



***Detroit Council of Sports Car Clubs
2009 Autocross Rule Book***

Changes from the 2007 rulebook are in **bold and underlined**, except for Article XIII (Class Listings) where the changes are *italicized*.

Major changes include:

- *The DCSCC Sanction fee was reduced from \$2.00 to \$1.00 per entrant.*
- *Registration for Champ events will be allowed to close at 11:00 a.m. rather than 1:00 p.m.*
- *Event rules were revised to require registered drivers to run under their reserved number in order to qualify for season points.*
- *Entry and safety requirements were revised to exclude SUVs with a high center of gravity.*
- *The definition of Standard Part was revised to include port installed options.*
- *Stock rules were revised to allow greater modifications to shock absorbers and suspension and to allow cars manufactured before model year 1992 to replace clutch and brake hydraulic lines with solid or braided metal lines.*
- *Street Prepared rules were revised to allow greater modifications to shock absorbers, suspension, brakes and engine mounts.*
- *Prepared rules were revised to allow greater modifications to brakes and clutch.*
- *2009 SCCA Solo II car classifications have replaced 2008 ones.*
- *End of year awards were updated.*

Table of Contents

Article I. PURPOSE..... 4
Article II. GENERAL 4
Article III. ENTRY AND SAFETY REQUIREMENTS 4
Article IV. CLASSIFICATION OF CARS 5
Article V. CONDUCTING THE EVENT 17
Article VI. CLASS COMBINATION & TROPHY PROCEDURE 18
Article VII. PROTESTS 18
Article VIII. AUTOCROSS RULE REVISIONS 18
Article IX. AUTOCROSS RULE APPENDICES..... 15
Article X. SCORING AND JUDGING FOR INDIVIDUAL CHAMPIONSHIP 21
Article XII. WINNERS..... 20
Article XIII. CLASS LISTINGS 35

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 to all interested parties **on the Council blogspot, <http://dcsc.blogspot.com/>**. Each DCSCC Club shall receive two free copies for Club use.
- 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 **\$1.00** 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, register with the Council as a Championship Series participant **and run their registered number at events in the championship series**. 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.
 3. **Non-registered drivers are not permitted to participate in a championship series event with a number assigned to a registered driver.**
 4. **A current list of registered drivers and their respective numbers shall be provided by the council to each club during the week preceding its championship series event.**
- 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, **<http://dcsc.blogspot.com/>**, at least 16 (sixteen) days prior to the event. 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:
1. Sponsoring clubs shall perform a technical inspection of each car entered, to cover such safety items as brakes, steering, and suspension. See **Article IX, Section D**. APPENDIX IV SAFETY for a technical inspection guideline.
 2. 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.
 3. 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.
 4. **Unstable vehicles with a high center of gravity and a narrow track, including SUV's, minivans, and 4WD pickups, must be excluded. Examples of such vehicles are Suzuki Samarai, Scion xB (pre-'08), Jeep CJ Series, Geo Tracker/Suzuki Sidekick. Extra caution should be exercised with non-traditional vehicles, e.g. trucks using racing slicks.**
 5. "Uni-Lug" type wheels are prohibited on all vehicles.
 6. All vehicles must have four (4) wheel brakes operable from a single control and must be self-starting.

7. Non-production based cars must comply with the safety and construction standards shown in **Article IX, Section B. APPENDIX II STANDARDS FOR NON-PRODUCTION BASED VEHICLES.**
 8. Seat belts and helmets are required to be worn by all persons riding in any car during all runs.
 9. A roll bar is strongly recommended in all cars, especially open cars and those on race tires.
 10. The sponsoring club retains the privilege of denying entry, disqualifying or ejecting any entrant deemed unsafe or undesirable.
 11. Non-stock seat belts must meet the standards in **Article IX, Section C. APPENDIX III NON-STOCK SEAT BELTS.**
- B. 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.
 - C. Registration shall not close before **11:00 a.m.** at all Championship events. Registrant, attendant paperwork, and vehicle must be present at or prior to registration closing.
 - D. Entry fees shall be refunded to persons refused entry, but not to those disqualified or ejected.
 - E. 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.
 - F. No driver may enter any event more than once and may not change vehicle classes after their first run.
 - G. 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 on the council website, 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 affect 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. **Port-installed options provided by the factory are considered to be the same as those installed on the factory production line.** Dealer-installed options, except as required by factory directives, no matter how common, are not included in this definition. This definition does not allow updating and backdating of parts.
5. TRACK: The distance between the centerlines of the wheels as measured without driver, measured as follows: Take the distance from the inside of one wheel at the hub centerline height to the outside of the opposite wheel, then conversely from the outside of the first wheel to the inside of the other. The two dimensions obtained are to be added together and divided by two to obtain the average. These measurements are to be taken at the front and rear of the rims to compensate for toe-in/toe-out.
6. RIM WIDTH: The measurement from inner bead seat to opposing seat.
7. RACE TIRE: A tire manufactured expressly for race purposes and/or has "race tire" and/or "not for street use" imprinted on it. Cars equipped with race tires shall run only in their appropriate Prepared or Modified Class.
8. RACING RUBBER RECAP: A street tire carcass recapped with racing rubber compound. This tire is classified as a race tire.
9. ENGINE SWAP: An engine installed in a production car that is from an engine family that was not available as original equipment in any car of the same basic body style. Installing an engine from another vehicle of the same engine family and basic body style is not an engine swap, but does move the car to the class that engine normally runs in.
10. GRAY MARKET CARS: Vehicles which were not imported for sale in the U.S. by an authorized distributor or the manufacturer. These cars may be classified in "Street Prepared" upon request to Council for classification.
11. REPLICIA KIT CARS: A car which has the appearance of a production automobile, in street legal trim, i.e. Cobra, Speedster kits. These vehicles 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), XP to GP (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 **Article XIII CLASS LISTINGS** beginning on page 35.

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

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, **repairs must comply with factory-authorized methods and procedures.**
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) **Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no purpose during the run other than real-time display and data recording.**
 - 3) Hood straps or fasteners may be added.
 - 4) Any fuel tank cap may be used.
 - 5) Windshield may be folded (but not removed) provided the required mechanism is standard equipment.
 - 6) Alternate steering wheels are allowed provided the outside diameter is not changed by more than + one (1) inch from stock.
 - 7) **Spare tires, tools and jacks may be removed.**
 - 8) Emission control devices may be removed or disconnected on pre-1985 cars.
 - 9) Roll bars and/or roll cages may be added and must be contained entirely within the driver/passenger compartment.
 - 10) Driver restraints as outlined in **Article IX, Section C.** APPENDIX III NONSTOCK SEAT BELTS are allowed.
 - 11) **A rear trailer hitch may be added as long as it serves no other purpose.**
 - b) Running Gear:
 - 1) Any make and size tire may be used provided:
 - a) It 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.
 - c) **Shock Absorbers**
 - 1) The make of shock absorber, **struts and strut housings** 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. **Substituted shocks having more than two external adjustments must have any**

- additional adjustment controls permanently disabled.** Gas pressure adjustment is not considered a damping adjustment.
- b) **Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers.**
 - c) **Adjustable spring perches are allowed, but the spring load-bearing surface must be in the same location relative to the shock mounting points as on the standard part. Shims may be used to achieve compliance.**
 - d) **The fully extended length must be within plus or minus one inch of the dimension of the standard part.**
 - e) 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.
- 2) **All mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing. For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g. via drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.**
 - 3) **The center mounting hole of an upper shock mount assembly may be enlarged only by the minimum necessary to facilitate installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of the upper shock mount assembly. The following restrictions apply: (1) the enlarged hole must remain concentric with the original configuration; (2) enlarging the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate); (3) hole enlargement does not change shock shaft location so as to alter any alignment parameter from Standard. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.**
 - 4) **Suspension bump stops are considered to be suspension springs. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.**
 - 5) **A hole may be added through the bodywork to route the line from the reservoir to the shock absorber body. Such holes may serve no other purpose.**
 - 6) **A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.**
- d) **Brakes**
 - 1) **Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.**

- 2) The make and material of brake linings may be changed.
 - 3) Alternate brake bleeder fittings such as “speedbleeders” are permitted. They may serve no other purpose.
- e) Front anti-roll (sway) bars:
- 1) 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 anti-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.
 - 2) 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.
 - 3) The use of any bushing material is permitted.
- f) Suspension
- 1) 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 **at rest, and may use a camber compensator. Spring perches may not vary from the OE shape within the working part of the perch.**
 - 2) 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.
 - 3) **If authorized by the manufacturer, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed. The resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.**
- g) 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.
 - 4) **Additional battery hold-down hardware may be added. It may serve no other purpose.**
- h) 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) **Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.**
- 14) The out-of-production makes and models listed below may exchange complete engines without regard to year of production. No exchanging of equipment between the engine is authorized, except for linkage, wiring, and fuel pumps (where different) necessary to effectuate the exchange. Complete transmissions may also be exchanged in connection with an authorized engine change, providing the resulting engine/transmission combination was standard equipment on a model-year included in that class.
 - a) Shelby Cobra--260 or 289.
 - b) Shelby GT350--any standard equipment 289 or 289 Hi-Rise.
 - c) Porsche Carrera--1500, 1600, or 2000 four cams.
 - d) Sunbeam Tiger-260 or 289.
 - e) Sprite/Midget--948 or 1100, regardless of body style or rear suspension.
 - f) Datsun 1500 or 1600 Sports--1488 or 1595.
 - g) MGA--1489, 1588, or 1622 twin cams.
 - h) Saab 750GT etc.—any standard 3-cylinder: 750/1V to 850/3V.
 - i) Sunbeam Alpine--1494, 1592, or 1725.
 - j) Triumph TR2, TR3,--TR2, TR3, TR3B, 213B.
 - k) Cortina GT-1498 or 1600 crossflow (including Pinto), U.S. versions.
 - l) Austin-Healey (1957-1969)--100-6 or 3000.
 - m) Corvette (1957-1962)--265, 283, or 327.
 - n) Plymouth Valiant/Barracuda, Dodge Dart (1964-1966) --273 or 318.
 - o) AMC AMX Sport Coupe--390 or 401.
- i) 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 modification not specifically authorized by these Street Prepared rules is prohibited. No unauthorized modification is 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
 - (1) the item is standard on the year/model from which it was taken,
 - (2) the years/models have essentially the same body/chassis,
 - (3) 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) **Bodywork**

