APPENDIX A - AUTOMOBILE CLASSES

It is the intention of SCCA to class all essentially identical vehicles from the same manufacturer (which differ only cosmetically or in nominal marquee 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.

All unclassified cars will compete in Super Stock until classified by the SEB, unless covered by a “catch-all” description. To use the catch-alls at the end of the specific car classes in Appendix A, start from Super Stock and work down the classes until a class is found. **Such unclassified cars will not be eligible for Divisionals, Tours, or the National Championships. Members should look for a Tech Bulletin in an early current-year issue of the official SCCA publication (Fastrack News) for details or contact the National office.**

See the following page for vehicles which are excluded from the Stock category.

For Stock Category vehicles, the vehicle manufacturer’s specifications shall be used for specific wheel diameter and maximum rim width specifications.

ABBREVIATIONS:

AWD - All-wheel drive

FWD - Front wheel drive

IRS - Independent rear suspension

NOC - Not otherwise classified

N/A - Normally aspirated

RWD - Rear wheel drive

S/C - Supercharged

(n)v - refers to number (n) of valves

V(n) - refers to number (n) of cylinders

STOCK CATEGORY

The following make/models are not eligible for the Stock Category:

- Audi R8
- BMW 325 M-Technic
- BMW M3 Lightweight
- BMW Z8
- Callaway Corvette
- Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
- Chevrolet Corvette ZR-1 (C6 chassis) (2009-11)
- Dodge Viper (2008-09)
- Dodge Viper (NOC)
- Ferrari 355 & 360
- Ferrari (NOC)
- Ford GT
- Ford Mustang Cobra R
- Lamborghini (NOC)
- Lotus Elan M100
- Lotus Elise SC (2008-11)
- Lotus Exige S & S/C (2006-11)
- Lotus Sport Elise (2006)
- MINI Cooper S JCW (dealer-installed) (2002-05)
- Nissan GT-R (2009-11)
- Oldsmobile 442 HO W-41 (Sports package option)
- Pontiac Firebird Firehawk
- Porsche 911 GT2 (2002-05)
- Porsche 911 Turbo AWD
- Porsche 911 GT3 & GT3 RS (997chassis)
- Porsche 996 Turbo
- Saleen Mustang S/C

The following are examples of vehicles excluded from Stock for reasons of stability, per 3.1:

- Dodge Caliber (non-SRT)
- GEO Tracker & Suzuki Sidekick
- Jeep CJ series
- Suzuki Samurai
- Scion xB (2004-06)

Super Stock (SS)

Chevrolet
- Corvette Z06 (C5 chassis) (2001-04)
- Corvette (C6 chassis, non-ZR-1) (2005-11)

Dodge
- Viper R/T (1992-2003)
- Viper GTS (1996-2005)
- Viper SRT-10 (2003-07)

Lotus
- Elise (non-SC) (2005-11) (see Appendix F)
- Exige (normally-aspirated) (2005)

Porsche
- 911 (997 chassis)
- 911 Turbo (930 chassis) (1974-89)
- 911 GT3 (996 chassis)
- Boxster S (2009-11)
- Boxster Spyder (2011)
- Cayman S (2009-11)

Tesla
- Roadster (all) (2008-11)

A Stock (AS)

Audi
S4 (2010-11)
BMW
M3 (E90 chassis) (2008-11)
Z4 M Coupe & Roadster (2006-08)
Cadillac
XLR
Chevrolet
Corvette (C5 chassis, non-Z06) (1997-2004)
Lexus
IS F (2008-11)
Lotus
Esprit Turbo (1996-2004)
Mazda
RX-7 (Turbo) (1993-95)
Mercedes-Benz
C63 AMG (*2008-11*)
Porsche
911 (996 chassis) (1998-2005)
Boxster S (2005-08)
Boxster & Cayman (non-S) (2009-11)
Cayman S (2006-08)

B Stock (BS)

Acura
NSX
Audi
RS4
RS6 (C5 chassis) (2003-04)
S5 (2008-11)
TT-S (2009-11)
BMW
M Coupe & Roadster (2001-02)
M3 (E46 chassis)
M5 (2004-10)
Z4 (non-M) Coupe (2006-08) & Roadster (*2002*-11)
Chevrolet
Corvette (C4 chassis, all) (1984-96)
Chrysler
Crossfire SRT6
DeTomaso
Pantera
Mangusta
Ford
Mustang Shelby GT500 (2007-*11)*
Honda
S2000 (all)
Jaguar
XKR Coupe
Maserati
Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)
Mercedes-Benz
C32 AMG (2002-04)
CLK55 AMG (2001-06)
SLK32 AMG (2002-04)
SLK350 (2005-11)
SLK55 AMG (2005-11)
Mitsubishi
Lancer Evolution (2003-11)
Nissan
NISMO 370Z (2009-11)
Pontiac
Solstice GXP (2007-09)
Porsche
911 (993 chassis, non-turbo) (1995-98)

- Boxster (non-S) (2005-08)
- Boxster S (986 chassis) (2000-04)
- Cayman (non-S) (2005-08)

Saleen
- Mustang (N/A)

Saturn
- Sky Redline

Shelby
- Cobra (all)

Subaru
- Impreza WRX STI *(including Special Edition)*

Toyota
- Supra Turbo (1993½-98)

C Stock (CS)

BMW
- M Coupe & M Roadster (1996-2000)
- M3 (E30 & E36 chassis) (1988-91 & 1995-99)
- Z3 (6-cyl, NOC) (1997-2002)

Chevrolet
- Corvette (1963-82)

Chrysler & Plymouth
- Prowler

Ferrari
- 308 & 328

Jaguar
- XKE

Jensen
- Jensen Healey

Lotus
- 7 & 7A
- Eclat
- Elan (RWD)
- Elan +2
- Elite (1216cc)
- Elite 2+2
- Esprit (non-turbo)
- Europa

Maserati
- BiTurbo

Mazda
- Mazdaspeed Miata (2004-05)
- Miata (1.8L) (1999-2005)
- MX-5 Miata (including MS-R 2007) (2006-11)
- RX-7 Turbo (1987-91)
- RX-8

Mercedes-Benz
- SLK

MINI
- Cooper S JCW (2006-11)
- Clubman S JCW (2009-11)

Morgan
- Plus 8

Nissan
- 300ZX Turbo (1990-96)
- 350Z (all) (2003-09)
- 370Z (2009-11)

Pontiac
- Solstice (non-GXP) (2006-09)

Porsche
- 356 Carrera (4-cam)
- 911 (non-turbo, NOC)
- 911 Club Sport
- 914 (all)
- 928 (all)
- 944 (16v)
- 944 Turbo (all)
- 968
- Boxster (986 chassis, non-S) (1997-2004)
- Carrera 2 & Carrera 4 (964 chassis)

Saturn
- Sky (2006-09)

Toyota
- MR2 Spyder
- MR2 Supercharged
- MR2 Turbo

TVR
- 8-cyl & V6

D Stock (DS)

Acura
- Integra Type R

Audi
- A3 quattro (3.2L V6, AWD) (2006-09)
- A5 (2008-11)
- S4 (2000-03)
- TT Quattro (AWD)

BMW
- 128i & 135i (2008-11)
- *335i (2007-11), 335i xDrive (2007-11), 335d (2009-11)*
- 3 Series (6-cyl, except M3 & 325e) (1975-2011)

Cadillac
- CTS

Chevrolet
- Cobalt SS (2.0L Turbo) (2008-10)

Chrysler
- Crossfire

Eagle
- Talon Turbo (AWD)

Infiniti
- G35 Sedan

Jaguar
- X Type (3.0L) (2002-08)

Lexus
- IS250 (2006-11)
- IS300
- IS350 (2006-11)

Mazda
- MazdaSpeed3
- MazdaSpeed6

Mercedes-Benz
- C320 (2001-05)

MINI
- Clubman S
- Cooper S

Mitsubishi
- Eclipse Turbo (AWD)
- Lancer Ralliart (2009-11)

Saab
- 9-2X Aero (2.0L Turbo)

Subaru
- Forester 2.5XT
- Legacy 2.5GT (2005-11)

- Impreza WRX (non-STI)

Volkswagen
- R32 (Golf chassis)

E Stock (ES)

Alfa Romeo
- 2000 Spider
- 2000 GTV

BMW
- Z3 (4-cyl) (1996-98)

Datsun
- 2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)

Dodge
- Charger Turbo
- GLH Turbo

Fiat & Bertone
- X1/9 (all)

Mazda
- Miata (1.6L)
- Miata (1.8L) (1994-97)
- RX-7 (non-turbo, all)

Morgan
- Plus 4, 4/4

Pontiac
- Fiero (V6)

Porsche
- 924 Turbo (Audi engine) (1979-81)
- 924S
- 944 (8v)

Shelby
- Charger GLH-S (1987)

Sunbeam
- Tiger

Triumph
- TR-8

Toyota
- MR2 (non-turbo) (1985-95)

TVR
- 4-cyl & inline-6
- V8
- V12

F Stock (FS)

AMC
- AMX
- Javelin (V8)

Audi
- S4 (V8) (2004-09)

BMW
- 5 series (6-cyl, NOC)
- 6 series coupe
- 8 series coupe (all)
- M5 (1988-93)
- M5 (2000-03)

Buick
- Regal & Grand National (Turbo V6)

Cadillac
- CTS-V

Chevrolet
- Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
- Camaro (V8, NOC)
- Corvette (1953-62)

Chrysler
- 300 & 300C (2004-11)

Datsun
- 280ZX Turbo

Dodge
- Challenger & Challenger SRT8 (V8, all) (2008-11)
- Magnum (2005-08)
- Magnum SRT8 (2006-08)
- Ram SRT10 (2004-06)
- Stealth Turbo

Ford
- Mustang (V8, NOC)
- Mustang Cobra (2003-04)
- *Mustang GT (2010-11)*
- Mustang Mach 1 (2003-04)
- Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
- Mustang SVT Cobra
- *Mustang V6 (2011)*
- Thunderbird (V8 & V6 Supercharged)

GMC
- Syclone
- Typhoon

Hyundai
- Genesis Coupe (V6) (2010-11)

Infiniti
- G35 Coupe
- G37
- Q45

Jaguar
- XJ (1998-2011)
- XJ-S (1976-96)
- S-Type (6-cyl)
- S-Type R
- Sedans (12-cyl)

Lexus
- 400
- GS400
- SC300

Lincoln
- LS (V8 sedans)
- Mark VIII

Mercedes-Benz
- C36
- CLK
- E55 AMG

Mercury
- Capri (V8)
- Cougar (V8 & V6 Supercharged)

Mitsubishi
- 3000 GT Turbo

Nissan
- 300ZX (non-turbo) (1990-96)
- 300ZX Turbo (1984-90)

Pontiac
- Firebird (V8, NOC)
- Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
- G8 (V8 & NOC) (2008-09)
- GTO (2004-06)
- Trans Am Turbo (V-6)

Shelby
- GT350 (1965-70)
- GT500 (1967-70)

Toyota
- Supra (non-turbo) (1993-98)
- Supra Turbo (1987-92)

Triumph
Stag
V8 sedans, pick-ups, and sedan-derived convertibles NOC

G Stock (GS)

Acura
CL (6-cyl)
Integra GS-R (1992-2001)
Legend
RSX Type S
TL & TL Type S
Vigor
Alfa Romeo
1750 & 1750 GTV
164 (non-S) (1991-93)
GTV V6
Milano
Audi
200 Turbo quattro
5000 Turbo
A3 (FWD) (2006-11)
A4 (V6 & 4-cyl Turbo)
A6
A8 & V8 quattro (AWD)
Quattro Coupe (Turbo)
S4 (100 CS chassis) (1992-94)
TT (FWD) (2000-09)
TT 2.0 Turbo (2008-11)
BMW
2002 (all)
318i & 318is (1991)
318ti (1995-99)
325e (eta engine)
Buick
Reatta
Cadillac
Catera
Chevrolet
Camaro (V6)
Cobalt Sport (2.4L) (2008)
Cobalt SS (2.4L) (2006-07)
Cobalt SS (2.0L SC) (2005-07)
Corvair (Turbo & 4-carb)
Malibu (all) (2008-11)
Chrysler
Cirrus (V6)
Conquest Turbo
Laser Turbo
PT Cruiser (Turbo) (2003-09)
Sebring (V6)
Daewoo
6-cyl models

