02+)	SVX ('92-'97)
Datsun/Nissan 240Z, 260Z, 280Z (incl. 2+2) ('70-'78)	Mitsubishi	WRX Turbo (all) ('02+)
280ZX ('79-'83) (Incl. 2+2)	Eclipse Turbo FWD/AWD ('90-'98)	All turbo sedans and coupes NOC
300ZX/Z31 ('84-'89) Alternate parts: headlight covers.	Evolution VIII ('03+)	Suzuki Swift Turbo
300ZX/Z32 ('90+) (Non-turbo) Alternate part: rear facing hood scoop 3.5" max. height	Morgan Plus 8	199
Ferrari Dino 246 GT	Pontiac Fiero (V-6, 2.8 L)	Toyota Celica All-Trac ('88-'89)
308 (all)	Alternate parts: Air cleaner may protrude through engine hatch; double A armrear suspension.	Celica All-Trac ('90-'93)
Dino 246	Porsche 911 (All) (2.0, 2.2, 2.4, 2.7, 2.8, 3.0, 3.2, 3.5, 3.6 L)	Celica All-Trac ('94-'99)
Honda S2000 ('00+)	Alternate parts (all displacements):	Celica Supra ('79-'81)
Isuzu I-Mark FWD RS 16V & Turbo	Twin plug heads	Celica Supra ('82-'86)
Jaguar XKE ('61-'74) (6 cyl.)	2.0, 2.2, 2.4L Alternate parts:	Celica Supra ('86-'92) non-turbo
XKE ('61-'74) (12 cyl.)	2.7, 2.8L Alternate parts:	Supra ('93-'98) non-turbo
Lexus IS300 ('01+)	3.5, 3.6L Alternate Parts:	MR2 Supercharged (Mk1, '88-'89)
Lotus	Dual ignition distributor	Triumph TR6 ('69-'76)
		TR8 (all) (215ci, 4L)
		TR-250 ('67-'68)

(Continued on page 61)

(Continued from page 60)
 TVR 6-cyl
 Volkswagen
 Corrado ('90-'95)
 (VR6, 1.8L Super-
 charged with 54mm
 inlet restrictor)

Jetta/Golf/GTI (A3)
 ('93-'98) VR6, TDI
Jetta/Golf/GTI (A4)
 ('99-'05) 1.8T, VR6,
 TDI
Jetta/Golf/GTI (A5)
 ('06+) 2.0T, TDI

New Beetle ('98+) 1.8T,
TDI
R32 ('05) 3.2 V6, AWD
Other 6-cyl & 4-cyl
forced induction, NOC

Prepared Class G

Alpine
 A108 1300lbs. 16x6
 1000 1300lbs. 16x6
 1100 1300lbs. 16x6
 201
 Austin Morris
 Cooper 1275 1470 14x6
 56/56
 Alternate engines/
 weight:
 850 cc 1050
 970, 997, 998 cc 1100
 1071, 1098 cc 1200
 Austin-Healey
 100-4 2200 16x7
 1.73/1.142 53.5/55.5
 Alternate part: louvered
 hood
 Austin-Healey/MG
 Sprite/Midget 948 1125
 14x6 1.10 or 1.16/1.00
 50/48.5
 Two 1.25" SU or two
 1.25" Stromberg
 Sprite/Midget 1098
 1325 14x6 1.31/1.16
 50.5/49
 Two 1.25" SU or
 Stromberg
 Sprite/Midget 1275
 1550 14x6 1.31/1.16
 50.5/49
 Two 1.25" SU HS2 or
 two 1.5" SU
 Sprite/Midget 1500

1550 14x6 1.44/1.17
 50.5/49
 One 1.5" Zenith CD4 or
 one 1.5" Stromberg SD
 or one 1.5" SU.
 Fiat
 850 all (inc. Abarth)
 1125 14x6 1.146/1.028
 50.0/52.0
 One Weber 30 DICA
 downdraft or one Weber
 4226434 1.18"Pri; 1.18"
 Sec.
 Weber 34 DMSA 1/100.
 Alternate Part: Fiat 902
 motor
 X1/9 1290 1500 14x6
 1.43/1.21or1.23
 56.5/57
 One Weber 32 DMTR
 32 mm primary & sec-
 ondary or one Weber 32
 DATRA/
 100-32mm primary &
 secondary
 X1/9 1498 & Bertone
 1650 14x6.5 1.43/1.31
 56.5/57
 One Weber DMTR w/
 34mm primary & secon-
 dary throttle bores.
 Alternate Carb: Weber
 36 DCNF with 34 mm
 Venturi and manifold
 adapter
 MG