- 1) **Air conditioning systems may be removed in whole or in part.**
 - 2) 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.
 - 3) **Factory rub strips, emblems, and mud flaps may be removed.**
 - 4) Any steering wheel may be used.
 - 5) Any fully padded and upholstered seat may be used.
 - 6) Aerodynamic devices are permitted.
 - 7) **Accelerator , brake, and clutch pedals may utilize substitute covers of unrestricted origin, shape, and size, provided they are securely attached, provide a non-slip surface, do not interfere with each other’s operation and pass Tech Inspection.**
 - 8) **The Standard radio and sound system components, other than wiring, may be removed. Any resulting visible holes must be covered.**
 - 9) **Sunroof-equipped cars may be converted to a solid-roof configuration provided a model without a sunroof is listed for the same model in Article XIII.**
 - 10) Strut bars are permitted with all types of suspension.
 - 11) 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.
 - 12) **Subframe mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.**
 - 13) **Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:**
 - a) **They must only connect previously unconnected boxed frame rails on unibody vehicles.**
 - b) **Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).**
 - c) **SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.**
 - d) **No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.**
 - e) **No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.**
 - f) **SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.**
- e) Running Gear
- 1) Any DOT-approved tires are permitted.
 - 2) Wheels are free.
- f) Shock Absorbers
- 1) **Shock absorber bump stops may be altered or removed.**
 - 2) **On cars with lever-type shock absorbers, a tube-type shock absorber may be added. If the lever-type shock serves no other purpose, it must be removed. If the lever-type shock serves any purpose, it must be retained.**
 - 3) **Any shock absorbers may be used. The system of attachment may be changed, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. The number of shock absorbers shall be the same as Stock. No shock absorber may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower**

ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel.

g) Brakes

- 1) Any brake line, single or dual master cylinder, or brake proportioning valve may be used. Safety breakers are permitted.
- 2) **“Safety brakere” and units such as the “Brake Guard System” are permitted.**
- 3) **ABS braking systems may be disabled, but not removed: brake boosters may be removed, modified, substituted, or added.**
- 4) **Alternate brake rotors are permitted, subject to the following restrictions:**
 - a) **Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor dimensions (diameter and thickness) must be equal to or greater than standard parts. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.**
 - b) **Cross-drilled and/or slotted brake rotors may be used. slots/holes are permitted only in the braking area of the rotor. Rotors featuring a drum-type parking brake in the hat area of the rotor may not be drilled or slotted in the parking brake area.**
- 5) **Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Drum-to-disc brake conversions must be bolted, not welded to the axle/control arm/upright.**
- 6) **Air ducts may be fitted to the brakes, provided that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.**
- 7) **A functional, redundant emergency (parking) brake must be present.**
- 8) **Brake calipers may be replaced, provided they bolt to the original caliper bracket mounting location(s) and the number of pistons is equal to or greater than the original number of pistons.**

h) Suspension

- 1) 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.
- 2) **Suspension bump stops may be removed.**
- 3) 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.
- 4) **Differential mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.**
- 5) **Steering rack bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.**
- 6) 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.
- 7) 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.
- 8) **Camber bolts may be installed, providing these parts use the original, unmodified mounting points.**
 - 9) **Camber kits, also known as camber compensators, may be installed.**
 - 10) **Alignment outside the factory specifications is allowed. The following restrictions apply:**
 - a) **On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.**
 - b) **On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by paragraphs above may be used, but not both.**
 - c) **On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.**
 - d) **The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of paragraph h.3. above. Intermediate mounting points (e.g. shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.**

Note: Many modern suspension designs known by other names actually function as double A-arm designs. These include the rear suspensions on 88+ Honda Civic/Integra, Neon, E36 BMW, and most 'multi-link' and are covered by paragraph 10.a. above.
 - 11) Anti-sway bars, traction bars, panhard rods, or other auxiliary axle locating devices may be used.
- i) Engine, Electrical and Drive Train
- 1) Any oil pan (Accusump system allowed), oil pump, oil pickup, oil cooler, oil or fuel filter is allowed.
 - 2) **Heat shields may be added.**
 - 3) 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.
 - 4) Intake water injection systems are allowed.
 - 5) 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.
 - 6) **Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced, provided they retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.)**
 - 7) **Engine cooling radiators may be replaced with alternate parts, provided they retain standard attachment points and retain factory, or greater, dimensions. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).**
 - 8) Engine fan may be removed, replaced, or modified.
 - 9) Transmission mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Transmission position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of

metal found in a standard mount for the particular application. Solid metal mounts are specifically prohibited.

- 10) 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.
 - 11) Any mechanical shift linkage may be used.
 - 12) Limited-slip differentials are permitted.
 - 13) Rotating and reciprocating parts may be balanced, but not lightened.
 - 14) Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.
 - 15) Any flat tappet (non-roller, unless standard) camshaft(s) is allowed.
 - 16) Any ignition system may be used. Substitution and/or deletion of computer modules/chips is permitted.
 - 17) Battery relocation is allowed.
 - 18) Axle ratios are free. Transmission swaps are permitted within make.
- 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 REQUIREMENTS

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/AMT) 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, Section A. 2. Vehicles must follow **Article IX Section B**. Appendix II STANDARD FOR NON-PROD. BASED VEHICLES except **a** fire extinguisher **is** not required.

I. STREET MODIFIED B (BMR/BMT) 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/CMT) 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) **Brake pedals, calipers, rotors, and lines may be replaced or modified.**
 - o) Dual master cylinders are permitted.
 - p) **Any clutch is permitted. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.**
 - q) Removal or substitution of windshields is permitted.
NOTE: Full face protection is required in such vehicles.

L. MODIFIED (AM-FM) CLASS REQUIREMENTS

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 Article IX, Section 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 were at a higher preparation level.
2. A female driver may elect to run in open class.
3. The driver must **make the elections above in sections 1 and 2** at registration, before running and indicate so CLEARLY on the entry form and on the car.

N. LADIES' CLASSES

Ladies' cars will be classed in the same manner as Open Class cars. Ladies run in ladies classes by placing an "L" after the appropriate car class on the registration form and on the car prior to running (Example: THSL). Bumping and class combinations will follow the same procedure as men's classes. When an entry form does not clearly indicate **an** election **to run in** 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.
 1. 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.
 2. 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.
- H. 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.
- I. Whenever possible, a driver should be notified of any off-course deviations which occur on any run.
- J. 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.
- K. Every competitor will compete over the same course and under the same conditions (except weather or

- other conditions beyond the control of the club).
- L. 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.
 - M. 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.
 - N. The sponsoring club shall provide a minimum of one (1) fire extinguisher of a 4 pound or larger dry chemical type.
 - O. 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.
 - P. 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 **Article IX Section 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 antisubmarine (crotch) belt. The antisubmarine belt 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. Refer to Article V: Conducting the Event, items G, H, and I for requirements.

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:

<i>No. in class</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
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 **with the following additions:**

AMR index = SM2 index
 AMT index = SM2 index x 0.98
 BMR index = SM index
 BMT index = SM index x 0.98
 CMR index = SM index
 CMT index = SM index x 0.98
 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 = $100 \times (1 - (\text{driver's indexed time} - \text{indexed FTD}) / (\text{indexed FTD}))$
 Driver's event points to be scored to the tenths. **For example,** If Indexed FTD = 23 seconds and Driver's indexed time = 25 seconds, then Driver's points = $100 \times (1 - (23 - 25) / 23) = 91.3$
- 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:

<i>Place</i>	<i>Number of Cars in Class</i>				
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5 or More</i>
1	1	2	3	4	5
2		1	2	3	4
3			1	2	3
4				1	2
5					1

- 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. 2008 Top Drivers

2008 Rank	Name	Club	Car	Score
1	Chris Scafero	CCM	Corvette	788.7
2	Bill Watkins	MSCC	BMW	786.0
3	Rick Bohn	MSCC	Civic	766.9
4	Matt Luckow	SCCA	350Z	761.9
5	Sean Grogan	SCCA	Neon	760.5
6	Derek Watkins	MSCC	Cooper S	758.0
7	Billy Elliot Mann	SCCA	WRX Sti	757.7
8	Brandon Lincoln	CCM	Corvette	752.6
9	Tom Siebyla	SCCA	Boxster	752.4
10	Paul Keener-Shipp	SCCA	350Z	751.9
11	Jessica Krausch	SCCA	Neon	723.1

B. 2008 Team Winners

- 1st **CCM Token Team:** B. Wentzel, C. Scafero, D. Krom, K. Watson, B. Lincoln
2nd **MSCC Blue:** B. Watkins, R. Bohn, M. Myers, R. Campbell, B. Siess
3rd **DRSCCA:** P. Keener-Shipp, M. Luckow, T. Siebyla, A. Gambino

C. 2008 Class Winners

Name	Class	Club	Car	Best 8 of 12
Ted Godett	ASP	CCM	Corvette	15.0
Chris Scafero	BSP	CCM	Corvette	29.3
Ray Jason	CSP	SCCA	Neon	21.0
Charles Moore	DSP	SCCA	GTi	9.0
Nick Sullivan	ESP	MSCC	Conquest	9.0
John Cowall	FSP	MSCC	Cosworth Vega	9.0
Billy Elliot Mann	AMT	SCCA	WRX Sti	36.5
Scott Ford	BMT	FME	Mustang	15.6
Sean Grogan	CMT	SCCA	Neon	45.5
Al Chan	SS	CCM	Corvette	12.0
David Woods	AS	MSCC	Corvette	11.0
Tom Siebyla	TAS	SCCA	Boxster	30.6
Matt Luckow	TBS	SCCA	350Z	29.6
Bill Watkins	TDS	MSCC	BMW	30.4
Tom Frecentese	TES	SCCA	Miata	32.6
Mark Kopec	TFS	MSCC	Camaro	17.2
Derek Watkins	TGS	MSCC	Cooper S	32.7
Rick Bohn	THS	MSCC	Civic	29.7
Judy Siess	THSL	MSCC	PT Cruiser	4.0

D. 2007 Top Drivers

2007 Rank	Name	Club	Car	Score
1	Al Chan	CCM	Corvette	793.2
2	Bill Watkins	MSCC	BMW	787.3
3	Juergen Gemnich	MSCC	GTi	784.2
4	David Woods	MSCC	Corvette	778.7
5	Derek Watkins	MSCC	MINI	778.0
6	Bruce Wentzel	CCM	Corvette	777.2
7	Rick Bohn	MSCC	Civic Si	772.2
8	Sean Grogan	SCCA	Neon	760.7
9	Mark Kopec	MSCC	Camaro	749.8
10	Don Leckey	SCCA	MR2	748.8
11	Mary Wentzel	CCM	Corvette	746.1
12	Liz Leckey	SCCA	MR2	736.3
13	Judy Siess	MSCC	PT Cruiser	448.9

E. 2007 Team Winners

- 1st **MSCC Blue:** B. Watkins, R. Bohn, M. Myers, R. Campbell, B. Siess
2nd **MSCC Gold:** B. McNamara, J. Siess, D. Woods, J. Gemnich
3rd **MSCC Black:** D. Watkins, J. Cowall, S. Guth, M. Kopec,