Dodge
- Avenger (V6)
- Caliber SRT4
- Challenger (V6) (2009-11)
- Conquest Turbo
- Daytona IROC R/T
- Daytona Turbo (NOC)
- Lancer Turbo
- Neon *(1995-99)*
- Shadow (Turbo & V6, NOC)
- Spirit (4-cyl Turbo & V6)
- Spirit R/T
- SRT-4 (Neon chassis)
- Stealth (non-turbo)
- Stratus (V6)

Eagle
- Talon Turbo (FWD)

Ford
- Contour SE & Contour SVT (V6)
- Five Hundred
- Fusion (6-cyl)
- Mustang (4-cyl Turbo & V6) *(1979-93)*
- Mustang (V6) (1994-2010)
- Mustang SVO
- Probe (all) (1993-97)
- Probe (4-cyl Turbo & V6) (1989-92)
- Taurus SHO
- Tempo (V6)
- Thunderbird Turbo
- ZX2 S/R (1999-2003)

General Motors
- FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)

Honda
- Accord (V6)
- Civic Si (1986-87)
- Civic Si (2006-11)
- Civic Si Mugen (2008)
- CRX Si
- Prelude VTEC (1993-96)
- Prelude (2.3L DOHC) (1992-96)
- Prelude (1997-2001)

Hyundai
- Genesis Coupe (4-cyl Turbo) (2010-11)

Infiniti
- M30

Isuzu
- Impulse Turbo (all)

Jaguar
- X-type (2.5L) (2002-05)

Kia
- Forte & Forte Koup (2.4L)

Lexus
- ES 250
- ES 300
- GS 300

Lincoln
- LS (V6 sedans)

Mazda
- 323 GT Turbo (sedan)
- 323 GTX Turbo (AWD)
- 6 (V6) (2003-10)
- Mazdaspeed Protege
- Millenia S (Supercharged)
- MX-6 (4-cyl) (1993-97)
- MX-6 (V6 & 4-cyl Turbo, all)

Mercedes
- 190 (16v)
- 190 (2.6L)
- 280
- C230 (190 hp)

Mercury
- Capri (4-cyl Turbo & V6, US)
- Cougar (V6)
- Milan (6-cyl)
- Montego
- Mystique (V6)
- Topaz (V6)
- Merkur
- XR4Ti

Mitsubishi
- 3000 GT (non-turbo)
- Eclipse (2000-11)
- Eclipse Turbo (FWD)
- Galant (V6)
- Galant VR4
- Starion Turbo

Nissan
- 200SX (4-cyl Turbo & V6)
- 240SX (all)
- 300ZX (non-turbo) (1984-89)
- Altima (2002-11)
- Maxima (1992-2011)
- NX2000 (1991-93)

- Sentra (2.0L) (2000-01)
- Sentra SE-R (1991-94)
- Sentra SE-R (2002-11)
- Sentra SE-R Spec-V (2002-11)

Oldsmobile
- Calais W41

Peugeot
- 405 Mi16 (1989-92)
- 505 (1979-91)

Pontiac
- Firebird (V6)
- G8 (V6) (2008-09)

Plymouth
- Acclaim (V6 & 4-cyl Turbo)
- Neon *(1995-99)*
- Sundance (V6 & 4-cyl Turbo)

Saab
- 900 (V6) (1994-97)
- 9-2X Linear (2.5L)
- Turbo models (NOC)

Saturn
- ION Redline
- L series (6-cyl)

Subaru
- Impreza 2.5 (N/A)
- SVX

Toyota
- Camry (V6) (1992-2011)
- Celica All-Trac Turbo
- Celica GT (1994-2005)
- Celica GT-S (1986-93)
- Celica GTS (2000-03)
- Celica ST (1994-99)
- Supra (1982-86)
- Supra (1986½-92)

Volvo
- C30
- S60R
- V70R
- Turbo models (NOC)

Volkswagen
- 1.8L Turbo models (NOC) (2002-06)
- Beetle & New Beetle (1.8L Turbo)
- Corrado (all)
- Golf/GTI & Jetta (16v)
- Golf/GTI & Jetta (1.8L Turbo)
- Golf/GTI & Jetta (VR6 24v) (2002-05)
- GLI (2.0L Turbo) (2008-09)
- GTI (2006-11)
- Jetta (2.0L Turbo) (2006-11)
- Passat (1.8L Turbo)
- Passat (V6) (2002-08)
- Passat (V6, AWD)
- Passat (W8)
- Scirocco (16v)
- VR6 (FWD, NOC)

H Stock (HS)

Acura
- CL (4-cyl)
- Integra (1986-89)
- Integra (NOC) (1990-2001)
- RSX (non-Type S)
- TSX

Alfa Romeo
- 1300
- 1600
- 2000 (4-door sedans)
- Sedans (NOC)

AMC
- Gremlin (4-cyl & 6-cyl)
- Spirit (4-cyl & 6-cyl)

Audi
- 100 (non-S4)
- 4000 (all)
- 5000 (non-turbo)
- 80 & 90 (all)
- Coupe quattro (non-turbo)

Austin
- Mini (all)

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

BMW
- 1600
- 1800
- 1800ti
- 1800 TiSA
- 2000 CS Coupe
- 318 (NOC)
- 318i & 318is (1992-98)
- 320
- 7 series (6-cyl)

Chevrolet
- Aveo
- Beretta (NOC)
- Camaro (inline-4 & inline-6)
- Chevette
- Cobalt (2.2L, all) (2005-10)
- Corvair (2 carb, non-turbo)
- *Cruze*
- Nova (4- & 6-cyl, RWD) (1962-79)
- Nova (FWD) (1986-88)
- Spectrum (all)
- Sprint (all)
- Vega & Cosworth Vega

Chrysler
- 300M (1999-2004)
- Laser (non-turbo)
- PT Cruiser (non-turbo) (2001-2010)
- Sebring (4-cyl)

Daewoo
- 4-cyl models

Datsun
- 1200
- 1500 & 1600 Roadsters
- 210 & B-210
- 310 & 310 GX
- 510
- 610
- 710
- 810
- F10

Dodge
- 024 (1.7L)
- Avenger (4-cyl)
- Challenger (2.6L)
- Charger (non turbo, FWD) (1981-87)
- Colt (1600, FWD)
- Colt (1.8L 16v) (1993-94)
- Colt (1.4L & 1.5L, FWD)
- Colt (RWD)
- Colt Turbo (1984-88)
- Colt Turbo (16v)
- Daytona (4-cyl non-turbo)
- GLH (non-turbo)
- Intrepid
- *Neon (2000-05)*
- Omni (1.7L & 2.2L)
- Rampage (2.2L)
- Shadow (4-cyl non-turbo)
- Spirit (4-cyl non -turbo)
- Stratus (4-cyl)

Eagle
- Summit (1.8L 16v) (1993-96)
- Summit (non-turbo, NOC)
- Summit Turbo (16v)
- Talon (16v non-turbo)

- Fiat
  - 124 (all)
  - 128
  - 131 (Mirafiori)
  - 850 (all)
  - Brava
  - Strada
- Ford
  - Aspire
  - Contour (4-cyl)
  - Cortina (all)
  - Escort (all)
  - EXP (all)
  - Festiva
  - Fiesta
  - Focus & Focus SVT
  - Focus PZEV (2.3L)
  - Fusion (4-cyl)
  - Mustang (Inline-4 & Inline-6)
  - Mustang II (4-cyl & 6-cyl)
  - Pinto
  - Probe (4-cyl non-turbo) (1989-92)
  - Taurus (NOC)
  - Tempo
  - Thunderbird (V6 non-S/C) (1989-97)
  - ZX-2 & Escort ZX-2 (non-SR)
- Geo
  - Metro
  - Prizm
  - Spectrum
  - Storm (all)
- General Motors
  - FWD models (NOC)
  - RWD V6 models (NOC)
- Honda
  - 600
  - 800
  - Accord (4-cyl)
  - Civic (2006-11)
  - Civic (NOC)
  - Civic del Sol DX
  - Civic del Sol S & Si (1994-97)
  - Civic del Sol VTEC
  - Civic EX & Civic LX (1988-2011)
  - Civic Si (1989-91)
  - Civic Si (1999-2000)
  - Civic Si (2002-05)
  - CRX (non-Si)
  - *CR-Z*
  - Fit
  - Insight
  - Prelude (1979-91)
  - Prelude S (1992-96)
- Hyundai
  - Accent (1995-2011)
  - Scoupe (all)
  - Tiburon (all)
  - NOC
- Infiniti
  - G20
- Isuzu
  - Impulse (non-turbo)
  - I-Mark (all)
  - Stylus (all)
- Jaguar
  - 120
  - 140
  - 150
- Kia
  - Forte & Forte Koup (2.0L)
  - Optima
  - Sephia (1.8L)
  - Spectra5
- Lancia
  - Beta (all)
  - Scorpion
- Lotus
  - Cortina
- Mazda
  - 3 (2004-11)
  - 323 (1.6L 8v)
  - 6 (4-cyl)
  - 626 (all)
  - 808
  - 929
  - Cosmo
  - GLC (all)
  - Millenia (non-S)
  - MX-3 (all)
  - MX6 (4-cyl non-turbo) (1988-92)
  - *Protégé MP3 (2001)*
  - Protégé (NOC)
  - R100
  - RX-2
  - RX-3
  - RX-4

Mercedes
- NOC

Mercury
- Bobcat
- Capri (FWD)
- Capri (4-cyl & V6, German)
- Capri (4-cyl, US)
- Cougar (4-cyl) (1999-2002)
- LN-7 (all)
- Lynx (all)
- Milan (4-cyl)
- Mystique (4-cyl)
- Sable
- Scorpio
- Topaz (4-cyl)
- Tracer (all)

MG
- MGA
- MGB & MGB-GT
- MGC
- Midget (all)
- "T" Series

MINI
- Clubman (non-S) (2008-11)
- Cooper (non-S) (2002-11)

Mitsubishi
- Cordia (all)
- Eclipse (8v & 16v, non-turbo)
- Galant (4-cyl non-turbo)
- Lancer (non-turbo)
- Mirage (all)
- Precis
- Premier (all)
- Starion (non-turbo)
- Tredia (all)

Nissan/Datsun
- 200SX (4-cyl non-turbo)
- Altima
- Maxima (NOC)
- NX1600
- Pulsar (all)
- Sentra (1982-90)
- Sentra (1.6L) (1991-99)
- Sentra (1.8L) (2000-06)
- Sentra SE (2.0L) (1995-99)
- Stanza
- Versa (2007-11)

Opel
- 1100
- 1900 (all)
- GT
- Isuzu
- Manta

Peugeot
- 405 DL & 405 S

Pininfarina
- 2000

Plymouth
- Acclaim (4-cyl non-turbo)
- Arrow
- Champ
- Colt (1.5L)
- Colt (1.8L 16v) (1993-94)
- Horizon
- Laser (non-turbo)
- *Neon (2000-01)*
- Sapporo
- Scamp (2.2L)
- Sundance (4-cyl non-turbo)
- TC3
- Turismo

Pontiac
- T-1000
- Fiero (4-cyl)
- Firebird (inline-4 & inline-6)
- LeMans (FWD) (1988-93)
- Sunfire (2.2L)
- Vibe

Porsche
- 356 (non-Carrera)
- 912
- 924 (Audi engine)

Renault
- NOC

Saab
- NOC

Saturn
- 8v
- Astra (2008-09)
- DOHC models (NOC)
- Ion
- L series (4-cyl)