MGA Twin Cam 1588
 16x7 1.59/1.44 51/52.5
 Alternate Specification:
 Allowed to replace
 wood floorboards with
 metal
 MG-A 1500, 1600 &
 1622 16x7 1.56/1.34
 51/52.5
 1469cc 1469
 1588cc 1588
 1622cc 1622
 Alternate Specs: Intake
 Valve Dia.Head=1.50,
 Exhaust Valve Dia.
 Head=1.28. Allowed to
 replace wood floor-
 boards with metal.
 MGB, MGB-GT 1798
 16x7, 1.57 or 1.63/1.3
 53/53.5
 Morgan
 4/4 Mk 4 2138cc 2138
 16x7 1.37/1.19
 51.5/52.5
 Alternate Specification:
 Replace wood floor-
 boards with metal
 4/4 Mk V 2138cc 2138
 16x7 1.44/1.19 51.5/52
 Alternate Specification:
 Replace wood floor-
 boards with metal
 202
 Opel

(Continued on page 62)

<i>(Continued from page 61)</i>	Sunbeam	1550 14x6 1.44/1.17
GT 1900 1897 14x7 60/60	Alpine 14x7 55.5/54	54/55
Two (2) 45 mm sid- edraft	Valve Head Dia.:	Two 1.25" or 1.50"
GT 1100 1350 14x7 1.26/1.06 53/54	Intake: 1.50 or 1.48 or 1.432 or 1.436	Stromberg or two 1.25" or 1.50" SU
Porsche 356, except Carrera and 1500, 1600	Exhaust: 1.21 or 1.18 or 1.172 or 1.176	Spitfire 1493 1550 14x6 1.44/1.17 54/55
1700 16x6 1.57 or 1.63/1.35 53/53.5	1494cc 1494	One 1.5" Stromberg
Two 1.5" SU HS-4 or Two SU or Stromberg	1592cc 1592	type SU or one 1.5" SU
1300 1550 16x6 1.50/1.20 55/54	1725cc 1725	TR-2, TR-3 1991 16x7 1.56/1.30 5 3 /
Two Solex 40 PBIC or 32 PBIC or 32 PBI or 2-32 mm Zenith DD carb.	Triumph Spitfire 1147 1405 14x6 1.30/1.15 53/52	52.5
Saab	Two 1.25" SU or Stromberg	TR-4, TR-4A, beam axle 2138 16x7 1.56/1.30 55/54
Sonett (1500, 1600, 1700)	Stromberg Spitfire 1296 MkIII	TR-4A, I.R.S. 2138 16x7 1.56/1.30 55/54
1500 1600 16x6 60/60	1550 14x6 1.30/1.17 54/53	Turner
1600 1700 16x6 60/60	Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU or one 1.5" CDSE	950 1125 14x6 1.10/1.16 49/49
1700 1800 16x6 60/60	Stromberg or one 1.5" SU.	1500 1550 14x6 1.45/1.20 49/49
	Spitfire 1296 MkIV	

E. MODIFIED CATEGORY

1. Modified Class A (AM)

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

2. Modified Class B (BM)

All Formula Cars or Sports Racers

3. Modified Class C (CM)

SR/SRF, FF1600, S2000.

4. Modified Class D (DM)

Modified Production and GT cars with engines under 2000cc.

5. Modified Class E (EM)

Modified Production and GT cars with engines over 2000 cc.

6. Modified Class F (FM)

F440, FV, Solo V, F500

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Bumping Procedure

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

CMT → BMT → AMT → Car's S Class

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

ESP → BSP
↓
FSP → DSP → CSP → ASP → Car's MR Class

CMR → BMR → AMR → Car's P Class

CP → BP
↓
GP → EP → DP → FP → DM or EM

FM
↓
EM → DM → CM → BM → AM