F. 2007 Class Winners

Name	Class	Club	Car	Best 8 of 12
Paul Eddleston	EM	SCCA	Outback	6.0
Ted Godett	ASP	CCM	Corvette	14.1
Tom Ryan	BSP	CCM	Corvette	8.3
John Cowall	FSP	MSCC	Cosworth Vega	8.0
Chris Scafero	AMR	CCM	Corvette	7.0
Roger Campbell	CMR	MSCC	Scirocco	18.0
Mark Myers	AMT	MSCC	Miata	28.0
Paul Shipp	BMT	AROC	WRX	32.5
Sean Grogan	CMT	SCCA	Neon	41.5
Jessica Krausch	CMTL	SCCA	Neon	8.0
Al Chan	SS	CCM	Corvette	16.0
David Woods	AS	MSCC	Corvette	12.0
Bruce Wentzel	TAS	CCM	Corvette	20.8
Mary Wentzel	TASL	CCM	Corvette	9.0
Don Leckey	TCS	SCCA	MR2	13.0
Liz Leckey	TCSL	SCCA	MR2	7.0
Bill Watkins	TDS	MSCC	BMW	27.1
Jim Scarpelli	TES	SCCA	Fiero	17.2
Brad McNeil	TFS	MSCC	Camaro	14.0
Derek Watkins	TGS	MSCC	MINI	30.7
Rick Bohn	THS	MSCC	Civic	33.4
Judy Siess	THSL	MSCC	PT Cruiser	8.0

G. 2006 Top Ten

2006 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

H. 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

I. 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

J. 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

K. 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

L. 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

M. 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

N. 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

O. 2003 Individual Winners

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

P. 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

Q. 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

R. 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

S. 2001 Individual Winners

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

T. 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. **New car makes, types and models will be classified by the Council as soon as sufficient information is available to do so and posted on the Council blogspot, <http://dcsc.org/blogspot.com/>.**

3. The following make/models are not eligible for Stock Category: BMW 325 M-Technic, BMW M3 Lightweight, BMW Z8, Callaway Corvette, *Corvette C6 ZR-1*, Chevrolet Camaro SS and Pontiac WS6 (Level 1 and Level 2 suspension packages only), *Dodge Viper ('08+)*, Dodge Viper (NOC) , Ferrari 355 and 360, Ferrari (NOC), Ford GT, Ford Mustang Cobra R, Lamborghini (NOC), Lotus Elan M100, *Lotus Elise S/C ('08+)*, *Lotus Exige S & S/C*, Lotus Sport Elise, MINI ‘Works’ Package (pre-'06 dealer-installed), *Nissan GT-R*, Oldsmobile 442 HO W-41 (Sports package option), Pontiac Firebird Firehawk, Porsche 911 GT2 (02+), Porsche 911 Turbo AWD, Porsche 911 GT3 (997) and GT3 RS (997), Porsche 996 Turbo, Saleen Mustang S/C.

STOCK CATEGORY

Super Stock (TSS, SS)

BMW M3 ('08+) Z4 M Coupe/Roadster('06+)	Lexus IS-F	Mercedes C63 AMG
Chevrolet Corvette C5 (all, '97-'04) Corvette C6 (all non ZR-1, '05+)	Lotus Elise ('05+) Esprit Turbo Exige N/A ('06+)	Porsche 911 (996 chassis) ('98+) 911 (997 chassis) 911 Turbo, 930 (2WD) 911 GT3 (996) Boxster S ('05+) Cayman S ('06+)
Dodge Viper R/T, GTS Viper SRT-10	Mazda RX-7 Turbo ('93+)	

A Stock (TAS, AS)

Acura NSX	Chevrolet Corvette C4 (all, '84-'96)	Maserati Gran Sport, Spyder, Coupe ('02+)
Audi RS4 RS6 S5 ('08+)	Chrysler Crossfire SRT-6	Mercedes C32 AMG SLK32 AMG ('02+) SLK350 SLK55, CLK55
BMW M Coupe and Roadster ('01+) M3 (E46, '01-'06) M5 ('04+) Z4 non-M Coupe & Roadster ('06+)	DeTomaso Pantera Mangusta	Mitsubishi Evo VIII (all) Evo IX (all) Evo X (all)
	Honda S2000 S2000 CR ('08+)	
	Jaguar XKR Coupe	

Pontiac Solstice GXP	Saleen Mustang (N/A)	Subaru WRX STi
Porsche 911 (993 chassis), non-turbo ('95-'98) Boxster ('05+) Boxster S Boxster non-S ('97+) Cayman non-S	Saturn Sky Redline Shelby Cobra (all) <i>GT500 Mustang</i>	Toyota Supra Turbo ('93 1/2+)

B Stock (TBS, BS)

BMW M Coupe & Roadster ('96-'00) M3 (E30, '88-'91) M3 (E36, '95-'99) Z3 6cyl NOC	Maserati Biturbo Mazda RX-7 Turbo ('87-'91) RX-8	Plymouth Prowler Porsche 911, non-turbo, NOC 911 Club Sport 914/6 928 (all) 944 (16V) 944 Turbo (all) 968 Carrera 2, Carrera 4 (964 chassis) 356 Carrera 4-cam
Chevrolet Corvette (C2 and C3, '63-'82)	Mercedes SLK	Toyota MR2 Turbo
Chrysler Prowler	Morgan Plus 8	TVR 8-cyl and V6
Ferrari 308, 328	MINI Cooper S (John Cooper "Works" package) ('06+)	
Jaguar XKE 6 cyl. & 12-cyl.	Nissan 300ZX Turbo ('90+) 350Z <i>Nismo 350Z ('07+)</i>	
Lotus Elan RWD Esprit Europa Twin Cam Europa, Renault engine		

C Stock (TCS, CS)

Jensen Healey	Mazda Mazdaspeed Miata Miata 1.8 ('98+) MX-5 ('06+) including MS-R ('07)	Saturn Sky ('06+)
Lotus 7, 7A Eclat Elan +2 Elite, 1216cc Elite 2+2	Pontiac Solstice, incl. <i>Z0K</i> ('06+)	Toyota MR2 Spyder MR2 Supercharged
	Porsche 9141.7, 1.8, 2.0L	

D Stock (TDS, DS)

Acura Integra Type R	Audi <i>A3 3.2L AWD</i>	Audi cont'd <i>A5 ('08+)</i> <i>S4 ('00-'03)</i> <i>TT AWD</i>
-------------------------	----------------------------	---

BMW 128i & 135i 330Ci 330 with ZHP, all 3 series ('06+) 3 Series, 6 cyl. (non-M) NOC	Jaguar X Type 3.0 (AWD) X Type	Oldsmobile Calais W41 Saab 9-2X Aero (2.0L turbo) Saturn Ion Redline
Cadillac CTS	Lexus IS250 ('06+) IS300 IS350 ('06+)	Subaru Forester 2.5XT Legacy 2.5GT (05+) WRX
Chevrolet Cobalt SS <i>turbocharged</i>	Mazda <i>MazdaSpeed 3</i> <i>MazdaSpeed 6</i>	Volkswagen Golf R32
Chrysler/Dodge Crossfire	Mercedes C320	
Infiniti G35 Sedan	Mitsubishi/DSM Eclipse/Talon Turbo AWD <i>Lancer Ralliart ('09+)</i>	

E Stock (TES, ES)

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

F Stock (TFS, FS)

AMC AMX Javelin V8	Buick Regal/Grand National, Turbo V6	Datsun 280ZX Turbo
Audi S4 V8 ('04+)	Cadillac CTS-V	Dodge Magnum, SRT-8 Ram 1500 SRT10 Stealth turbo
BMW 335i ('07+) 335 Xi 5 series 6-cyl NOC 6 series coupe 8 series coupe (all) M5 ('88-'93) M5 ('00-'03)	Chevrolet Camaro SS (base car only Incl. GM-installed 1LE '98-'02) Camaro V8, NOC Corvette (53-62)	Ford Mustang Mach 1 ('03+) Mustang Cobra ('03-'04) Mustang SVT Cobra Mustang V8, NOC Mustang Shelby GT, T82 and 54U (factory option package only)
	Chrysler 300/300C ('04+)	

Ford cont'd
Thunderbird V8 and S/C V6

GMC
Syclone
Typhoon

Infiniti
G35 Coupe
G37
Q45

Jaguar
XJ-S
XJ6 (98+)
S-Type (6-cyl)
S-Type R
Sedans (12 cyl.)

Lexus
400
GS400
SC300

Lincoln
LS V8 Sedans

Lincoln cont'd
Mark VIII

Mercedes
CLK
C36
E55 AMG

Mercury
Capri V8
Cougar V8 and S/C V6

Mitsubishi
3000 GT turbo

Nissan
300 ZX non-turbo (90+)
300 ZX turbo (pre 90)

Pontiac
Firebird Trans Am &
Formula, WS6, base car
only, including
GM installed 1LE (98-02)
Firebird V8, NOC
G8 V8 & NOC

Pontiac cont'd
GTO ('04+)
Trans Am turbo V-6

Shelby
GT350
GT500 ('67-'70)

Toyota
Supra Non turbo (93+)
Supra Turbo (86 ½ -92)

Triumph
Stag

+ all V8 sedans, pick-ups,
and sedan derived
convertibles NOC

G Stock (TGS, GS)

Acura
CL, 6 cyl.
Integra ('90+) NOC
Legend
RSX Type S
TL
TL Type S
Vigor

Alfa Romeo
1750, 1750 GTV
164, nonS (pre '94)
GTV V6
Milano

Audi
200 Turbo Quattro
5000 Turbo
A3 FWD ('06+)
A4, 6 cyl.
A4, 4 cyl turbo
A6
V8 Quattro, A8
Quattro Coupe, Turbo
S4 (92-94) (100 CS chassis)
TT FWD

BMW
318is, i (1991)
318 ti ('95+)
325E, eta engine
2002 (all)

Buick
Reatta

Cadillac
Catera

Chevrolet
Camaro V6
Cobalt SS N/A & S/C
Corvaire Turbo
Corvaire 4 carb
Malibu (all)

Chrysler
Conquest Turbo
Cirrus V6
Laser Turbo
Neon (all)
PT Turbo ('03+)
Sebring V6

Daewoo
6 cyl. models

Dodge
Avenger V6
Caliber SRT-4
Conquest Turbo
Daytona IROC R/T
Dodge cont'd
Daytona Turbo NOC
Lancer Turbo
Neon (all)
Shadow Turbo NOC
Shadow V6
Spirit V6 and Turbo 4 cyl
Spirit R/T
SRT-4
Stealth non turbo
Stratus V6

Ford
Contour SE V6
Contour SVT
Five Hundred
Focus SVT
Fusion 6-cyl.
Mustang V6 and 4 cyl. turbo
Mustang SVO
Probe (93+) (all)
Probe ('89 to '92),
4 cyl. Turbo and V6
Taurus SHO
Tempo V6