Scion
- tC (incl. Release Series 5.0, 2009) (2005-11)
- xA (2004-06)
- xB (2008-11)

Shelby

- Charger (non-turbo)
- Subaru
  - Impreza (NOC)
  - Legacy 2.5 GT
  - Sedan Turbo (NOC)
  - NOC
- Sunbeam
  - Alpine (4-cyl)
- Suzuki
  - Esteem GL
  - Forenza
  - Swift (all)
  - SX4 Sport (2007-11)
- Toyota
  - Camry (4-cyl)
  - Camry (V-6) (1988-91)
  - Celica (FWD; NOC)
  - Celica (RWD)
  - Corolla (all)
  - Cressida
  - Echo
  - Matrix (all)
  - Paseo
  - Prius
  - Starlet
  - Supra (1979-81)
  - Tercel
  - Yaris
- Triumph
  - GT6
  - Spitfire
  - TR2
  - TR250
  - TR3
  - TR4
  - TR4A
  - TR6
  - TR7
- Volkswagen
  - air-cooled models (all)
  - diesel models (all)
  - Beetle (2.0L)
  - Dasher
  - Fox
  - Golf/GTI & Jetta (8v, all)
  - *Golf TDI*
  - Jetta (2.5L) (2005-11)
  - Jetta TDI (2005-06, *2009-11*)
  - New Beetle (NOC)
  - Passat (4-cyl non-turbo)
  - Quantum
  - Rabbit & GTI (all, NOC)
  - Rabbit (2007-09)
  - Scirocco (8v)
- Volvo
  - P1800
  - NOC
- Yugo
  - all
- RWD pickup trucks (NOC)

STREET TOURING CATEGORY

Vehicles eligible for this category must meet the Stock category eligibility requirements as a minimum. Note that 3.2 VEHICLE CLASSIFICATION also applies to the Street Touring Category, including adding or removing cars to/from the exclusion lists. For listings below, a sports car-based vehicle would include those that are 2+2 variants of 2-seat sports cars.

Street Touring Class (ST)

Class Requirements and Restrictions:
- Coupes/Sedans - 4 seats minimum (non-sports car-based)
- Engine Displacement:
  - Up to 3.1L normally aspirated
    or
  - Small turbocharged engines specifically listed below
- No Limited-Slip Differentials except factory standard viscous types
- No Electric or Hybrid-Electric vehicles

Example Classifications:
- Acura RSX
- BMW 3 Series (non-M)
- Ford Focus SVT
- Honda Civic
- Mazda Protégé
- MINI Cooper (non-S)
- Nissan Sentra SE-R
- Nissan 240SX
- Subaru Impreza 2.5RS

Also Included (Small Turbos):
- Audi A4 1.8T
- Audi TT Coupe & Roadster (non-quattro)
- Mazda 323 GT & GTX
- Volkswagen Golf, Jetta, Passat, & Beetle 1.8T
- Volkswagen Golf, Jetta, Passat, & Beetle TDI
- Volvo S40 (non-T5) & V40

Excluded examples:
- Datsun 280Z 2+2
- Porsche (all)
- Sports cars, sports car-based models

Street Touring Class S (STS)

Class Requirements and Restrictions:
- Sports Cars w/ 2 seats
- Engine Displacement:
  - Up to 1900cc, normally aspirated
- No Limited-Slip Differentials except standard viscous types
- No Electric or Hybrid-Electric vehicles

Example Classifications:
- Honda CRX
- Honda del Sol
- Mazda Miata (1990-97)
- Mazda RX-7 (non-turbo)
- Toyota MR2 (1985-89)

Excluded:
- Lotus (all)
- Mazda Miata (1999-2010)
- Toyota MR2 Spyder (2000-05)

Street Touring Class X (STX)

Class Requirements and Restrictions:
- Coupes/Sedans - 4 seats minimum (non-sports car based)
- Engine Displacement:
  - Up to 5.1L normally aspirated
    or
  - Up to 2.0L forced induction (turbocharged/supercharged)
- No Electric or Hybrid-Electric vehicles

Example Classifications:
- Audi A3, A4, & TT Quattro
- Acura Integra Type R

BMW M3 (E30 chassis) (1988-91)
Chevrolet Cobalt SS (Turbo)
Honda Civic Si (2006-10)
Mazda RX-8
MazdaSpeed Protégé
MINI Cooper S & Cooper S JCW
Nissan Sentra SE-R Spec V
Subaru Impreza WRX (2.0L Turbo, non-STI)
Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)
Volkswagen R32
ST-eligible cars

Excluded:
Audi S4 (V8)
BMW M3 (E36, E46, & E90 chassis) (1995-2010)
BMW M5 (all)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (Turbocharged) (2009-10)
Sports cars & sports car-based models

Street Touring Class U (STU)

Class Requirements and Restrictions:
Coupes/Sedans - 4 seats minimum
Engine Displacement
Any normally aspirated or
Up to 3.1L forced induction (turbocharged/supercharged).
No Electric or Hybrid-Electric vehicles

Example Classifications:
Audi S4
BMW 3 Series (E90 chassis, including M3) (2006-10)
BMW M3 (E36 chassis) (1995-99)
Chevrolet Camaro (5.7L)
Mitsubishi Lancer Evolution
Mitsubishi Lancer Ralliart (all)
Pontiac GTO
Subaru Impreza WRX STI
Volvo S60R
ST & STX eligible cars

Excluded:
BMW M5 (E39 & E60 chassis) (2001-10)
Sports cars & sports car-based models

Street Touring Supplemental Class R (STR)

Only cars listed below are eligible:
BMW M Coupe & M Roadster (1998-2000)
BMW Z3 (non-M)
BMW Z4 (non-turbo, non-M)
Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)
Honda S2000
Mazda Miata (non-MazdaSpeed)
Mazda MX-5 Miata (2006-09)
Mazda RX-7 (non-turbo)
Nissan 350Z
Pontiac Fiero
Pontiac Solstice (non-turbo)
Porsche 911 Carrera (3.2L) (1984-89)
Porsche 924, 944 (non-turbo), & 968
Toyota MR2 (normally aspirated) & MR2 Spyder
Saturn Sky (non-turbo)

STREET PREPARED CATEGORY

STREET PREPARED CLASS A (ASP)

Chevrolet
- Corvette (1997-2004) (C5 chassis)
- Corvette (2005-11) (C6 chassis)

Dodge
- Viper

Elva
- Courier

Ferrari
- 355
- 360
- Dino 206 & 246 (all)
- F430 (all)

Ford
- GT

Griffith
- (all)

Lotus
- 7 & 7A
- Elan (RWD)
- Elan M100 (FWD, all)
- Europa (all)
- Elise, Exige, & Exige S (2005-11)
- Elite 2+2 & Eclat
- Esprit (4-cyl, all)
- Esprit (V8)

Mazda
- RX-7 (1993-95) (Turbo)

Morgan
- V8 all
- +4 (2138 cc, all)

Nissan
- GT-R

Porsche
- 911 Turbo (AWD)
- 911 GT2 (2002-05)
- 911 GT3 *(996 & 997, all)*
- 911 (3.6L air-cooled, non-turbo)
- 911 Turbo & 930 (to 3.3L)
- 911 Turbo & Turbo S (3.6L air-cooled)

Tesla
- Roadster (2008-11)

TVR
- 4-cyl & 6-cyl (all)
- V8 (all)

Sports cars over 2.0L not otherwise classified.

(See Section 15.1.C for update/backdate limitations.)

Street Prepared Class B (BSP)

BMW
- 128 & 135 (2008-11)
- 328 & 335 (2006-11)
- M Coupe, M Roadster, & Z3 (6-cyl)
- M3 & M3 Lightweight (E36 chassis)
- M3 (E46 chassis)
- *Z4 (Coupe & Roadster)*
- Z8

Bricklin

Chevrolet
- Corvette (1953-54)
- Corvette (1955-57)
- Corvette (1958-62)
- Corvette (1963-67)
- Corvette (1968-82)
- Corvette (1984-96) (all)

Chrysler
- Crossfire & Crossfire SRT6

DeLorean

DeTomaso
- Mangusta (all)
- Pantera (all)

Dodge
- Stealth Turbo

Ferrari
- 250 (non-LM)
- 275
- 308 Coupe & Spider
- 330
- 365 Daytona GTB & GTC

Honda
- S2000

Jaguar
- E-type (all)

Mazda
- MazdaSpeed Miata
- RX-7 Turbo (1986-92)
- RX-8

Mercedes-Benz
- CLK 320 & CLK 32 AMG

Mitsubishi
- Lancer Evolution (2003-11)
- 3000GT Turbo

Nissan & Datsun
- 240Z, 260Z, 280Z, 280ZX, & 280ZX Turbo
- 300ZX Turbo (1984-89)
- 300ZX Turbo (1990-96)
- 350Z

Pontiac & Saturn
- Firebird Firehawk SLP (1990-92) (3rd gen, 383cid)
- Firebird Firehawk SLP (1993-2002) (4th gen, 383cid)
- Solstice GXP & Sky Redline

Porsche
- 911 (3.2L max, non-turbo) (1965-89)
- *911 Carrera 2 & 911 Carrera 4*
- *911 Club Sport*
- *911 (non-turbo, NOC)*
- *914/6 (all)*
- *924 (all incl. Turbo)*
- *944 (all incl. Turbo)*
- 928
- *968*
- Boxster & Cayman (all)

Saleen
- Mustang S281E & Mustang (NOC)

Shelby
- Cobra 289

Subaru
- Impreza WRX STI (2004-07)
- Impreza GT, WRX, & WRX STI (2008-11)

Sunbeam
- Tiger (260 & 289)

Toyota
- *MR2 (all incl. Turbo) (1991-95)*
- Supra Turbo (1993½-98)

Triumph
- TR-8

Street Prepared Class C (CSP)

Audi
- TT (1.8T, FWD & quattro)
- TT (3.2L, quattro)
- Quattro Turbo Coupe

BMW
- Z3 (4-cyl)
- M3 (E30 chassis)

Datsun
- Roadster (1500, 1600, & 2000)

Fiat
- Abarth (all)
- 124 Spider *(1975-78)* & 2000 Spider (non-turbo)
- 2000 Spider Turbo

Honda
- Civic (1.5L) (1984-87)
- Civic & CRX (1988-91)
- CRX (1.5L) (1984-87)

Jensen-Healey

Lancia
- Scorpion

Lotus
- Cortina
- Elite (1216cc)

Mazda
- MX-5 Miata (1990-2005)
- MX-5 (2006-11)
- RX-2 & 616
- RX-3, RX-3SP, & 808 Mizer
- RX-7 (non-turbo) (1978-85)
- RX-7 (non-turbo) (1986-92)

Morgan
- 4/4

Pininfarina
- 2000

Pontiac & Saturn
- Fiero (V6)
- Solstice & Sky

Porsche
- 356 & 1600
- 924S & 944 (8v)
- Carrera (4-cyl, all)

Toyota
- MR-2 & MR-2 Supercharged (1st gen) (1985-89)
- MR2 Spyder (2000-05)
- Supra (1979-81)

Sedans over 1.7L & under 3.0L not otherwise classified.

Sports cars under 2.0L not otherwise classified.

(See Section 14.1.C for update/backdate limitations.)