Ford cont'd Thunderbird Turbo ZX-2/SR	Mercury Capri US V6 and 4 cyl. turbo Cougar V6 Milan 6-cyl. Montego Mystique V6	Neon (all) Sundance V6 and 4 cyl. turbo
General Motors All FWD models with 6-cyl (all), Quad 4, Ecotec, or 4 cyl. turbo engines, NOC	Mercury cont'd Topaz V6	Saab 900 V6 ('94+) 9-2X Linear (2.5L) All Turbos NOC
Honda Accord V6 Civic del Sol VTEC Civic Si ('86 and '87) Civic Si ('06+) CRXsi (all) Prelude VTEC ('93-'96) Prelude ('92 +) NOC <i>Prelude ('97+)</i>	Merkur XR4Ti	Saturn <i>ION Redline</i> L series 6 cyl
Infiniti M30	MINI <i>Clubman S</i> Cooper S ('02-'04) Cooper S ('05+)	Subaru Impreza 2.5 RS SVX
Isuzu Impulse Turbo ALL	Mitsubishi/DSM Eclipse ('00-'05) <i>Eclipse ('06+)</i> Eclipse/Talon Turbo FWD 3000 GT non-turbo Galant VR4 Galant V6 Starion Turbo	Toyota Camry V6 ('92+) Celica All-Trac Turbo Celica GTS ('00+) Celica GT (94+) Celica ST (94+) Celica GT-S ('86-'93) Supra ('82-'85) Supra ('86-'92)
Jaguar X-type ('02+)	Nissan 200 SX SE V6 200 SX Turbo 240 SX (all) 300ZX non-turbo (pre-'90) Altima ('02+) Maxima ('92+) <i>Maxima ('04+)</i> NX2000 Sentra SE-R ('91-'94) Sentra SE-R ('02+) Sentra SE-R Spec-V ('02+) Sentra 2.0L ('00-'01)	Volvo Turbo models NOC C30 <i>S60R</i> <i>V70R</i>
Lexus ES 250 ES 300 GS 300	Oldsmobile <i>Calais W41</i>	Volkswagen 1.8T models NOC ('02+) Beetle 1.8 Turbo Corrado VR6 Corrado G60 Golf/GTi/Jetta 16v Golf/GTi/Jetta 1.8 Turbo Golf/Jetta/GLI 24V VR6 ('02+) Jetta 2.0T & GLI 2.0T ('06+) GTI ('06+) Passat 1.8 Turbo Passat 6-cyl ('02+) Passat V6 AWD <i>Passat W8</i> Scirocco 16v VR6 FWD (NOC)
Lincoln LS V6 Sedans	Peugeot 405 Mi-16	
Mazda 323 GT Turbo sedan 323 GTX awd Turbo 6 (6-cyl) ('03+) <i>Mazdaspeed Protege</i> Millennia S/C MX6, 4 cyl. ('93+) MX6 V6 and 4 cyl. turbo (all) Protege MP3	Pontiac Firebird V6 G8 V6	
Mercedes 190 16v 190, 2.6L 280 C230 (190HP)	Plymouth Acclaim V6 and 4 cyl. turbo	

H Stock (THS, HS)

Acura
CL, 4 cyl.
Integra ('86-'89)

Acura cont'd

RSX (Non-'S')
TSX

Alfa Romeo

1300
1600
2000, 4-door sedans

Alfa Romeo cont'd
Sedans NOC

AMC
Gremlin, 4 & 6 cyl.
Spirit, 4 & 6 cyl.

Audi
80 all
90 all
Quattro Coupe non-turbo
100 all, except S4
4000 all
5000 all, except turbo

Austin
Mini (all)
Mini-Cooper

Austin-Healey
100/4
100/6
3000
Sprite (all)

BMW
1600
318 NOC
318i & is (92+)
320
7 series, 6-cyl
1800
1800ti
1800 TISA
2000 CS Coupe

Chevrolet
Aveo
Beretta, NOC
Camaro inline 4 & 6-cyl
Chevette
Cobalt 2.2 (all)
Corvaire, 2 carb
Cosworth Vega
Nova RWD, 4 & 6-cyl.
Nova 16v (NUMMI)
Nova 8v (NUMMI)
Spectrum
Spectrum Turbo
Sprint
Sprint Turbo
Vega

Chrysler
300M ('99-'04)
Laser non-turbo
PT Cruiser
Sebring 4-cyl.

Daewoo
4-cyl. models

Datsun
210
310
310 GX
510
610
710
810
1200
B210
F10
1500 Roadsters
1600 Roadsters

Dodge
Avenger 4cyl
Challenger 2.6
Charger, non turbo, FWD
Colt 1600, FWD
Colt 1.8L, 16v (93+)
Colt FWD, 1.4 & 1.5L
Colt RWD
Colt Turbo (pre-'89)
Colt Turbo (16v)
Daytona non-turbo, 4-cyl
GLH non-turbo
Intrepid
Omni 1.7 & 2.2L
024 1.7L
Rampage 2.2L
Shadow non-turbo 4-cyl
Spirit non-turbo 4-cyl.
Stratus 4-cyl.

Eagle
Summit 1.8 16v(93+)
Summit NOC, non-turbo
Summit Turbo 16v
Talon non-turbo, 16v

Fiat
Strada
124 Sedan
124 Coupe & Spider
128
131 Sedan & Brava
850 Coupe & Sedan
850 Spider

Ford
Aspire
Contour 4-cyl.
Cortina (all)
Escort 1.9 & 1.6, NOC
Escort 1.9 EFI, HO, (pre-91)
Escort 16v ('91+)

Ford cont'd
Escort Turbo
EXP Turbo
EXP 1.9
EXP 1.6, non-turbo
Fiesta
Fiesta
Focus
Focus PZEV 2.3
Fusion 4-cyl.
Mustang Inline, 4 & 6-cyl.
Mustang II, 4 & 6-cyl.
Pinto
Probe (89-92), 4-cyl. non-turbo
Taurus (NOC)
Tempo
Thunderbird V6 (89+)
ZX-2 (non-SR)

Geo
Metro
Prizm
Spectrum
Storm 12v
Storm Gsi 16v

General Motors
All FWD models, NOC
All RWD V6 models, NOC

Honda
600
800
Accord, 4-cyl.
Civic del Sol DX
Civic del Sol S, Si (94+)
Civic EX, LX (88+)
Civic Si (89-91)
Civic Si ('99-'00)
Civic Si ('02-'05)
Civic ('06+)
Civic (NOC)
CRX (NOC)
Fit
Insight
Prelude (79-91)
Prelude S (92+)

Hyundai
Accent (95+)
NOC
Scoupe non-turbo
Scoupe Turbo (93+)
Tiburon
Tiburon 6-cyl ('02+)

Infiniti
G20

Isuzu	Mercury cont'd	Plymouth
Impulse NOC	Mystique 4-cyl.	Acclaim 4-cyl. Non turbo
Impulse, non-turbo (90+)	Sable	Arrow
I-Mark NOC, FWD &RWD	Scorpio	Champ
I-Mark FWD RS 16v & Turbo	Topaz 4-cyl.	Colt 1.5L
Stylus 12v	Tracer 1.6L & 1.9L	Colt 16v 1.8L (93+)
Stylus 16v	Tracer 16v	Horizon
Jaguar	MG	Laser non-turbo
120	MGA	Sapporo
140	MGB & MGB-GT	Scamp 2.2L
150	MGC	Sundance 4-cyl. Non turbo
Kia	Midget (all)	TC-3
Sephia 1.8	"T" Series	Turismo
Spectra5	MINI	Pontiac
Lancia	<i>Clubman non-S</i>	T-1000
Beta Coupe	Cooper non-S ('02+)	Fiero 4-cyl.
HPE	Mitsubishi	Firebird inline 4 & 6-cyl.
Scorpion	Cordia (all)	Lemans FWD
Zagato	Eclipse non-turbo, 8v & 16v	Sunfire, 2.2L
Lotus	Galant 2.0L, 16v non-turbo	Vibe
Cortina	(89+)	Porsche
Mazda	Galant 2.4L, 16v	356 except Carrera
3 (all)	Lancer non-turbo	912
323 1.6, 8v	Mirage 8v & 16v, non turbo	924 Audi engine
6 (4-cyl)	Mirage Turbo, 16v	Renault
626 (all)	Precis	NOC
808	Premier (all)	Saab
929	Starion non-turbo	NOC
Cosmo	Tredia (all)	Saturn
GLC (all)	Nissan	8v
Millennia	200SX SE-R ('95+)	<i>Astra</i>
MX-3 4-cyl	200SX (NOC)	DOHC models NOC
MX-3 V6	Altima	Ion
MX6 ('88-'92) 4-cyl. non-turbo	Maxima (NOC)	L series 4-cyl
Protégé (NOC)	NX1600	Scion
Protégé 1.8, 16v	Pulsar (all)	TC
R100	Sentra (pre 91)	xA
RX-2	Sentra 1.6L (91+)	xB ('08+)
RX-3	Sentra 1.8L ('01+)	Shelby
RX-4	Sentra SE 2.0 ('95-'99)	Charger non-turbo
Mercedes	Stanza	Subaru
NOC	Versa	Impreza, NOC
Mercury	Opel	Legacy 2.5 GT
Bobcat	1100	Sedan Turbo, NOC
Capri FWD	1900 (all)	NOC
Capri, Turbo, FWD	GT	Sunbeam
Capri, German, 4-cyl. & V6	Isuzu	Alpine, 4-cyl.
Capri, US, 4-cyl.	Manta	
Cougar 4-cyl (99+)	Peugeot	
LN-7 (all)	405DL&S	
Lynx (all)	Pininfarina	
Milan 4-cyl.	2000	

Suzuki	Triumph	Volkswagen cont'd
Esteem GL	GT6	Passat 4-cyl. non-turbo
Foreza	Spitfire	Quantum
Swift (all)	TR2	Rabbit and GTI (all NOC)
SX4 Sport	TR250	Rabbit ('07+)
	TR3	Scirocco 8v
Toyota	TR4	
Camry (4 cyl)	TR4A	Volvo
Camry V-6 (NOC)	TR6	P1800
Celica FWD (NOC)	TR7	NOC
Celica RWD		
Corolla (all)	Volkswagen	Yugo
Cressida	(all air cooled)	All
Echo	(all diesel models)	
Matrix (all)	Beetle 2.0	+ all RWD pickup trucks NOC
Paseo	New Beetle NOC	
Prius	Dasher	
Starlet	Fox	
Supra (pre-82)	Golf/GTi/Jetta 8v (all)	
Tercel	Jetta (2.5L gas 1.9L TDI) ('05	
Yaris	1/2)	

C. STREET PREPARED CATEGORY

Street Prepared Class A (ASP, AMT, AMR)

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

Street Prepared Class B (BSP, AMT, AMR)

BMW	BMW cont'd	BMW cont'd
BMW 135, 128 ('08+)	M Coupe, M Roadster	M3 (E36), M3 Lightweight
BMW 335, 328 ('06)	Z3 (6-cyl)	M3 (E46)

BMW cont'd Z8	Dodge Stealth Turbo	Pontiac Firebird Firehawk SLP 383cid engine ('93-'02) (4th gen)
Bricklin	Ferrari 250 except 250LM 275 308 Coupe & Spyder 330 365 Daytona GTB & GTC	Porsche 911 ('65-'89) 3.2L max, N/A 928 Boxter & Cayman (all)
Chevrolet Corvette ('53-'54) Corvette ('55-'57) Corvette ('58-'62) Corvette ('63-'67) Corvette ('68-'82) Corvette ('84-'96) <i>all</i>	Honda S2000	Saleen MustangS281E, Mustang (NOC)
Chrysler Crossfire & SRT-6	Jaguar E-type (all)	Shelby Cobra 289
Datsun/Nissan 240Z & 260Z & 280Z 280ZX non-turbo 280ZX turbo ('79-'83) 300ZX turbo ('84-'89) 300ZX turbo ('90+) 350Z	Mazda MazdaSpeed Miata Rx-7 Turbo ('86-'92) RX-8	Subaru WRX Sti
DeLorean	Mercedes-Benz CLK320/CLK32 AMG	Sunbeam Tiger 260 & 289
DeTomaso Mangusta (all) Pantera (all)	Mitsubishi Evo ('03+) 3000GT Turbo	Toyota Supra Turbo ('93+)
		Triumph TR-8

Street Prepared Class C (CSP, AMT, AMR)

Acura RSX (all)	Jensen-Healey	Pontiac Fiero V6 Solstice
Audi TT 1.8T (FWD and Quattro) TT 3.2 Quattro Turbo Coupe Quattro	Lancia Scorpion	Porsche 356 & 1600 924S & 944 (8V) Carrera 4-cyl (all)
BMW Z3 (4-cyl) M3 (E30)	Lotus Cortina Elite (1216cc)	Saturn Sky
Datsun/Nissan Roadster 1500 & 1600 & 2000	Mazda MX-5 Miata MX-5 ('06+) RX-2 & 616 RX-3 & RX-3SP & 808 Mizer RX-7 non-turbo ('78-'85) RX-7 non-turbo ('86-'92)	Toyota MR-2 non-supercharged ('85-'90) MR-2 non-turbo ('91+) MR-2 Supercharged Supra ('79-'81)
Fiat Abarth (all) 124 Spyder & 2000 Spyder, non-turbo (all) 2000 Spyder Turbo	Mercedes 190	+All sedans over 1.7L and under 3.0L not otherwise classified. All sports cars under 2.0L not otherwise classified.
Honda Civic 1500 ('84-'87) Civic ('88-'91) CRX ('88-'91) CRX 1500 ('84-'87)	Morgan 4/4	
	Pininfarina 2000	

Street Prepared Class D (DSP, CMT, CMR)

Acura	Chrysler / Dodge / Plymouth cont'd	Isuzu cont'd
Integra ('86-'89 all)	Sundance Turbo	Impulse RS Turbo AWD ('90-'93)
Integra ('90-'93 all)		Impulse Turbo & RS RWD ('83-'89)
Integra ('94-'01 all including Type R)	Datsun/Nissan	Impulse XS non-turbo 16V ('90-'93)
Alfa Romeo	200SX SE-R	Impulse Turbo & 16V
1600 Coupes & Spyderys (all)	200SX Turbo	Stylus XS & RS 16V ('90-'93)
1750 & 2000 Coupes & Spyderys (all)	200SX V6	
GTV V6 (all)	240SX	
Milano	Maxima	
	Pulsar (16V)	Lexus
	Pulsar NX Turbo	IS300
	Sentra SE-R & NX2000 ('91+)	
Audi	Sentra 2.0L ('95-'99)	Maserati
4000 Quattro	Sentra 2.0L ('00-'01)	Biturbo
80 Quattro		
A4 1.8T FWD & AWD ('95-'01)	Dodge / Mitsubishi	Mazda
A4 1.8T FWD & AWD ('02+)	Colt Turbo / Mirage Turbo ('84-'88)	323 GT & GTX 4WD
Coupe & Coupe Quattro	Colt Turbo / Mirage Turbo ('89-'92)	6 (6-cyl)
		Mazdaspeed 3
BMW		Mazdaspeed Protege
2002 tii (all)		MX-6 Turbo & V6
325 & 328 (E30)	Eagle	
323, 325, & 328 (E36)	Summit Turbo 16V ('89)	Mercedes
328 & 330(E46) (all except M3)		C230
3 Series (16V NOC)	Fiat	
Bavaria	X-1/9 1300 & 1500, Bertone 1500	Merkur
		XR4Ti
Chevrolet / Pontiac / Buick / Oldsmobile / Geo	Ford/Mercury	MINI
Cobalt SS N/A ('05-'07)	Capri 4-cyl & 6-cyl ('71-'77)	Cooper S, incl. JCW, JCW GP
Cobalt SS S/C ('05-'07)	Capri ('91-'95)	
Cobalt SS Turbo ('08)	Contour SVT	Mitsubishi
Spectrum Turbo ('85-'89)	Cougar ('99-'02)	Cordia Turbo
Storm GSi ('85-'89)	Escort ZX-2 & Tracer 16V	Eclipse ('00+)
J Body V6, 4-cyl Turbo, Quad 4 (DOHC)	Focus SVT	Galant (all)
L Body V6 & Quad 4	Fusion/Milan 6-cyl ('06+)	Tredia Turbo
N Body V6 & 4-cyl Turbo & Quad 4	Probe Turbo & V6	
X Body V6		Pontiac
	Honda	Vibe
	Civic Si DOHC VTEC ('99-'00)	
	Civic SOHC VTEC ('92-'95)	Porsche
	Civic VTEC, SOHC and DOHC ('96+)	914 1.7L & 1.8L & 2.0L (4-cyl)
	delSol ('93-'97)	924 (Audi engine)
	Prelude 4WS	
	Prelude NOC ('83+)	Renault
Chrysler / Dodge / Plymouth		Fuego Turbo
Acclaim V6 & Turbo	Hyundai	R5 Turbo
Charger GLH-S	Tiburon	
Conquest & Starion non-turbo		
Daytona Turbo		
Daytona V6		
GLH-S & GLH Turbo		
Laser Turbo (NOC)		
K-car Turbo		
Shadow V6 & 4-cyl Turbo		
Shelby Charger Turbo	Isuzu	
Spirit V6 & 4-cyl Turbo	I-Mark LS, 16V & Turbo (FWD) ('85-'89)	
SRT-4	I-Mark (FWD) RS 16V & Turbo	

Saturn <i>ION Redline</i> All 16V models	Toyota cont'd Corolla GTS ('84-'87) (AE86) FX-16 Matrix Supra ('82-'85)	Volvo 240 Series Turbo (all) + Spec Miata + All 6-cyl and mechanically- forced induction 4-cyl. 2WD sedans under 3.0L not otherwise classified.
Subaru Impreza 2.5 <i>Legacy/Outback ('98-'04) 6-cyl</i> <i>(all)</i> <i>Legacy/Outback ('05+) 6-cyl</i> <i>(all)</i>	Volkswagen Corrado (All) Golf (16V) & Jetta (16V) Golf & Jetta VR6 <i>Golf & Jetta 1.8t (Mk4)('99-'05)</i> New Beetle Turbo Passat VR6 R32 Scirocco (16V)	
Toyota Camry V6 Celica ('00+) Celica All-Trac (all)		

Street Prepared Class E (ESP, BMT, BMR)

AMC AMX & Javelin (all)	Chrysler/Dodge/Plymouth cont'd Barracuda & Challenger ('70 - '74) [E-body] Challenger 6-cyl & V8 (NOC) Conquest Turbo Laser all turbo ('89-'99) Stealth non-turbo	Ford/Mercury cont'd including Cobra, Cobra \$ (SN95) Mustang ('05+) (S197) Taurus SHO Thunderbird & Cougar, all ('83- '88) Thunderbird & Cougar, all ('89-'97)
Audi 5000 Turbo & 5000 Turbo Quattro & 200 & 200 Quattro A8 & A8 Quattro V8 Quattro	Dodge Dakota ('97-'04)	Infiniti G35 M30 Q45
BMW 2500 & 2800 (all) 3.OS & CS (all) 528 & 530 & 533 (all) 633i & 733i (all)	Dodge / Mitsubishi / Eagle Colt / Mirage ('84-'88) Colt / Mirage / Summit ('89-'92) Colt / Mirage / Summit ('93-'96) Mirage ('97-'02)	Jaguar XJS (all) Sedans, 6 & 12-cyl. XK 120 & 140 & 150 & 160
Chevrolet / Pontiac / Buick / Oldsmobile Camaro/Firebird ('67-'70) Camaro/Firebird, all ('70½-'81) Camaro/Firebird & Firehawk, NOC ('82-'92) (3rd gen) Camaro/Firebird & SS & Firehawk & WS6, NOC ('93- '02) (4th gen) Chevelle ('64-'67) Chevelle ('68-'72) Corvair Yenko Stage I, II, III (all) Lumina Monza V8 & Skyhawk V6 Reatta Regal V6 & V8 RWD ('80-'88) Starfire V6 & Sunbird V6 (all) Trans Am Turbo ('82-'92)	Eagle Talon all turbo ('89-'99)	Lexus 250 400
Chrysler/Dodge/Plymouth Barracuda ('65-'69)/Dart/ Valiant/Duster ('63-'76) [A-body]	Ferrari 400 America (all) 500 Superfast (all)	Mazda 929 MazdaSpeed 6
	Ford/Mercury Capri Turbo 4 Cougar ('65-'70) Cougar ('71-'74) Mustang ('64-1/2-'66) Mustang & Cougar ('67-'68) Mustang & Cougar ('69-'70) Mustang & Cougar ('71-'73) Mustang II, all ('74-'78) <i>Mustang & SVO & Cobra &</i> <i>Cobra R, ('79-'93) & Capri</i> <i>('79-'86), V6 & V8 & Turbo</i> Mustang ('94-'04) all NOC	Mercedes 230SL & 250SL & 280SL (all) 350SL & 380SL & 450SL (all) 220 & 230 & 250 & 280 Sedans (all) 280 4.5 Sedans & 300 6.3 Sedans (all)
		Mitsubishi Eclipse all turbo ('89-'99) Starion Turbo 3000 GT non-Turbo

Nissan	GT350, GT500 ('67+)	+All American inline 6, V6 and V8 sedans and pick-ups not otherwise classified. Other sedans over 3.0L not otherwise classified.
300ZX non-turbo ('84-'89)	Subaru	
300ZX non-turbo ('90+)	Forester 2.5XT	
Peugeot	Legacy 2.5GT('05+)	
405	WRX	
Saab	Toyota	
SPG (16V & Turbo)	Supra non-turbo ('87-'92)	
Saleen	Supra non-turbo ('93+)	
Mustang 302 & 351 nonsupercharged ('84-'93)	Supra Turbo ('87-92)	
Shelby	Volvo	
GT350 ('65-'66)	700 Series (all)	
	800 Series (all)	
	S60 & V70	
	Volkswagen	
	Passat W8 4Motion	

Street Prepared Class F (FSP, CMT, CMR)