Street Prepared Class D (DSP)

Acura
- Integra (1990-93)
- Integra (incl. Type R) (1994-01)
- RSX (all)

Alfa Romeo
- 1600 Coupes & Spiders (all)
- 1750 & 2000 Coupes & Spiders (all)
- GTV V6 (all)
- Milano

Audi
- A4 (1.8T, FWD & quattro) (1995-01)
- A4 (1.8T, FWD & quattro) (2002-05)
- Coupe GT & Quattro (1980-88)

BMW
- 325 & 328 (E30 chassis)
- 323, 325, & 328 (E36 chassis)
- *323, 325,* 328 & 330 (E46 chassis, non-M3)
- 3 Series (16v, NOC)
- Bavaria

Chevrolet, Pontiac, Buick, Oldsmobile, & Geo
- Cobalt SS (N/A) (2005-07)
- Cobalt SS Supercharged (2005-07)
- Cobalt SS Turbo (2008-10)
- HHR SS Turbo
- J Body (4-cyl Turbo, Quad 4 DOHC, & V6)
- L Body (Quad 4 & V6)
- N Body (4-cyl Turbo, Quad 4, & V6)
- Spectrum Turbo (1985-89)
- Storm GSi (1985-89)
- X Body (V6)

Chrysler, Plymouth, & Dodge
- Acclaim (V6 & Turbo)
- Charger GLH-S
- Conquest & Starion (non-turbo)
- Daytona Turbo
- Daytona (V6)
- GLH-S & GLH Turbo
- Laser Turbo (NOC) & K-car Turbo
- Shadow (4-cyl Turbo & V6)
- Shelby Charger Turbo
- Spirit (4-cyl Turbo & V6)
- SRT-4
- Sundance Turbo

Dodge & Mitsubishi
- Colt Turbo & Mirage Turbo (1984-88)
- Colt Turbo & Mirage Turbo (1989-92)

Eagle
- Summit Turbo (16v) (1989-90)

Fiat & Bertone
- X1/9 (all)

Ford & Mercury
- Capri (4-cyl & 6-cyl) (1971-77)
- Capri (1991-95)
- Contour SVT
- Cougar (1999-2002)
- Focus SVT
- Fusion & Milan (6-cyl) (2006-11)
- Probe (Turbo & V6)

Honda
- Civic Si (1999-2000)
- Civic Si (2002-05)
- Civic Si (2006-11)
- Del Sol (DOHC)
- Prelude 4WS
- Prelude (1983-2001) (NOC)

Hyundai
- Tiburon

Isuzu
- I-Mark LS (16v & Turbo, FWD) (1985-89)
- I-Mark RS (16v & Turbo, FWD)
- Impulse RS Turbo (AWD) (1990-93)
- Impulse Turbo & RS (RWD) (1983-89)
- Impulse XS (16v non-turbo) (1990-93)
- Impulse (16v & Turbo)
- Stylus XS & RS (16v) (1990-93)

Kia
- Forte Koup (2010-11)

Lexus
- IS300

Maserati
- BiTurbo

Mazda
- 323 GT & GTX (AWD)
- 6 (6-cyl)
- Mazdaspeed 3
- Mazdaspeed Protege
- MX-6 (Turbo & V6)
- Spec Miata (See 15.0 for preparation allowance requirements)

Mercedes
- 190 (all) (1984-93)
- C230

Merkur
- XR4Ti

MINI
- Cooper S (+ JCW & JCW GP)

Mitsubishi
- Cordia Turbo
- Eclipse (2000-11)
- Galant (all)
- Tredia Turbo

Nissan & Datsun
- 200SX SE-R
- 200SX Turbo
- 200SX (V6)
- 240SX
- Maxima
- Pulsar (16v)
- Pulsar NX Turbo
- Sentra (2.0L) (1995-99)
- Sentra (2.0L) (2000-01)

Pontiac & Toyota
- Corolla XRS (2005-06), Matrix XRS (2003-06), & Vibe GT (2003-06)
- Matrix & Vibe (AWD) (2003-08)

Porsche
- 914 (4-cyl)
- 924 (Audi engine)

Renault
- Fuego Turbo
- R5 Turbo

Saab
- 99, 99 EMS, & 99 Turbo
- 900 & 900 Turbo (1979-93)
- 900 & 900 Turbo (1994-98)

Saturn
- Ion (all) & NOC

Subaru
- Impreza 2.5
- Legacy & Outback (6-cyl, all) (1998-2004)
- Legacy & Outback (6-cyl, all) (2005-11)

Toyota
- Camry V6
- Celica (2000-05)
- Celica All-Trac (all)
- Corolla FX16
- Supra (1982-86)

Volkswagen
- Corrado (all)
- Golf & Jetta (VR6)
- Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)
- New Beetle Turbo
- Passat VR6
- R32

Volvo
- 240 Series Turbo (all)
- C30 (2006-09)

6-cyl (n/a) & 4-cyl (mechanically forced-induction) 2WD sedans under 3.0L not otherwise classified.

(See Section 15.1.C for update/backdate limitations.)

Street Prepared Class E (ESP)

AMC
- AMX & Javelin (all)

Audi
- 5000 Turbo, 5000 Turbo quattro, 200, & 200 quattro
- A8 & A8 quattro
- RS4 (2007-08)
- V8 quattro

BMW
- 2500 & 2800 (all)
- 3.0S & CS (all)
- 528, 530, & 533 (all)
- 633i & 733i (all)

Chevrolet, Pontiac, Buick, & Oldsmobile
- Camaro & Firebird (1967-70)
- Camaro & Firebird (1970½-81)
- Camaro, Firebird, & Firehawk (1982-92) (3rd gen)
- Camaro, Firebird, SS, Firehawk, & WS6 (1993-2002) (4th gen)
- *Camaro (2010-11)*
- Chevelle (1964-67)
- Chevelle (1968-72)
- Corvair Yenko Stage I, II, & III (all)
- Lumina
- Monza (V8) & Skyhawk (V6)
- Reatta
- Regal(1980-88) (V6 & V8, RWD)
- Starfire & Sunbird (V6, all)
- Trans Am Turbo (1982-92)

Chrysler, Plymouth, & Dodge
- Barracuda (1965-69) & Dart, Duster, & Valiant (1963-76) (A-body)
- Barracuda & Challenger (E-body) (1970 -74)
- *Challenger (2008-11)*
- Challenger (6-cyl & V8, NOC)
- *Charger (2006-11)*
- Conquest Turbo
- Laser (Turbo, all) (1989-99)
- Stealth (non-turbo)
- Dakota (1997-04)

Dodge, Mitsubishi, & Eagle
- Colt & Mirage (1984-88)
- Colt, Mirage, & Summit (1989-92)
- Colt, Mirage, & Summit (1993-96)
- Mirage (1997-2002)

Eagle
- Talon Turbo (all) (1989-99)

Ferrari
- 400 America (all)
- 500 Superfast (all)

Ford & Mercury
- Cougar (1965-70)
- Cougar (1971-74)
- Mustang (1964½ -66)
- Mustang & Cougar (1967-68)
- Mustang & Cougar (1969-70)
- Mustang & Cougar (1971-73)
- Mustang II (all) (1974-78)
- Mustang, SVO, Cobra, Cobra R (1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
- Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
- Mustang (S197 chassis) (2005-*11*)
- Taurus SHO
- Thunderbird & Cougar (1983-88)
- Thunderbird & Cougar (1989-97)

Hyundai
- Genesis (2009-11)

Infiniti
- G35
- M30
- Q45

Jaguar
- Sedans (6-cyl & 12-cyl)
- XJS (all)
- XK 120, 140, 150, & 160

Lexus
- ES250
- 400

Mazda
- 929
- MazdaSpeed 6

Mercedes

230SL, 250SL, & 280SL (all)
350SL, 380SL, & 450SL (all)
220, 230, 250, & 280 Sedans (all)
280 (4.5L, all) & 300 (6.3, all) Sedans

Mitsubishi
3000 GT (non-turbo)
Eclipse Turbo (1989-99)
Starion Turbo

Nissan
300ZX (non-turbo) (1984-89)
300ZX (non-turbo) (1990-96)

Peugeot
405

Saab
SPG (16v & Turbo)

Saleen
Mustang 302 & 351 (non-supercharged) (1984-93)

Shelby
GT350 (1965-66)
GT350 & GT500 (1967-70)

Subaru
Forester 2.5XT
Legacy 2.5GT (2005-11)
Impreza WRX (non-STI) *(2002-07)*

Toyota
Supra (all) (1986½-92)
Supra (non-turbo) (1993-96)

Volvo
700 Series (all)
800 Series (all)
S60 & V70

Volkswagen
Passat W8 4Motion

American 6-cyl & V8 sedans & pick-ups not otherwise classified.

Other sedans over 3.0L not otherwise classified.

(See Section 15.1.C for update/backdate limitations.)

Street Prepared Class F (FSP)

Acura
Integra (1986-89)
Legend

Alfa Romeo
1300cc models (all)
1600cc sedans (all)
1750 & 2000 sedans (all)
Alfetta GT

AMC
(4-cyl, all)

Audi
80 (all)
90 (all)
100LS (all)
4000 (all)
5000

Austin
America (all)
Mini & Mini Cooper (850, 970, 997, 998, 1071, & 1275, all)

Austin-Healey
Sprite (all)
100-4, 100-6, & 3000

BMW
1600
1800ti & 1800 TiSA
1600-2, 1602, & 2002 (+ tii)
318i (NOC)
318ti (E36 chassis)
320i

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki
Beretta (4-cyl)
Camaro (4-cyl) (1982-86)
Chevette & T1000
Citation & Omega
Corvair (non-Yenko)
Fiero (4-cyl)
Firebird (4-cyl) (1982-86)
Metro & Swift (1985-88)
Metro & Swift (1989-93)
Monza (NOC), Starfire, Omega, Astre, & Skyhawk (RWD)
Phoenix & Skylark
Prism
Spectrum (1.5L non-turbo) (1985-89)

- Spectrum (NOC)
- Sprint & Sprint Turbo
- Storm (12v, base model) (1989-93)
- Sunbird (4-cyl)
- Vega & Cosworth Vega

Chrysler, Plymouth, & Dodge
- Acclaim (4-cyl non-turbo)
- Arrow 1600, 2000, & 2600
- Champ (non-turbo, all)
- Colt (non-turbo, FWD)
- Colt (8v non-turbo)
- Colt (1600 & 2000, RWD)
- Daytona (non-turbo)
- Horizon, TC3, & Turismo (1.7L, 1.8L, & 2.2L)
- Laser (non-turbo) (1989-99)
- Neon (all) (1994-99)
- Neon (2000-05)
- Omni, 024, & Charger
- Rampage (2.2L)
- Sapporo (1600, 2000, & 2600)
- Shelby (2.2L non-turbo) (1983-84)
- Spirit (4-cyl non-turbo)

Dodge, Mitsubishi, & Eagle
- Colt & Mirage (non-turbo) (1984-88)
- Colt, Mirage, & Summit (non-turbo) (1989-92)
- Colt, Mirage, & Summit (non-turbo) (1993-96)

Eagle
- Talon (non-turbo) (1989-99)

Fiat
- *124 (1966-74)*
- 128
- 131 & Brava
- 850 Sedan
- 850 Coupe & Spider
- Strada

Ford & Mercury
- Capri II (1976-77)
- Cortina
- Escort, Escort GT, & Tracer (1991-96)
- Escort, ZX2, & Tracer (1997-2002)
- Escort, EXP, Lynx, & LN7 (1981-90)
- Festiva
- Fiesta
- Focus (NOC)
- Fusion & Milan (4-cyl)
- Mustang II (4-cyl) (1974-78)
- Mustang & Capri (4-cyl non-turbo)
- Pinto & Bobcat (1600, 2000, & 2300)
- Pinto Wagon (2000, 2300, & 2600)
- Probe (4-cyl non-turbo)

Honda
- Accord (1976-81)
- Accord (1982-11)
- Civic (1973-79)
- Civic (1980-83)
- Civic & CRX (1.3L) (1984-87)
- Civic (1992-95) & Del Sol (1992-96) (SOHC)
- Civic (non-Si) (1996-2000)
- Civic (non-Si) (2001-05)
- Civic (non-Si) (2006-11)
- Prelude (1979-82)

Hyundai
- Elantra
- Excel
- Scoupe
- NOC (all)

Infiniti
- *G20*

Isuzu
- I-Mark (1.5L non-turbo)
- FWD models (1985-89)
- I-Mark RS (16v) (1985-89)
- I-Mark (RWD) (1980-85)
- Impulse (non-turbo) (1983-89)
- Stylus S (12v) (1990-93)