Acura	Chevrolet / Pontiac / Buick / Oldsmobile / Geo / Suzuki cont'd	Chrysler / Dodge / Plymouth cont'd
Legend	Camaro, 4 cyl. ('82+)	Omni & 024 & Charger
Alfa Romeo	Chevette & T1000	Rampage 2.2L
1300cc models (all)	Citation & Omega	Sapporo 1600 & 2000 & 2600
1600cc sedans (all)	Corvair (non-Yenko)	Shelby 2.2L non-turbo ('83-'84)
1750 & 2000 sedans (all)	Fiero 4-cyl (all)	Spirit 4-cyl non-turbo
Alfetta GT	Firebird 4-cyl ('82+)	
AMC	Metro & Swift, all ('85-'88)	Datsun/Nissan
All 4-cyl models	Metro & Swift, all ('89-'93)	1200
Audi	Monza (NOC) & Starfire & Omega & Astre & Skyhawk, all RWD	200 SX NOC ('76-'79)
80 FWD	Phoenix & Skylark	200 SX NOC ('80-'83)
100LS (all)	Prism	200 SX NOC ('84+)
4000 5-cyl	Spectrum 1.5L non-turbo ('85-'89)	210
5000	Spectrum (NOC)	310
Austin	Sprint & Sprint Turbo	510 ('68-'73)
America (all)	Storm base model 12V ('89-'93)	510 ('78-'81)
Mini (see Mini Cooper listing)	Sunbird 4-cyl	610
Austin-Healey	Vega & Cosworth Vega	710
Sprite (all)		B210
100-4 & 100-6 & 3000		F-10
BMW	Chrysler / Dodge / Plymouth	NX1600
1600	Acclaim 4-cyl non-turbo	<i>NX2000</i>
1800ti, TISA	Arrow 1600 & 2000 & 2600	Pulsar & Pulsar NX, non-turbo (all)
1600-2 & 1602 & 2002 (NOC)	Champ non-turbo (all)	Sentra 1.6L ('91+)
318i (NOC)	Colt FWD non-turbo	<i>Sentra & SE-R ('91-'94)</i>
320i	Colt non-turbo (8V)	Stanza (all)
Chevrolet / Pontiac / Buick / Oldsmobile / Geo / Suzuki	Colt RWD 1600 & 2000	<i>Dodge/Plymouth</i>
Beretta, 4 cyl.	Daytona non-turbo	<i>Neon ('94-'99) all</i>
	Horizon & TC3 & Turismo, 1.7L & 1.8L & 2.2L	Dodge / Mitsubishi / Eagle
	Laser all non-turbo ('89-'99)	Colt / Mirage non-turbo('84-'88)
	Neon ('00-'05)	

Dodge / Mitsubishi / Eagle cont'd Colt / Mirage / Summit Non-turbo ('89-'92) Colt / Mirage / Summit Non-turbo ('93-'96)	Isuzu cont'd I-Mark RS 16V ('85-'89) I-Mark RWD ('80-'85) Impulse non-turbo ('83-'89) Stylus S 12V ('90-'93)	Porsche cont'd 912E
Eagle Talon all non-turbo ('89-'99)	Kia Spectra 1.8 4 cyl	Renault 15 & 17 (all) 16 (all) 17 Gordini 18i (all) Alliance & GTA & Encore Fuego non-turbo R-5 (NOC) & LeCar
Fiat 128 850 Sedan 850 Coupe and Spyder Brava and 131 Strada	Lancia Beta & Zagato ('75-'83)	Saturn SC1 (8v)
Ford / Mercury Capri II ('76-'77) Cortina <i>Ford Escort GT, Escort, & Tracer ('91-'96)</i> <i>Ford Escort, Tracer & ZX2 ('97-'02)</i> <i>Ford EXP, LN7, Escort & Lynx ('81-'90)</i> Festiva Fiesta Focus (NOC) Fusion/Milan 4-cyl. Mustang II, 4-cyl ('74-'78) Mustang & Capri, 4-cyl, non-turbo Pinto & Bobcat, 1600 & 2000 & 2300 Pinto Wagon 2000 & 2300 & 2600 Probe 4-cyl non-turbo	Mazda 3 323 non-turbo 626 FWD (all) 626 RWD (all) Cosmo (all) GLC FWD (all) GLC RWD (all) MX-6 4-cyl non-turbo Protege R-100 RX-4	Scion tC
Honda Accord ('76-'81) Accord ('82+) Civic ('73-'79) Civic ('80-'83) Civic ('92-'95) NOC Civic ('96+) NOC <i>Civic non-Si ('96-'00)</i> CRX 1300 & Civic 1300 ('84- '87) Prelude ('79-'82)	MG 1100, 1300 Sedan (all) A (all) B & BGT (all) C & C-GT (all) Midget 948 & 1098 & 1275 & 1500 (all)	Sunbeam Alpine (all)
Hyundai Elantra Excel Scoupe all NOC	Mini Cooper 850 & 970 & 997 & 998 & 1071 & 1275 (all)	Subaru 4WD Turbo (all NOC) Forester (non-turbo) Impreza NOC Legacy & Legacy GT
Isuzu I-Mark 1.5L non-turbo (FWD)('85-'89)	MINI Cooper non-S	Suzuki Aerio
	Mitsubishi Cordia non-turbo Eclipse all non-turbo ('89-'99) Lancer non-turbo Mirage non-turbo ('97-'02) Tredia non-turbo	Toyota Camry, 4 cyl. Celica ('70-'77) Celica ('78-'81) Celica NOC ('82-'99) Celica FWD 1.6 L Corolla 1200 Corolla 1600 & SR-5 ('70-'79) Corolla 1600 & 1800 RWD ('80-'83) <i>Corolla GTS AE86 ('84-'87)</i> <i>Corolla GTS AE86 ('90-'91 FWD)</i> Starlet Tercel
	Opel 1900 & Manta GT 1100 GT 1500 & 1900 Kadett 1100 Kadett 1500 & 1900	Triumph GT-6 Herald (all) Spitfire TR-2 & TR-3 TR-4 & TR-4A TR-250 & TR-6 TR-7
	Peugeot 405 DL & S	Volkswagen Beetle (RWD) Cabriolet ('85-'92) Dasher & Quantum, all 4-cyl.

Volkswagen cont'd
 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)
 Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75-'92) (A-1 chassis)

Volkswagen cont'd
 Rabbit 2.5L 5-cyl (A5 '06+)
 Scirocco (8V all)

Volvo
 120 Series (all)
 140 Series (all)
 160 Series (all)
 1800 & P1800 & ES1800 (all)
 240 Series, non-turbo (all)

Volvo cont'd
 260 Series (all)
 700 Series (all)

Yugo
 (all)

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

D. PREPARED CATEGORY

Prepared Class X (XP)

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 (BP)

Chevrolet
 Corvette
 (pre-'62)
 **
 ('63-'82)
 May use any two valve per cylinder Chevrolet V-8 engine.
 May use transverse leaf front spring.
 ('84-'96)
 **
 ('97-'04)
 ('05+)

Chrysler/Dodge/Plymouth/Eagle
 Turbos
 Conquest

Dodge
 Viper
 **
 1-3/8" restrictor plate required

DeTomaso
 Pantera

Factory Five Racing (with production-based Ford pushrod, 2v, normally aspirated V8, 17.10.1.1 still applies)
 65 Roadster (MKI, II, III)

Challenge Series Roadster

Ford
 Mustang ('94+) w/ IRS
 Mustang Cobra s/c ('03+) 2900

Jaguar
 XJS
 Weber 44 mm. IDF carbs

Mazda
 RX 7 Turbo ('87-'92)
 12A or 13B motor
 RX-7 ('93+)
 12A or 13B motor

Panoz
 GTS
 Must use all GT-1 specifications including weight, wheels, track, and tires.
 Must take 17.11 GTCS construction weight penalty.

Porsche
 928 S
 **
 924 Turbo
 930 Turbo Carrera
 944 Turbo

Porsche cont'd
 Alt. Spec:
 Transaxle: Hewland KP 300
 Block: 944 101 00900, Head: 944 104 02500,
 Intake: 10C 944 11052P1,
 Runners: 944 11042701
 Throttle body: 944 11004900
 Injection pump: 944 091002,
 Injection nozzles: 912 110212200
 Turbo Air Inlet Restrictor: 54 mm.

Nissan
 280 ZX Turbo
 300 ZX (pre-'90)

Shelby
 Cobra

Sunbeam
 Tiger

Toyota
 Supra Turbo ('86-1/2-'92)
 4 valve cylinder head
 Supra ('93+)

TVR
 Griffith V8

Prepared Class C (CP)

AMC

AMX ('68-'70)
Javelin ('68-'74)
Gremlin 8-cyl ('70-'78)
Spirit 8-cyl ('79-'83)

Chevrolet

Camaro (pre '70)
Camaro ('70-'81)
Camaro ('82-'92)
Camaro ('93-'02)
Corvaire, Corvaire Turbo ('60-'64)
1850
Corvaire, Corvaire Turbo ('65-'69)
1850
Monza ('75-'80)

Chrysler/Dodge/Plymouth

E-body (Barracuda, Challenger) ('70-'74)
A-body (Valiant, Dart, Duster, Demon, etc.) ('63-'67), (Barracuda) ('65-'69)

Ford

Maverick, 6-cyl & 8cyl ('70-'77)
Mustang, 6-cyl & 8-cyl ('64-'69)
Mustang, 6-cyl & 8-cyl ('69-'73)
Mustang II, 6-cyl & 8-cyl ('74-'78)
Mustang 6-cyl & 8-cyl ('79-'93)
Mustang Turbo/SVO, 4-cyl ('79-'93)

Ford cont'd

Mustang w/o IRS ('94-'04)
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.
Mustang ('05+)
Thunderbird V6, TurboCoupe ('83-'88)
Thunderbird V6, SuperCoupe ('89-'97)

General Motors

A-body (Chevelle, El Camino, Tempest etc.) ('64-'67)
A-body (Chevelle, Cutlass, El Camino, etc.) ('68-'72)
A-body (Malibu, Cutlass, El Camino, etc.) ('78-'81)
A-body (Monte Carlo, Grand Prix, Regal, El Camino, etc.) ('82-'88)
S10, S15, Sonoma 6-cyl ('82-'93)
S10, Sonoma 6-cyl ('94-'04)

Mercury

Capri, 6-cyl & 8-cyl ('79-'93)
Capri Turbo, 4-cyl. ('79-'93)
Comet, 6-cyl & 8-cyl ('71-'77)

Merkur

XR4Ti ('85-'88)

Pontiac

Firebird/TransAm (pre-'70)
Firebird/TransAm ('70-'81)
Firebird/TransAm ('82-'92)
Firebird/TransAm ('93-'02)
Trans-Am Turbo ('89)
GTO ('04+)

Saleen

Mustang w/o IRS or forced induction ('79-'93)

Shelby

GT 350, GT 500 ('65-'70)

Yenko

Stinger ('65-'69) 1850

+All other 6-cyl and 8-cyl American Sedans NOC

Prepared Class D (DP)

Alfa Romeo

Giuletta Sprint & Spider 1570cc
Spider Duetto 1750 Spider Veloce (pre-'71) 1779cc
Alternate Parts: Niki Lauda Edition Spoiler
Spider 2000, Spyder 2000 Veloce (pre-'77) 1961cc
Alternate Part: Niki Lauda Edition spoiler

Austin-Healey

100-4 2660cc
Alternate part: louvered hood

BMW

Z3 (4 cyl.)

Datsun

SPL 310 1497cc & SPL 311/311U
1600cc & SRL 311 Roadster
1982cc

Elva

Courier (1600, 1800)
ATB 7224 MGA axle housing assembly

Fiat

124 Sport Spider (all) (1600, 2000), & 124 Spider Abarth (all) 1995cc

Jensen-Healey 1973cc

Alternate Parts: Cast Iron Sleeves

Lancia

Scorpion ('76) 1756cc
Fabric roof panel may be replaced with alternate materials.

Lotus

7, 7A (948cc, 997cc, 1098cc)
Elan
Alternate head: P/N 26RD0703
Super 7 (1340cc, 1498cc)
Europa (all) Renault
1470cc/1565cc, twincam 1558cc
Renault engine alternate parts:
Cylinder head casting R-16
Renault Twin cam engine alternate parts: Alternate cylinder head: P/N 26RD0703

Mazda

Miata/MX-5 ('90-'05) (1.6, 1.8-nonturbo)

Pontiac

Fiero (4 cylinder, 2.5 L)
Alternate parts: Air cleaner may protrude through engine hatch; double A arm rear suspension.

Porsche

912 & 912E (1600 & 1971)
914, 1.7L, 1.8 L, & 2.0L (4-cyl)
924 non-turbo 1984cc
Alternate part: Cyl No. 933-104.302.50

Toyota

MR2 non-s/c ('84-'89) 1587cc
MR2 non-turbo ('91-'95) 2164cc
MR2 Spyder ('00+) 1794cc

Triumph

GT6 1998cc
TR-7 1998cc
Alternate Specifications: Rear spoiler V-775

Turner

950S
1500

TVR

1800

Volvo
P-1800 1780cc
P-1800 1982cc

+All other two-seat cars, 4-cyl.,
normally aspirated, 2WD, NOC

Prepared Class E (EP)

Acura

Integra (pre-'89)
Integra ('90-'93)
Alternate Specifications: 1590 cc
engine
Integra ('94-'01)
RSX ('02-'06)
Non-turbo sedans, 3.0L and under,
NOC

Audi Front Wheel Drive, Non-turbo
4000S ('80-'87)
Non-turbo sedans, 3.0L and under,
NOC

Austin Morris

Cooper 1275
Firewall modification for adjustable
front track rod, front lower
suspension arm.
Alternate engines: 850cc, 970cc,
997cc, 998 cc, 1071cc, 1098 cc

Alfa Romeo

1600 GTV ('74)
Alfetta GT ('76-'79)
Alternate Parts: Cylinder Head:
P/N 19510.01053.04.
Giulia 1300 & 1300 Ti ('64-'71)
GT 1300 Jr., GTA Jr. ('66-'77)
GTA bore & stroke:78mm x 67.5
GTV 1750, 2000 ('67-'77)
Alternate Cylinder Head: P/N
19510.01053.04 (twin plug) add
100 lbs
Junior Z
Sport Sedan
Alternate Cylinder Head: P/N
19510.01053.04 (twin plug) add
100 lbs.
All sedans and sports cars NOC

Austin

America ('68-'71)

BMW

1600 ('66-'77)
320i
2002, 2002TI, 2002TII ('68-'76)
2000TI ('66-'72)
3 Series E21 ('75-'83) (4-cyl)
3 Series E30 (84-93) (4-cyl)
530 i ('75-'78)
3 Series 8V, 3 Series 16V, M3
(E30)
All sedans NOC

Chevrolet (and Pontiac, Buick, Oldsmobile and Cadillac Equivalents)

Beretta 4 & 6 cyl ('87-'96)
Chevette ('76-'87)
Citation ('80-'85)
Vega ('71-'77) Incl Cosworth
Nova FWD
Spectrum ('85-'88)
Sprint non-turbo ('85-'91)

Chrysler Neon

Datsun/Nissan

B110 ('70-'73)
1171, 1237, 1288, 1397 & 1488
engines
B210 ('74-'78)
1171, 1237, 1288, 1397 & 1488
engines.
Alternate cylinder heads: 11041-
H2300, 11041-25720, 11041-
H1001,
11041-18001, part #11041-H2303,
11041-H5704, 11041-H9204
210 (pre-'79)
1171, 1237, 1288, 1397 & 1488
engines
Alternate cylinder heads: 11041-
H2300, 11041-25720, 11041-
H1001, 11041-
18001, part #11041-H2303, 11041-
H5704, 11041-H9204
B310 1400 ('78-'82)
Alternate Parts: Cylinder Head
11041-H2303, 11041-H5704.
240SX/S13
Alternate Parts: Engine: L20B with
cylinder head P/N 11041-
N7120/22010, or 11041-
V9182/U0600A, 43 mm Venturis.
Hood may be modified for
engine clearance but no openings
are allowed.
200SX/S12 ('84-'88)
Alternate Parts: Cylinder Heads:
11041-N7120. Engine: L20B,
NAPZ.
200 SX/S10 ('77-79)
Alternate Parts: Cylinder Heads:
11041-22010, 11041-U0600-A,
11041-U0602-SV, 11041-21901,
11041-N7120
200 SX/S110 ('80-'83)
Alternate Parts: Cylinder Heads:
11041-22010, 11041-U0600-A,
11041-U0602-SV, 1041-21901,

Datsun/Nissan cont'd

11041-N7120. Engine: L20B,
NAPZ
PL510 ('68-'73) 1600/1800/2000
Alternate Parts: Cylinder Heads:
11041-22010, 11041-U0600-A,
11041-U0602-SV, 11041-21901,
11041-N7120
510/A10 ('79-'81)
Alternate Parts: Cylinder Heads:
11041-22010, 11041-U0600-A,
11041-U0602-SV, 11041-21901,
11041-N7120.
610 ('73-'76)
Alternate Parts: Cylinder Heads:
11041-22010, 11041-U0600-A,
11041-U0602-SV, 11041-21901,
11041-N7120.
710 ('74-'77)
Alternate Parts: Cylinder Heads:
11041-22010, 11041-U0600-A,
11041-U0602-SV, 11041-21901,
11041-N7120.
810 ('76-'80)
810 Maxima ('81-'83)
NX/KB13 ('91-'93)
Pulsar 16V/KN13 ('87-'90)
Alternate Parts: Cylinder Head:
P/N 11041-15M00. Engine: A14.
Pulsar/KN12 ('83-'86)
Alternate Parts: Cylinder Head:
P/N 11041-15M00.
Sentra/B12 1.6 ('87-'90)
Alternate Parts: Cylinder Head:
P/N 11041-15M00, Engine: L16
Sentra/B11 ('83-'86)
Alternate Parts: Cylinder Head:
P/N 11041-15M00
Sentra/B13 1.6 ('91-'94)
Alternate Part: P/N 11041-H5704
All sedans NOC

Dodge/Eagle/Plymouth/Mitsubishi

Colt/Champ ('71-'78)
Colt/Champ ('79-'83) non-turbo
Colt/Mirage ('84-'88) non-turbo
Colt/Mirage/Summit ('89-'92)
non-turbo
Colt/Mirage ('93-'96) non-turbo
Daytona/Laser 2.2 ('84-'90)
non-turbo
Laser ('90-'94) see Mitsubishi
Eclipse
Neon ('95-'05) non-turbo
Omni/Horizon & 024 ('78-'90)
Shadow/Sundance 2.2 ('86-'94)
Shelby Charger (pre-'79)
Shelby Charger ('83-'87)

Dodge/Eagle/Plymouth/Mitsubishi
cont'd

Spirit/Acclaim, 4 cyl. ('89-95)
all sedans NOC

Fiat

124 Sport Coupe & Sedan ('66-'74)
128 Coupe SL 1300 & 3P ('69-'79)
131 Coupe, Sedan & Brava
(-'74-'84)

Ford/Mercury

Anglia Super ('62-'67)
Cortina ('64-'68)
Escort EXP/Lynx/LN7 ('82-'88)
Escort GT, ZX-2 ('91-'96)
Escort ('97-'02)
Escort/Lynx (pre-'81)
Escort GT ('81-'90)
Escort Super & 1300 GT
Escort Mexico
Fiesta ('76-'83)
Festiva ('84-'97)
Focus ('98+)
Mustang II, 2300 ('74-'78)
Alternate Part: (2.3L) SVO cylinder
head (P/N M-6049-A230)
Mustang/Capri ('79-'93)
4-cyl non-turbo
Alternate Part: (2.3L) SVO cylinder
head (P/N M-6049-A230)
Mercury Capri (all imported)
(-'69-'77)
Alternate Parts: 2.3 L engine may
use SVO cylinder head P/N M-
6049-A230
Pinto ('71-'80)
Alternate Parts: Spoiler - P/N
D9FZ6440555-A; End Piece - P/N
D9FZ6428010-A; End Piece - P/N
D9FZ6428011-A (2.3L) SVO
cylinder head (P/N M-6049-A230)
Probe, non-turbo ('89-'92)
Probe, non-turbo ('93-'97)

Honda

Accord (4cyl)
Alternate Parts: Cylinder Head:
12100-P05-010, 12100-P05-020
Civic 1170
Civic 1237
Civic ('84-'87) all
Alternate Parts:
1300 engine: Cylinder head:
12100-PE2-000, 121000-PE7-000,
or 12100-
PE3-000
1488 engine: cylinder head 12100-
PE3-010 or 121-XA1-0084
Civic ('88-'91)
Civic ('92-'95)
Civic ('96-'00)
Civic ('01-'05)
Civic ('06+)
Civic 1488 ('80-'83)
Alt. Cylinder Head: 12100-664-

Honda cont'd

010, 2 valves per cylinder
Civic ('88-'91)
Civic except DOHC VTEC ('96+)
Civic 1.6 DOHC VTEC ('99+)
CRX ('84-'87) all
Alternate Parts:
1342 engine: Cylinder head:
12100-PE2-000, 121000-PE7-000,
or 12100-PE3-000
1488 engine: cylinder head 12100-
PE3-010 or 121-XA1-0084
Mugen body parts: Front
bumper/spoiler, front fender, rear
fender, rear bumper
CRX ('88-'91)
DelSol ('93-'96)
Prelude ('78-'01)
Alternate Parts: Cylinder Head -
12100-PC7-000, 12100-PC7-010,
12100-PC7-020

Hyundai

Sonata ('89-'05)

Isuzu

IMark (81-84)
Imark (85-89)
Impulse, non-turbo ('83-'89)
Impulse, non-turbo ('90-'92)
Stylus (91-93)
Sport Coupe

Lancia

Beta
Zagato

Mazda

323 & GLC ('80-'95) FWD, non-
turbo
GLC Alternate Part: Cylinder Head:
P/N E515-10-100B
626 ('79-'02) 2wd, non-turbo
Cosmo ('76-'78)
Alternate Part: Cylinder Head: P/N
E515-10-100B
GLC, RWD ('77-'83)
MX-6 ('88-'97) 2WD, non turbo
Alternate Parts: 12A Rotary - no
peripheral port
RX2 ('71-'74)
Specified Displacement: 2292 cc
Alternate Specification: no
peripheral port
RX3 ('71-'78)
Specified Displacement: 2292 cc
Alternate Specifications : No
peripheral port
RX4 ('74-'78): 12A or 13B
Specified Displacement: 12A -
2292 cc, 13B - 2616 cc
Alternate Specifications : No
peripheral port
All sedans NOC 2wd, non-turbo