Kia
- Spectra (1.8L 4-cyl)

Lancia
- Beta & Zagato (1975-83)

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)
- Protégé (1989-98)
- Protégé (1999-2003)
- R-100
- RX-4

MG
- 1100, 1300 Sedan (all)
- A (all)
- B & B GT (all)
- C & C GT (all)
- Midget (948, 1098, 1275, & 1500, all)

MINI
- Cooper (non-S) (2002-11)

Mitsubishi
- Cordia (non-turbo)
- Eclipse (1989-99) (non-turbo)
- Lancer (non-turbo)
- Mirage (1997-2002) (non-turbo)
- Tredia (non-turbo)

Nissan & Datsun
- 1200
- 200 SX (1976-79)
- 200 SX (1980-83)
- 200 SX (1984-88)
- 210
- 310
- 510 (1968-73)
- 510 (1978-81)
- 610
- 710
- B210
- F-10
- NX1600
- NX2000, Pulsar, Sentra, & Sentra SE-R (1991-94)
- Pulsar & Pulsar NX (non-turbo, all)
- Stanza (all)

Opel
- 1900 & Manta
- GT 1100
- GT 1500 & 1900
- Kadett 1100
- Kadett 1500 & 1900

Pontiac & Toyota
- Corolla, Matrix, & Vibe (2003-08) (NOC)

Peugeot
- 405 DL & 405 S

Porsche
- 912
- 912E

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

Saab
- Sonnet (1968-74)

Saturn
- *SL (1991-95), SW (1993-95), & SC (1991-96)*
- *SL (1996-99), SW (1996-99), & SC (1997-2000)*
- *SL (2000-02), SW (2000-02), & SC (2001-02)*

Scion
- tC

Sunbeam
- Alpine (all)

Subaru
- Turbo 4WD (all, NOC)
- Forester (non-turbo)
- Impreza (NOC)
- Legacy & Legacy GT

Suzuki
- Aerio

Toyota
- Camry (4-cyl)
- Celica (1970-77)
- Celica (1978-81)
- Celica (1982-85)
- Celica (FWD) (1986-89)
- Celica (FWD) (1990-93)
- Celica (1994-99)
- Corolla 1200
- Corolla (1600 & SR-5) (1970-79)
- Corolla (1600 & 1800, RWD) (1980-83)
- Corolla GTS (AE86) (1984-87)

- Corolla GTS (AE92, FWD) (1990-91)
- Starlet
- Tercel

Triumph
- GT-6
- Herald (all)
- Spitfire
- TR-2 & TR-3
- TR-4 & TR-4A
- TR-250 & TR-6
- TR-7

Volkswagen
- Beetle (RWD)
- Cabriolet (1985-92)
- Dasher & Quantum (4-cyl, all)
- Fox GL
- Golf & Jetta (8v, A2 chassis) (1985-93)
- Golf & Jetta (16v, A2 chassis)
- Golf, Jetta, & Cabrio (8v, A3 chassis) (1993-98)
- Golf, Jetta, & Beetle TDI
- Karmann Ghia
- Passat (all, NOC)
- Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (8v, A1 chassis) (1975-92)
- Rabbit (2.5L 5-cyl, A5 chassis) (2006-09)
- Scirocco (16v)

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

Yugo
- (all)

Sedans under 1.7L not otherwise classified.

4-cyl & rotary RWD mini-pickups.

(See Section 15.1.C for update/backdate limitations.)

STREET MODIFIED CATEGORY

Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of all engines will be classified on a basis of adding 1.4L to the actual displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to 0.9 liters times the number of rotors, plus the volume determined by the difference between the maximum and minimum capacity of the working chamber times the number of rotors.
4. *Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight of 2900 lbs for SSM class and 3100 lbs for SM class. Category weight adjustments (e.g., tire size) are allowed.*

Weight Adjustments

Cars running tires with a rated width of 275 mm or less on all four wheels may compete at a minimum weight 200 lbs less than their calculated weight.

STREET MODIFIED CLASS (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts).

Excluded Vehicles:

Porsche (all)

Lotus (all)

Nissan/Datsun Z-car 2+2; pre-1990

Honda CRX

MGB GT

Triumph (all)

Minimum Weight Calculations (without driver):

FWD: 1550 lbs + 125 lbs per liter

RWD: 1800 lbs + 200 lbs per liter

AWD: 1800 lbs + 300 lbs pre liter

Engine behind driver: +25 lbs per liter

Tire width 275mm or less (all): -200 lbs

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

Super Street Modified Class (SSM)

Eligible Vehicles:

All two-seat cars not excluded below.

All SM eligible sedans/coupes excluded from SM.

All SM eligible vehicles.

Excluded Vehicles:

Lotus (all except Elise, Exige, & Esprit)

Vehicles not meeting minimum weights

Minimum Weight Calculations (without driver):

FWD: 1350 lbs + 125 lbs per liter

RWD: 1600 lbs + 200 lbs per liter

AWD: 1600 lbs + 300 lbs per liter

Engine behind driver: +25 lbs per liter

Tire width 275mm or less (all): -200 lbs

Regardless of the weight formulas above, no car will be required to weigh more than 2900 lbs.

Street Modified Supplemental Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

2-seater: 1650 lbs + 125 lbs per liter

4-seater: 1550 lbs + 125 lbs per liter

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

(Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight adjustment as stated in the SM class.)

PREPARED CATEGORY

Prepared Class X (XP)

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automotive drivetrain. Any vehicle meeting the requirements of 17.A.2, listed in another Prepared class in Appendix A, specifically listed in CP, DP, EP, FP, or GP that is not required to run at 17.11.A specified weights or listed below is eligible for XP. 17.11.A does not apply. “In-excess” cars per 17.11.A are not eligible for XP.

1. BODYWORK AND STRUCTURE

a. Chassis components attached by removable fasteners (e.g. bolt-on subframes) may be modified or replaced without penalty.

b. Front hoods, engine covers, trunk lids, hatches, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. Fenders may be flared as per Prepared (17.2). Unibody fender may be replaced as described in 17.2.S. Non-metallic fender liners may be modified, replaced, or removed. Body panels may be attached with removable fasteners (e.g. Dzus).

c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position.

Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6” forward of the rear axle, more than 0 inches beyond the rearmost portion of the bodywork, or more than 6 inches above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose.

Wing endplate surface area is limited to 200 square inches each and the number of endplates is limited to a maximum of two. For

convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle.

Front splitters are allowed and shall be installed parallel to the ground (within +/-3 degrees fore and aft) and may extend a maximum of 6 inches forward of the frond bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

d. Steering wheel, pedals, and driver's seat must be completely to the left or right of vehicle centerline.

e. Exhaust may exit through the bodywork. Rocker panels may be modified for exhaust routing.

f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.

g. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.

2. WHEELS

Any size wheel may be used. Wheel size does not affect minimum weight.

3. SHOCK ABSORBERS & SPRINGS

a. Section 17.5.G, which restricts the type of shocks authorized by 17.5.C, does not apply.

b. Active/reactive suspension systems incur a minimum weight adjustment, including standard parts.

4. BRAKES

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.

5. SUSPENSION CONTROL

Any front and rear suspension system type (MacPherson/Chapman strut, double A-arm, live axle, etc.) may be used.

6. ELECTRICAL SYSTEM

Any ignition system is permitted. The number of spark plugs may be changed.

7. ENGINE & DRIVE TRAIN

a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.

b. Drive train and related systems (induction, ignition, fuel, electrical, cooling, oiling, etc.) and components (mounts, clutch, flywheel, etc.) are unrestricted except as noted.

c. The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal).

d. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.

e. Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

8. OTHER

Vehicles exceeding these rules and prepared to the GCR/GTCS or GCR/PCS are not eligible for this class.

9. MINIMUM WEIGHTS

a. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.

2. Turbocharged or supercharged versions of all engines will be classified on a basis of 1.4 times the actual displacement.

3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A, 10.a. Example: weight for a 1837cc RWD car is 1200 + (1.837 x 200) = 1567 lbs.

RWD: 1200 lbs + 200 lbs per liter

FWD: 1200 lbs + 150 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Cars with engine located behind driver: + 20 lbs/liter

Cars equipped with ABS: + 50 lbs

Cars equipped with traction/stability control: + 50 lbs

Cars equipped with active/reactive suspension: + 100 lbs

Factory Five - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

Mosler - All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

MT900S

MT900R XP

Noble - All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

M12

M12GTO

M400

Rossion - With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Q1

Shelby

Cobra (1963-67)

Superformance - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

TVR

Griffith Series 200 & Series 400

Prepared Supplemental Class B (BP)

NOTE: BP is not a National-level class. All vehicles currently classed in BP are eligible for XP under Section 17.0.A.2, provided the vehicle complies with the XP preparation allowances. Competitors are reminded that XP does not allow vehicles that take the “in-excess” weight penalty under 17.11 or that have floor or firewall modifications previously allowed in the BP section of Appendix A. These cars may be required to run in their appropriate Modified class.

** indicates Induction: one four-barrel carburetor restricted to 1-11/16” throttle bore or fuel injection.

Engine Coolant flow direction is unrestricted.

U.S. produced 6-cyl & 8-cyl engines are allowed alternate-stroke crankshafts; crankshaft angles must remain standard.

U.S. produced 6-cyl & 8-cyl engines manufactured by a particular corporation may be interchanged with ones of similar configuration from the same corporation (e.g., a Chevrolet engine would be allowed in a Pontiac). Corporate engine substitutions include induction systems and thus no weight penalty is incurred for using the OE induction from the substituted engine.

Similar configuration is defined as having the same number and arrangement (i.e. V, Straight, Flat, etc.) of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to block mounting surface in the same plane as the standard part.

Alternate iron or aluminum cylinder heads may be used on U.S. produced 6-cyl & 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (siamesed intake ports, 2v per cylinder, all valves inline) direct replacement type.

Vehicles using Mazda rotary engines, which are currently permitted to use 13B engines, may alternatively use the Renesis RX-8 engine.

The floor in the driver/passenger compartment may be replaced but must maintain the basic shape and position of the original floor; i.e., flat and horizontal, relative to the car and rocker panels. It may not be curved, angled, recessed, or channeled between the rockers and may be made of steel and/or aluminum only. Replacement floors may be modified per 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per 17.2.F.

An alternate hood is allowed which has a bulge no more than four inches, measured off of the original base model hood, for induction clearance.

The bulge may open to the front, rear, or to either or both sides. If the original base model hood has a 2 inch bulge, then an addition of 2

inches is allowed, if the base model has a 3 inch bulge, then 1 inch is allowed, etc. There is no allowance for non-standard heat extraction vents.

Wheel size allowances are as per 17.4

Minimum weights are determined from the following tables according to engine type and displacement. The block may bored and/or sleeved to achieve allowed displacement.

Weight table:

Normally Aspirated Piston Engine

Displacement (cc)	(ci)	Weight (lbs)
0 - 5	(0 - 311.2)	2450
5100 - 6000	(311.3 - 366.1)	2600
6000 - 6500	(366.2 - 396.6)	2700
6500 - up	(396.7 - up)	2800

Turbocharged Piston Engine

Displacement (cc)	(ci)	Weight (lbs)
0 - 2700	(0 - 164.7)	2200
2700 - 3200	(164.8 - 195.2)	2300
3200 - up	(195.3 - up)	2600

Turbocharged Rotary Engine

Displacement	Weight (lbs)
All	2300

Chevrolet

Corvette (1953-62) **

Corvette (1963-82)

May use any 2v-per-cyl Chevrolet V-8 engine.

May use transverse leaf front spring.