Mercedes

190E ('83-'93)

Mini

Cooper (non-S) ('02+)

Mitsubishi

Cordia ('82-'90) FWD, non-turbo
Alternate Specifications: No split
shift.
Eclipse/Talon/Laser, ('82-'90),
FWD non-turbo, 16V & 8V
Mirage, see Dodge Colt

Nissan

810 Maxima

Opel

Ascona & SportWagon, ('71-75)
1900 cc
Manta, Sport Coupe Rallye, ('71-
'75) 1900 cc
Kadett ('64-'72) 1100cc & 1900cc

Peugot

405 ('87-'91) non-turbo

Renault

Alliance/Encore - (R-9&R-11) ('82-
'89)
Alternate Cylinder Head: P/N
77005972627
LeCar (R-5) ('78-'96) FWD, non-
turbo
Alternate Part: #7700597627-
firewall modifications when using
alternate cylinder head.
Gordini (R-17) ('71-'77)
All sedans NOC

Saab 2WD non-Turbo

96 ('60-'80)
99 ('69-'84) FWD, non-turbo
900 ('79-'94) FWD, non-turbo
All sedans NOC

Saturn

S, L ('91+)
ION (non S/C) ('03+)

Subaru 2WD, non-turbo

GL Coupe FWD
All sedans NOC

Suzuki

Swift ('85+) GA, GL, GTi & GT

Toyota 2wd, non-Turbo

Celica ('70-'77)
Celica ('78-'81)
Celica ('82-'85)
Celica ('86-'89)
Celica ('90-'93)
Celica ('94-'99)
Celica ('00-'06)
Corolla ('68-'70)

Toyota 2wd, non-Turbo cont'd
 Corolla ('71-'74)
 Corolla ('75-'79)
 Corolla ('80-'83)
 Corolla ('84-'87)
 Corolla ('88-'92)
 Alternate Part: Engine 4A-C
 Corolla ('93-'97)
 Corolla ('98-'02)
 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)
 Beetle 1600 ('70-'77)
 Corrado ('88-'95) 16V non-s/c
 A1 Rabbit & Jetta & Scirocco
 & Cabriolet & Pickup ('75-'84)
 A2 Golf & Jetta ('85-'93)
 A3 Jetta/Golf/GTI ('93-'98) –
 1.8NA,2.0NA
 A4Jetta/Golf/GTI ('99-'05) 2.0NA
 A5Jetta/Golf/GTI ('06+) 2.5 5cyl
 NA
 NewBeetle ('98+) 2.0 NA,
 2.5NA(15)
 Volkswagen 4-cyl, normally
 aspirated,NOC

Volvo
 122 S ('56-'70)
 Alternate Part: Front axle cross
 member
 Alternate engine kit: 2127cc
 142S, 142E ('67-'74)
 Alternate part: Front axle cross
 member
 Alternate engine kit: 2174cc
 All Sedans NOC

Yugo ('86-'92)

+All other sedans, 4-cyl., normally
 aspirated, 2WD, NOC

Prepared Class F

Acura
 NSX (91+)

Alfa Romeo
 GTV V-6 ('81-'86)

Audi
 4000, 4000 Quattro, Coupe
 Quattro, Coupe ('81-'87)
 90 Coupe, 90 Quattro Coupe and
 Sedan ('90-'91)

Austin-Healey
 3000 ('59 - '86)
 100-6 ('56 - '68)

BMW
 3 Series E30 ('84-'90) (6-cyl 12
 valve)
 3 Series E36 ('92-98) (6-cyl 24
 valve)
 3 Series E46 ('99+) (All 6-cyl.)

Chevrolet
 Sprint Turbo

Chrysler/Dodge/Plymouth/Eagle
 Turbos
 Colt Turbo
 Daytona/Laser ('84-'89)
 Omni Turbo
 Shadow/Sundance ('87-'94)
 Talon/Laser('89-'94) FWD/AWD
 Conquest/Stario Turbos

Datsun/Nissan
 240Z, 260Z, 280Z (incl. 2+2) ('70-
 '78)
 280ZX ('79-'83) (Incl. 2+2)
 300ZX/Z31 ('84-'89)
 Alternate parts: headlight covers.
 300ZX/Z32 ('90+) (Non-turbo)

Datsun/Nissan cont'd
 Alternate part: rear facing hood
 scoop 3.5" max. height

Ferrari
 Dino 246 GT
 308 (all)
 Dino 246

Honda
 S2000 ('00+)

Isuzu
 I-Mark FWD RS 16V & Turbo

Jaguar
 XKE ('61-'74) (6 cyl.)
 XKE ('61-'74) (12 cyl.)

Lexus
 IS300 ('01+)

Lotus
 Elise, Exige ('96+)

Mazda
 MX 6 GT Turbo
 Mazdaspeed Protégé ('02+)
 RX7 ('79-'85) (12A or 13B) (bridge
 or peripheral porting allowed)
 Alternate Engine: Renesis
 RX7 ('86-'91) (13B) (bridge or
 peripheral porting allowed)
 Alternate Engine: Renesis

Mini
 Cooper S ('02+)

Mitsubishi
 Eclipse Turbo FWD/AWD ('90-'98)
 Evolution VIII ('03+)

Morgan
 Plus 8

Pontiac
 Fiero (V-6, 2.8 L)
 Alternate parts: Air cleaner may
 protrude through engine hatch;
 double A arm rear suspension.

Porsche
 911 (All) (2.0, 2.2, 2.4, 2.7, 2.8,
 3.0, 3.2, 3.5, 3.6 L)
 Alternate parts (all displacements):
 Twin plug heads
 2.0, 2.2, 2.4L Alternate parts:
 2.7, 2.8L Alternate parts:
 3.5, 3.6L Alternate Parts:
 Dual ignition distributor
 914-6 (2.0, 2.5, 2.7, 2.8L)
 Alternate Parts: Twin Plug heads
 924S ('86-'88)
 Alternate parts: Cyl. Head: #933-
 104-302-50 with 36mm exhaust
 valve.
 924 Turbo
 944 ('83-'89) Non-Turbo
 968 ('92-'95)
 Boxter & Cayman

Saab
 99E, ('68-'84) CM, EMS, GL, LE
 900, 900 Turbo, SPG Turbo 16V
 ('79-'88)

Subaru
 Impreza AWD
 SVX ('92-'97)
 WRX Turbo (all) ('02+)
 All turbo sedans and coupes NOC

Suzuki
 Swift Turbo

Toyota
 Celica All-Trac ('88-'89)
 Celica All-Trac ('90-'93)
 Celica All-Trac ('94-'99)
 Celica Supra ('79-'81)
 Celica Supra ('82-'86)
 Celica Supra ('86-'92) non-turbo
 Supra ('93-'98) non-turbo
 MR2 Supercharged (Mk1, '88-'89)
 MR2 Turbo ('91-'95)

Triumph
 TR6 ('69-'76)

Triumph cont'd
 TR8 (all) (215ci, 4L)
 TR-250 ('67-'68)

TVR 6-cyl

Volkswagen
 Corrado ('90-'95) (VR6, 1.8L Supercharged with 54mm inlet restrictor)
 Jetta/Golf/GTI (A3) ('93-'98) VR6, TDI

Volkswagen cont'd
 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

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
 1.43/1.21 or 1.23
 56.5/57
 One Weber 32 DMTR 32 mm primary & secondary or one Weber 32 DATRA/
 100-32mm primary & secondary
 Fiat cont'd

X1/9 1498 & Bertone 1650 14x6.5
 1.43/1.31 56.5/57
 One Weber DMTR w/ 34mm primary & secondary 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 floorboards 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 floorboards with metal
 4/4 Mk V 2138cc 2138 16x7
 1.44/1.19 51.5/52
 Alternate Specification: Replace wood floorboards with metal

Opel

GT 1900 1897 14x7 60/60
 Two (2) 45 mm sidedraft
 GT 1100 1350 14x7 1.26/1.06
 53/54

Porsche

356, except Carrera and 1500, 1600
 1700 16x6 1.57 or 1.63/1.35
 53/53.5

Porsche cont'd

Two 1.5" SU HS-4 or Two SU or

Stromberg

1300 1550 16x6 1.50/1.20 55/54
 Two Solex 40 PBIC or 32 PBIC or 32 PBI or 2-32 mm Zenith DD carb

Saab

Sonett (1500, 1600, 1700)
 1500 1600 16x6 60/60
 1600 1700 16x6 60/60
 1700 1800 16x6 60/60

Sunbeam

Alpine 14x7 55.5/54
 Valve Head Dia.:
 Intake: 1.50 or 1.48 or 1.432 or 1.436
 Exhaust: 1.21 or 1.18 or 1.172 or 1.176
 1494cc 1494
 1592cc 1592
 1725cc 1725

Triumph

Spitfire 1147 1405 14x6 1.30/1.15
 53/52
 Two 1.25" SU or Stromberg
 Spitfire 1296 MkIII 1550 14x6
 1.30/1.17 54/53
 Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU or one 1.5" CDSE
 Stromberg or one 1.5" SU.
 Spitfire 1296 MkIV 1550 14x6
 1.44/1.17 54/55
 Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU
 Spitfire 1493 1550 14x6 1.44/1.17
 54/55
 One 1.5" Stromberg type SU or one 1.5" SU
 TR-2, TR-3 1991 16x7 1.56/1.30 53 / 52.5
 TR-4, TR-4A, beam axle 2138
 16x7 1.56/1.30 55/54
 TR-4A, I.R.S. 2138 16x7 1.56/1.30
 55/54

Turner

950 1125 14x6 1.10/1.16 49/49
 1500 1550 14x6 1.45/1.20 49/49

COUNCIL OFFICIALS

President

Derek Watkins (248) 549-7254; dwatkinslaw@yahoo.com

Vice President

[your name here]

Secretary

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

Points Keepers

Matt Luckow; mattluckow@gmail.com

and

Tom Siebyla; tom.siebyla@roush.com

Treasurer/Registrar

Tom Spangler (810) 220-0490; dcsc.registrar@att.net

CLUB REPRESENTATIVES

AROC Alfa Romeo Owner's Club of Detroit

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

CCM Corvette Club of Michigan

Bob Palmer; bomoe@flash.net

DRSCCA Detroit Region Sports Car Club of America

Steve Baumbach; rallyfreak@yahoo.com

FMC Ford Motorsports Club

Tom Spangler (810) 220-0490; dcsc.registrar@att.net

MMMC Michigan MINI Motorin Club

William Ike Poole; ikepoole@gmail.com

MSCC Michigan Sports Car Club

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

Bumping Procedure

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

CMT → BMT → AMT → Car ' Class S

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

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

CMR → BMR → AMR → Car ' Class P

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

FM
↓
EM → DM → CM → BM → AM