Corvette (1984-96) **

Corvette (1997-2004)

Corvette (2005-10)

Chrysler

Conquest (Turbo)

Dodge

Viper **

1-3/8 in. restrictor plate required

DeTomaso

Pantera

Factory Five Racing (production-based Ford V8 2v OHV [pushrod], N/A)

(17.10.I.1 still applies)

65 Roadster (MKI, II, III)

Challenge Series Roadster

Ford
- Mustang (1994-2004) (w/ IRS)
- Mustang Cobra (2003) (Supercharged) 2900 lbs

Jaguar
- XJS (Weber 44 mm IDF carbs)

Mazda
- RX 7 Turbo (12A or 13B motor) (1987-92)
- RX-7 (12A or 13B motor, Turbo) (1993-95)

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 **
- 930 Turbo Carrera
- 944 Turbo
  - Alt. Spec: Head: 944 104 02500
  - Block: 944 101 00900
  - 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
  - Transaxle: Hewland KP 300

Nissan
- 280 ZX Turbo
- 300 ZX (1984-89)

Shelby
- Cobra

Sunbeam
- Tiger

Toyota
- Supra Turbo (4v cyl head) (1986½-92)
- Supra (1993-98)

TVR
- Griffith V8

Prepared Class C (CP)

Unless otherwise listed, the minimum weights will be determined from the following tables according to engine type and displacement.

Minimum weight is based on actual displacement. The block may be bored and/or sleeved to achieve allowed displacement.

Engine Coolant flow direction is unrestricted.

US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain stock.

US-produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular corporation may be interchanged with ones of similar configuration from the same corporation (e.g., a Chevrolet engine would be allowed in a Pontiac or a Ford 351W would be allowed in a Fox chassis Mustang). Corporate engine substitutions include induction systems and thus no weight penalty is incurred for using the OE induction from the substituted engine.

Similar configuration is defined as having the same number and arrangement (e.g., V, Straight, Flat, etc.) of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part.

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (Siamese intake ports, two valves per cylinder, all valves inline) direct replacement type.

The floor in the driver/passenger compartment may be replaced, but must maintain the basic shape and position of the original floor, i.e., flat and horizontal, relative to the car and rocker panels. It may not be curved, angled, recessed or channeled between the rockers, and may be made of steel and / or aluminum only. Replacement floors may be modified per 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced, but must be in approximately the same location as the original, and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and / or aluminum only and may be modified per 17.2.F.

An alternate hood is allowed which has a bulge no more than four inches, measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2 inch bulge, then an addition of 2 inches is allowed, if the base model has a 3 inch bulge, then 1 inch is allowed, etc. There is no allowance for non-standard heat extraction vents.

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs):

V8 engines greater than 5100cc 3000

V8 engines equal to or less than 5100cc 2700

6-cyl engines maximum 4500cc 2450

Turbocharged 6-cyl engines maximum 4500cc 2550

Turbocharged 4-cyl engines 2450

Maximum weight on the rear of the car shall be 51% of the total weight of the car. Exceptions to this rule: Corvair, Yenko Stinger

Wheel size allowances are as per 17.4

AMC

AMX (1968-70)
Gremlin (8-cyl) (1970-78)
Javelin (1968-74)
Spirit (8-cyl) (1979-83)

Chevrolet

Camaro (1967-69)
Camaro (1970-81)
Camaro (1982-92)
Camaro (1993-02)
Corvair & Corvair Turbo (1960-64) – 1850 lbs
Corvair & Corvair Turbo (1965-69) – 1850 lbs
Monza (1975-80)

Chrysler, Plymouth, & Dodge

A-body – Valiant, Dart, Duster, Demon, etc, (1963-67), & Barracuda (1965-69)
Dakota 2WD (1987-96)
Dakota 2WD (1997-2004)
E-body – Barracuda & Challenger (1970-74)

Ford & Mercury

Maverick & Comet (6-cyl & 8cyl) (1970-77)
Mustang (6-cyl & 8-cyl) (1964-69)
Mustang (6-cyl & 8-cyl) (1969-73)
Mustang II (6-cyl & 8-cyl) (1974-78)
Mustang (6-cyl & 8-cyl) (1979-93)
Mustang Turbo & SVO (4-cyl) (1979-93)
Mustang (w/o IRS) (1994-04)

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 (2005-09)
Thunderbird (V6 & TurboCoupe) (1983-88)
Thunderbird (V6 & SuperCoupe) (1989-97)

General Motors
- A-Body – Chevelle, El Camino, Tempest, etc (1964-67)
- A-Body – Chevelle, Cutlass, El Camino, GTO, etc (1968-72)
- A-Body – LeMans, Cutlass, Chevelle, El Camino, etc (1973-77)
- A-body – Malibu, Cutlass, El Camino, etc (1978-81)
- A-body – Monte Carlo, Grand Prix, Regal, El Camino, etc (1982-88)
- S10, S15, & Sonoma (6-cyl) (1982-93)
- S10 & Sonoma (6-cyl) (1994-04)

Mercury
- Capri (6-cyl & 8-cyl) (1979-93)
- Capri Turbo (4-cyl) (1979-93)
- Comet (6-cyl & 8-cyl) (1971-77)

Merkur
- XR4Ti (1985-88)

Pontiac
- Firebird & TransAm (1967-69)
- Firebird & TransAm (1970-81)
- Firebird & TransAm (1982-92)
- Firebird & TransAm (1993-2002)
- Trans-Am Turbo (1989)
- GTO (2004-06)

Saleen
- Mustang (w/o IRS or forced induction) (1979-93)

Shelby
- GT350 & GT500 (1965-70)

Yenko
- Stinger (1965-69) – 1850 lbs

US Sedans (6-cyl and 8-cyl, NOC)

Prepared Class D (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes and track dimensions are as per Section 17. Any model listed in class GP is eligible for DP under the DP allowances and weight formulas.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Weight formulas (lbs):
- Engines with displacement less than or equal to 1667cc:
  - 1.10 x displacement (cc)
- Engines with displacement greater than 1667cc:
  - 0.95 x displacement (cc) plus 250 lbs

Alfa Romeo
- Giuletta Sprint & Spider (1570cc)
- Spider Duetto 1750 Spider Veloce (1779cc) (1969-70)
  - Alt body part: Niki Lauda Edition Spoiler
- Spider 2000 & Spider 2000 Veloce (1962cc) (1971-76)
  - Alt body part: Niki Lauda Edition spoiler

Austin-Healey
- 100-4 (2660cc)
  - Alt 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 Spider (1600, 2000) & 124 Spider Abarth (1995cc)

Jensen
- Jensen-Healey (1973cc)
  - Alternate Parts: cast iron sleeves

Lancia
- Scorpion (1756cc) (1976)
  - Fabric roof panel may be replaced with alternate materials.

Lotus
- 7 & 7A (948, 997, & 1098cc)
- Elan
  - Alt cyl head: P/N 26RD0703
- Super 7 (1340cc & 1498cc)
- Europa (Renault 1470cc/1565cc & Lotus-Ford Twin Cam 1558cc)
  - Alt cyl head (Renault): casting R-16 Renault
  - Alt cyl head (Twin cam): P/N 26RD0703

Mazda
- MX-5 Miata (1.6L & 1.8L, non-turbo) (1990-2005)
- MX-5 (2006-10)

Pontiac
- Fiero (2.5L, 4-cyl)
  - Alt suspension: rear double A-arm
  - Air cleaner may protrude through engine hatch
- Solstice (non-turbo)

Porsche
- 912 & 912E (1600cc & 1971cc)
- 914 (4-cyl)
- 924 (1984cc, non-turbo)
  - Alt cyl: P/N 933.104.302.50

Saturn
- Sky (non-turbo)

Toyota
- MR2 (1587cc, non-s/c) (1985-89)
- MR2 (2164cc, non-turbo) (1991-95)
- MR2 Spyder (1794cc) (2000-05)

Triumph
- GT6 (1998cc)
- TR-7 (1998cc)
  - Alt rear spoiler: V-775

Turner
- 950S
- 1500

TVR
- 1800

Volvo
- P-1800 (1780cc)
- P-1800 (1982cc)

Two-seat cars (4-cyl N/A, 2WD, NOC)

Prepared Class E (EP)

Wheel size allowances are as per 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Weight Formulas:
Piston Engines: 1.00 x displacement (cc)
Rotary Engines: 0.85 x listed displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs or be required to weigh more than 2200 lbs prior to addition of weight penalties defined herein and in Section 17.

Acura
- Integra (1986-89)
- Integra (1990-93)
  - Alt engine: 1590cc
- Integra (1994-2001)
- RSX (2002-06)
- Sedans (3.0L and under, non-turbo, NOC)

Audi
- 4000S (non-turbo, FWD) (1980-87)
- Sedans (3.0L and under, non-turbo, NOC)

Austin / Morris
- America (1968-71)
- Mini Cooper S (1275)
  - Alt engines: 850, 970, 997, 998, 1071, or 1098cc
  - Firewall modification for adjustable front track rod, front lower suspension arm.

Alfa Romeo
- 1600 GTV (1974)
- Alfetta GT (1976-79)
  - Alt cyl head: P/N 19510.01053.04.
- Giulia 1300 & 1300 Ti (1964-71)
- GT 1300 Jr & GTA Jr (1966-77)
- GTA bore & stroke: 78mm x 67.5
- GTV 1750, 2000 (‘67-’77)
  - Alt cyl head: P/N 19510.01053.04 (twin plug) – add 100 lbs.
- Junior Z
- Sport Sedan
  - Alt cyl head: P/N 19510.01053.04 (twin plug) – add 100 lbs.
- Sedans & sports cars (NOC)

BMW
- 1600 (1966-77)
- 2002, 2002ti, & 2002tii (1968-76)
- 2000ti (1966-72)

320i
3 Series E21 (4-cyl) (1975-83)
3 Series E30 (4-cyl) (1984-93)
3 Series & M3 (8v & 16v, E30 chassis)
530i (1975-78)
Sedans NOC

Chevrolet + Pontiac, Buick, Oldsmobile, & Cadillac Equivalents
Beretta (4-cyl & V6) (1987-96)
Chevette (1976-87)
Citation (1980-85)
Nova (FWD)
Spectrum (1985-88)
Sprint (non-turbo) (1985-91)
Vega & Cosworth Vega (1971-77)

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
Colt & Champ (1971-78)
Colt & Champ (non-turbo) (1979-83)
Colt & Mirage (non-turbo) (1984-88)
Colt, Mirage, & Summit (non-turbo) (1989-92)
Colt & Mirage (non-turbo) (1993-96)
Daytona & Laser (2.2L non-turbo) (1984-90)
Eclipse, Laser, & Talon (16v & 8v non-turbo, FWD) (1982-90)
Neon
Neon (non-turbo) (1995-2005)
Omni, Horizon, 024, & TC3 (1978-90)
Shadow & Sundance (2.2L) (1986-94)
Shelby Charger (pre-1979)
Shelby Charger (1983-87)
Spirit & Acclaim (4 cyl) (1989-95)
Sedans NOC

Fiat
124 Coupe & Sedan (1966-74)
128 Coupe SL & 3P (1290) (1969-79)
131 & Brava (1974-84)

Ford & Mercury
Anglia Super (1962-67)
Cortina (1964-68)
Escort (1997-2002)
Escort, EXP, Lynx, & LN7 (1982-88)
Escort & Lynx (1968-81)
Escort GT & ZX-2 (1991-96)
Escort GT (1981-90)
Escort Mexico
Escort Super & 1300 GT
Festiva (1984-97)
Fiesta (1976-83)
Focus (1998-2010)

Mustang II (2.3L) (1974-78)
Alt 2.3L cyl head: SVO P/N M-6049-A230
Mustang & Capri (4-cyl non-turbo) (1979-93)
Alt 2.3L cyl head: SVO P/N M-6049-A230
Mercury Capri (non-US) (1969-77)
Alternate 2.3L: SVO cyl head P/N M-6049-A230
Pinto (1971-80)
Alt 2.3L cyl head: SVO P/N M-6049-A230
Alt body parts: spoiler – P/N D9FZ6440555-A; end piece – P/N D9FZ6428010-A or D9FZ6428011-A
Probe (non-turbo) (1989-92)
Probe (non-turbo) (1993-97)

Honda
Accord (4-cyl)
Alt cyl head: P/N 12100-P05-010 or 12100-P05-020
Civic (1170cc)
Civic (1237cc)
Civic (1984-87)
Alt cyl head: 1342cc – P/N 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488cc – P/N 12100-PE3-010 or 121-XA1-0084
Civic (1988-91)
Civic (1992-95)
Civic (1996-2000)
Civic (2001-05)
Civic (2006-10)
Civic (1488cc) (1980-83)
Alt cyl head: P/N 12100-664-010 (2v per cyl)
Civic (1988-91)
Civic (non-DOHC VTEC) (1996-2000)
Civic Si (1.6L DOHC VTEC) (1999-2000)
CRX (1984-87)
Alt cyl head: 1342cc – P/N 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488cc – P/N 12100-PE3-010 or 121-XA1-0084
Alt body parts: Mugen front bumper/spoiler, front fender, rear fender, & rear bumper
CRX (1988-91)
DelSol (1993-96)
Prelude (1978-2001)
Alternate cyl head: P/N 12100-PC7-000, 12100-PC7-010, or 12100-PC7-020

Hyundai
Sonata (1989-2005)

Isuzu
- I-Mark (1981-84)
- I-Mark (1985-89)
- Impulse (non-turbo) (1983-89)
- Impulse (non-turbo) (1990-92)
- Stylus (1991-93)
- Sport Coupe

Lancia
- Beta
- Zagato

Mazda
- 323 & GLC (non-turbo, FWD) (1980-95)
- GLC
  - Alt cyl head: P/N E515-10-100B
- 626 (non-turbo, 2WD) (1979-2002)
- Cosmo (1976-78)
  - Alt cyl head: P/N E515-10-100B
- GLC (RWD) (1977-83)
- MX-6 (non-turbo, 2WD) (1988-97)
  - Alt engine: 12A Rotary (no peripheral port)
- RX2 (1971-74)
  - Specified Displacement: 2292 cc
  - Alternate Specification: no peripheral port
- RX3 (1971-78)
  - Specified Displacement: 2292 cc
  - Alt Spec: No peripheral port
- RX4 (12A or 13B) (1974-78)
  - Specified Displacement: 12A – 2292 cc; 13B – 2616 cc
  - Alt Spec: No peripheral port
- Sedans (non-turbo, 2WD, NOC)

Mercedes
- 190E (1983-93)

MINI
- Cooper (non-S) (2002-10)

Mitsubishi
- Cordia (non-turbo, FWD) (1982-90)
  - Alt Spec: No split shift
- Eclipse – see Chrysler
- Mirage – see Chrysler

Nissan & Datsun
- 210 (1.4L, B310 chassis) (1978-82)
  - Alt cyl head: P/N 11041-H2303 or 11041-H5704
- 200SX (S10 chassis) (1977-79)
  - Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
- 200SX (S110 chassis) (1980-83)

Alt cyl head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 1041-21901, or 11041-N7120
Alt engine: L20B or NAPS-Z

200SX (S12 chassis) (1984-88)
Alt cyl head: P/N 11041-N7120.
Engine: L20B or NAPS-Z

240SX (S13 chassis)
Alt engine: L20B with cyl head P/N 11041-N7120/22010 or 11041-V9182/U0600A & 43mm venturis
Hood may be modified for engine clearance but no openings are allowed.

510 (1.6L, 1.8L, &2.0L, PL510 chassis) (1968-73)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

510 (A10 chassis) (1979-81)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

610 (1973-76)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

710 (1974-77)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120

720 (2WD) (1980-86)

810 (1976-80)

810 Maxima (1981-83)

B110 (1171, 1237, 1288, 1397, & 1488cc) (1970-73)

B210 (1171, 1237, 1288, 1397, & 1488cc) (1974-78)
Alt cyl head: P/N 11041-H2300, 11041-25720, 11041-H1001, 11041-18001, 11041-H2303, 11041-H5704, or 11041-H9204

NX (B13 chassis) (1991-93)

Pulsar (N12 chassis) (1983-86)
Alt cyl head: P/N 11041-15M00

Pulsar (16v, N13 chassis) (1987-90)
Alt cyl head: P/N 11041-15M00
Alt engine: A14

Sentra (B11 chassis) (1983-86)
Alt cyl head: P/N 11041-15M00

Sentra (1.6L, B12 chassis) (1987-90)
Alt cyl head: P/N 11041-15M00
Alt engine: L16

Sentra (1.6L, B13 chassis) (1991-94)
Alt cyl head: P/N 11041-H5704

Sedans NOC

Opel

Ascona & Ascona SportWagon (1900) (1971-75)

Manta Sport Coupe & Manta Rallye (1900) (1971-75)

Kadett (1100 & 1900cc) (1964-72)

Peugot
405 (non-turbo) (1987-91)

Renault
Alliance, Encore, R-9, & R-11 (1982-89)
Alt cyl head: P/N 77005972627
LeCar & R-5 (non-turbo, FWD) (1978-96)
Alt cyl head: P/N 7700597627 – firewall modifications when using alternate cylinder head
R17 Gordini (1971-77)
Sedans NOC

Saab
96 (non-turbo, FWD) (1960-80)
99 (non-turbo, FWD) (1969-84)
900 (non-turbo, FWD) (1979-94)
Sedans NOC (non-turbo, 2WD)

Saturn
S & L series (1991-2005)
ION (non-supercharged) (2003-07)

Subaru
GL Coupe (non-turbo, FWD)
Sedans NOC (non-turbo, 2WD)

Suzuki
Swift – GA, GL, GTi, & GT (1985-2001)

Toyota
Celica (non-turbo, 2WD) (1970-77)
Celica (non-turbo, 2WD) (1978-81)
Celica (non-turbo, 2WD) (1982-85)
Celica (non-turbo, 2WD) (1986-89)
Celica (non-turbo, 2WD) (1990-93)
Celica (non-turbo, 2WD) (1994-99)
Celica (non-turbo, 2WD) (2000-05)
Corolla (non-turbo, 2WD) (1968-70)
Corolla (non-turbo, 2WD) (1971-74)
Corolla (non-turbo, 2WD) (1975-79)
Corolla (non-turbo, 2WD) (1980-83)
Corolla (non-turbo, 2WD) (1984-87)
Corolla (non-turbo, 2WD) (1988-92)
Alt engine: 4A-C
Corolla (non-turbo, 2WD) (1993-97)
Corolla (non-turbo, 2WD) (1998-2002)
Corolla (non-turbo, 2WD) (2003-08)
Paseo (non-turbo, 2WD) (1991-97)
Starlet (non-turbo, 2WD) (1981-84)
Alt engine: 4A-G 1.6L
Tercel (non-turbo, 2WD) (1980-82)
Tercel (non-turbo, 2WD) (1983-86)

- Tercel (non-turbo, 2WD) (1987-90)
- Tercel (non-turbo, 2WD) (1991-94)
- Tercel (non-turbo, 2WD) (1995-99)
- Yaris
- Sedans NOC (non-turbo, 2WD)

Volkswagen
- Beetle (1300) (1965-66)
- Beetle (1300, 1500, & 1600) (1967-69)
- Beetle (1600) (1970-77)
- Corrado (16v non-supercharged) (1988-95)
- Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis) (1975-84)
- Golf & Jetta (A2 chassis) (1985-93)
- Golf, GTI, & Jetta (1.8L & 2.0L non-turbo, A3 chassis) (1993-98)
- Golf, GTI, & Jetta (2.0L non-turbo, A4 chassis) (1999-2005)
- Golf, GTI, & Jetta (2.5L 5-cyl, A5 chassis) (2006-09)
- New Beetle (2.0L non-turbo & 2.5L 5-cyl) (1998-2010)
- Sedans NOC (4-cyl normally-aspirated)

Volvo
- 122S (1956-70)
  - Alt part: front axle cross member
  - Alt engine kit: 2127cc
- 142S & 142E (1967-74)
  - Alt part: front axle cross member
  - Alt engine kit: 2174cc
- Sedans NOC

Yugo (1986-92)
- Sedans NOC (4-cyl normally aspirated, 2WD)

Prepared Class F (FP)

Wheel size allowances are as per 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Weight formulas:

Piston Engines: 0.75 x displacement (cc)

Rotary Engines: 0.70 x listed displacement (cc)

Forced Induction, +0.375 x displacement (cc)

Peripheral Port Rotary, +0.050 x displacement (cc)

AWD, +0.075 x displacement (cc)

FWD, - 0.100 x displacement (cc)

Weight Adjustments: Equipment, Weight (lbs)

Regardless of the weight formulas above no car may weigh less than 1900 lbs or be required to weigh more than 2500 lbs prior to addition of weight adjustments defined herein and in Section 17.

Weight Calculation Example

Subaru STI (2.5L) running 11" wheel width

Actual displacement (before overbore): 2457cc

The formula would be: 0.75 (piston engine) + 0.375 (forced induction) + 0.075 (AWD) = 1.2 (total weight factor).

Calculated weight: 1.2 x 2457 = 2948 lbs (exceeds maximum limit).

2500 lbs (maximum calculated weight) + 100 lbs (wheel width over 10" weight adjustment) = 2600 lbs (total competition weight).

Acura
NSX (1990-2005)

Alfa Romeo
GTV V6 (1981-86)

Audi
4000, 4000 Quattro, Coupe Quattro, Coupe (1981-87)
90 Coupe, 90 Quattro Coupe & Sedan (1990-91)
TT

Austin-Healey
3000 (1959-67)
100-6 (1956-59)

BMW
1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-10)
3 Series (6-cyl 12v, E30 chassis) (1984-90)
3 Series (6-cyl 24v, E36 chassis) (1992-98)
3 Series (6-cyl all, E46 chassis) (1999-*2005*)
3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-10)

Chevrolet
- Sprint Turbo

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
- Colt Turbo
- Daytona/Laser (Turbo) (1984-89)
- Omni Turbo
- Shadow & Sundance (Turbo) (1987-94)
- Talon & Laser (Turbo, FWD & AWD) (1989-94)
- Conquest & Starion Turbo

Ferrari
- Dino 246
- Dino 246 GT
- 308 (all)

Honda
- S2000 (2000-09)

Isuzu
- I-Mark RS (16V & Turbo, FWD)

Jaguar
- XKE (1961-74) (6-cyl)
- XKE (1961-74) (V12)

Lexus
- IS300 (2001-05)

Lotus
- Elise & Exige (normally-aspirated) (1996-2010)

Mazda
- MazdaSpeed Protégé (2003)
- MX6 GT Turbo
- RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)
  - Alt engine: Renesis
- RX-7 (13B, bridge or peripheral porting allowed) (1986-91)
  - Alternate Engine: Renesis
- RX-8 (bridge or peripheral porting allowed)
  - Alternate engines: 12A or 13B
  - Standard intake manifold may be used.

MINI
- Cooper S (2002-10)

Mitsubishi
- Eclipse Turbo (FWD & AWD) (1990-98)
- *Lancer Evolution (2003-06)*

Morgan
- Plus 8

Nissan & Datsun
- 240Z, 260Z, 280Z (+ 2+2) (1970-78)
- 280ZX (+ 2+2) (1979-83)
- 300ZX (Z31 chassis) (1984-89)
  - Alt part: headlight covers

300ZX (non-turbo, Z32 chassis) (1990-96)
Alt part: rear facing hood scoop (3.5” max height)
350Z

Pontiac
Fiero (V-6, 2.8L)
Alt suspension: rear double A-arm
Air cleaner may protrude through engine hatch
Solstice GXP

Porsche
911 (3.6L & under, non-turbo)
Alt cyl heads (all displacements): twin plug
914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl)
Alt cyl heads: twin plug
924S (’86 -’88)
Alt cyl head: P/N 933.104.302.50 with 36mm exhaust valves
924 Turbo
944 (non-turbo) (1983-89)
968 (1992-95)
Boxster & Cayman

Saab
99 (1968-84)
900 Turbo & 900 SPG Turbo 16v (1979-88)

Saturn
Sky Red Line

Subaru
Impreza (AWD)
SVX (1992-97)
WRX (all) (2002-2010)
Sedans & coupes NOC (Turbo)

Suzuki
Swift Turbo

Toyota
Celica All-Trac (1988-89)
Celica All-Trac (1990-93)
Celica All-Trac (1994-99)
Celica Supra (1979-81)
Celica Supra (1982-86)
Supra (non-turbo) (1986½-92)
Supra (non-turbo) (1993-98)
MR2 Supercharged (Mk1 chassis) (1988-89)
Alternate parts: 1985-89 chassis
MR2 Turbo (1991-95)

Triumph
TR6 (1969-76)
TR8 (215ci or 4L)
TR250 (1967-68)

TVR
- 6-cyl

Volkswagen
- Corrado (VR6 or 1.8L Supercharged with 54mm inlet restrictor) (1990-95)
- Golf, GTI, & Jetta (TDI or VR6, A3 chassis) (1993-98)
- Golf, GTI, & Jetta (1.8T, TDI, or VR6, A4 chassis) (1999-2005)
- Golf, GTI, & Jetta (2.0T or TDI, A5 chassis) (2006-10)
- New Beetle (1.8T or TDI) (1998-2010)
- R32 (3.2L V6, AWD) (2004)
- Sedans NOC (4-cyl forced induction & 6-cyl)

Prepared Class G (GP)

Induction System - Carburetors

1. The stock carburetor(s) may be used without modification.
2. Carburetor(s) may be replaced. Use of carburetor(s) which is/are not specifically listed for a car in these listings and which does not comply with the limits of paragraph 3 herein will increase minimum weight by 10%.
3. Non stock carburetor(s) – This includes modified stock carburetors.
   a) Shall incorporate a butterfly-type throttle plate for engine speed control.
   b) Float(s) shall not be removed or altered to produce (a) float-less carburetor(s).
   c) Where Weber or Weber-type carburetor are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
   d) Where Weber carburetors are specified herein, Weber-type carburetors may be substituted. The following are examples of approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.
   e) When a maximum size carburetor or venturi is listed, any size carburetor(s) or venturi(s) up to the maximum size is allowed.
   f) Unless specified herein, there is no limitation to the number of carburetors.
   g) Where the number of carburetors is specified herein, that number is the maximum.

Induction System - Fuel Injection

1. Non-standard fuel injection, or standard fuel injection modified beyond the limits stated herein is prohibited.
2. All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following:
   a) Cars utilizing fuel injection under this allowance shall use the factory manifold and throttle body.
   b) Throttle body bore size shall remain stock.
   c) Manifold and throttle body may be ported polished. The manifold may be cut apart to facilitate this work. When such a disassembly is re-welded, the external dimensions of the manifold shall remain unchanged.
   d) The number of injectors shall remain the same as stock and relative mounting position and injection point shall be unchanged.
   e) The fuel injection is unrestricted except the original type (electrical, mechanical, etc.) shall be maintained.
   f) External throttle linkage to the standard fuel injection may be modified or changed.

g) Non-original fuel injection (includes stock fuel injection modified beyond 17.10.C.2) shall incorporate a butterfly-type throttle plate for engine speed control. The use of a slide throttle on a non-stock fuel injection system is prohibited

h) Use of a fuel injection system which is not specifically listed for a car in Appendix A and which does not comply with the above requirements is prohibited.

Maximum valve size is stock if not listed below.

There is no minimum track requirement for GP; Section 17.8.B.7 does not apply.

LAYOUT

Make Model (Variant) Induction System (if appl) Alt Spec (if appl)	Min Weight (lbs)	Wheels Max Dia/Width	Valve Head Dia In/Ex (if applicable)	Max Track F/R (in)
Alpine				
A108	1300	16x6		
1000	1300	16x6		
1100	1300	16x6		
Austin Morris				
Cooper 1275	1470	14x6		56/56
Alternate engines (cc):				
850	1050			
970, 997, 998	1100			
1071, 1098	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
(2) 1.25” SU or 1.25” Stromberg				
Sprite/Midget 1098	1325	14x6	1.31/1.16	50.5/49
(2) 1.25” SU or Stromberg				
Sprite/Midget 1275	1550	14x6	1.31/1.16	50.5/49
(2) 1.25” SU HS2 or 1.5” SU				
Sprite/Midget 1500	1550	14x6	1.44/1.17	50.5/49
(1) 1.5” Zenith CD4, 1.5” Stromberg SD, or 1.5” SU				
Fiat & Bertone				
850 all (inc. Abarth)	1125	14x6.5	1.146/1.028	50.0/52.0
One Weber 30 DICA downdraft, one Weber 4226434 1.18” pri/1.18” sec, or Weber 34 DMSA 1/100				

X1/9 1290	1500	14x6	1.43/1.21 or 1.23	56.5/57
One Weber 32DMTR (32mm pri & sec) or one Weber 32DATRA/100 (32mm pri & sec)				
X1/9 1498	1650	14x6.5	1.43/1.31	56.5/57
One Weber 34DMTR (34mm pri & sec)				
Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter				
MG				
MGA Twin Cam	1588	16x7	1.59/1.44	51/52.5
Allowed to replace wood floorboards with metal				
MGA		16x7	1.56/1.34	51/52.5
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50”, Ex 1.28”				
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
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
Two 1.5” SU HS-4 or Two SU or Stromberg				
1300	1550	16x6	1.50/1.20	55/54
2 Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				
Saab				
93 & 96 Sedan		*16x7*		*60/60*
843cc (2-stroke)	*1200*			
Sonett		*16x7*		60/60
1498cc	*1600*			
1699cc	1800			
Sunbeam				
Alpine		14x7		55.5/54
In valve dia: 1.500 or 1.480 or 1.432 or 1.436”				
Ex valve dia: 1.210 or 1.180 or 1.172 or 1.176”				
1494cc	1494			
1592cc	1592			
1725cc	1725			
Triumph				
Spitfire 1147	1405	14x6	1.30/1.15	53/52

(2) 1.25” SU or Stromberg

Spitfire 1296 MkIII	1550	14x6	1.30/1.17	54/53

(2) 1.25” or 1.50” Stromberg or SU or (1) 1.50” CDSE Stromberg or 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

(1) 1.5” Stromberg-type SU or 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 (IRS)	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

Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm choke(s), or (1) 40 DCNF w/ 30mm choke(s)

Alternate crankshaft: 125 E

Limited-Preparation Vehicles

This list of vehicles and the allowances below was developed from limited preparation (Level 2) vehicles listed in the GCR under G Production and H Production. The goal is make these cars less expensive and easier to prepare, but allow them to be fully competitive with the cars currently in G Prepared.

The following vehicles are classed in GP with the vehicle preparation allowances as listed below. The listed allowances for limited-preparation vehicles supersede the Section 17 rules and other Appendix A allowances where applicable.

1. Drivetrain Component Modification
   A. General
      1. Stock and permitted alternate components of the drivetrain can be modified by any mechanical or chemical means. Modification of a drive train component does not permit relocation of that component.
      2. No material or mechanical extension can be added to any stock or alternate component unless specifically authorized by these rules. Repairs to a stock or alternate component are permitted provided the repair serves no prohibited function.
      3. Stock and permitted alternate components of the drivetrain can have thermal barrier and friction altering coatings applied.
   B. Induction System
      1. All inducted air must pass through the venturi(s) of the carburetor(s). All single-carbureted cars may fit a permitted optional carburetor.

Permitted optional carburetors are:

a. Weber 32 DGV/DGAV/DGEV

b. Weber 32/36 DGV/DGAV/DGEV

c. Weber 32/36 DFV/DFAV/DFEV

d. Weber 34 DAT/DATR/DATRA/DMTR

e. Holley-Weber 5200

The stock or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.

2. Stock or permitted alternate sidedraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25 inches. For the purpose of these rules an isolator is a spacer.
3. Stock or permitted alternate downdraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot change the carburetor(s) orientation. Adaptors and spacers can have a bore larger than the throttle bore of the stock or permitted alternate carburetor(s). The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25 inches. For the purpose of these rules an isolator is a spacer.
4. Fuel Injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly must remain stock. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle

adjustment only. The number of injectors must remain stock. The mounting position and injection point must be stock. The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical). In all other respects the fuel injection system is unrestricted.

5. All carburetors must retain the stock method of fuel distribution. Utilization or modification of a carburetor's components to effect an annular discharge configuration is prohibited.
6. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.

C. Cylinder head – can only be modified as follows:

1. To install an alternate camshaft, and/or adjustable cam gears.
2. To port match on the port mating surface to a depth of no more than one inch.
3. To facilitate the installation of permitted alternate components provided the modification serves no other function.
4. To achieve the maximum specified compression ratio by the machining of the deck surface.
5. To completely plug the holes resulting from the removal of EGR valves and air nozzles. The plugs must serve no other purpose.
6. To completely plug the stock fuel injection ports in the cylinder head, if the stock fuel injection is removed and carburetors are utilized. The plugs must serve no other purpose.
7. To utilize O-rings to replace or supplement a cylinder head gasket.
8. To fit valve seats. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.

D. Camshaft and Valve Gear

1. Camshafts are unrestricted. Any lifters, tappets/cam followers of the same type and diameter as stock are permitted. The interchange of hydraulic and solid lifters is permitted. Unmodified standard camshafts may be used.
2. Camshaft timing chains, gears, belts, and sprockets are unrestricted provided that they are of the same type, and outside diameter as fitted stock. Single row or double row timing chains can be used. Adjustable timing gears are permitted.
3. A timing chain/belt tensioner can be added to an engine where a tensioner is not fitted as stock, provided that it acts upon the portion of the chain/belt that travels from the final cam sprocket/gear to the crankshaft. The timing belt cover can be removed.

4. Any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used. Any ferrous valve springs of the same type as stock, can be used. Valve retainers, spring retainers, lash pads, valve keepers, seals and adjustment shims are unrestricted.
5. Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, cam followers, rocker ratios and rocker/follower ratios must be stock.
6. Valve guide material is unrestricted, but must have stock external dimensions.
7. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.

E. Block and Cylinders

1. The block can be re-bored no more than 1.2 mm (0.0472 in.) larger than the maximum dimension given on the specification line for that make, model, and displacement. A cylinder block from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for noncritical bosses, is permitted. Oil passages can be rerouted, enlarged, restricted or plugged.
2. Cylinders or cylinder sleeves of any material can be fitted to the block.
3. Crankshaft main bearing caps and main bearing cap bolts are unrestricted.
4. The block can be machined to utilize O-rings to replace or supplement a cylinder head gasket.
5. Crankshaft oil seal(s) are unrestricted.

F. Pistons and Connecting Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons must be constructed of metal.
2. Stock connecting rods are required, but can be lightened and balanced.
3. Connecting rod bolts and nuts are unrestricted.

G. Crankshaft and Flywheel

1. Stock crankshafts are required. The Crankshaft can be lightened and balanced. Journal diameters can be a maximum undersize of 0.045” from stock diameter.
2. The direction of the crankshaft rotation must remain stock.
3. The use of any external crankshaft vibration dampener is permitted.
4. Any flywheel of stock diameter or larger can be used, provided it attaches to the standard or permitted alternate crankshaft at the stock location. Additional fasteners can be used. The di-

ameter of the flywheel includes the diameter of the starter ring. Cars that are permitted a specific alternate transmission on the specification line can use a flywheel of stock diameter or larger for that alternate transmission.

5. Clutch assemblies, clutch linkage and release bearings are unrestricted. Carbon clutch components are prohibited.

H. Oiling System

1. Any mechanically driven oil pump can be used. Chassis components can be modified to allow installation of the oil pump. Dry sump systems are prohibited.
2. The oil pan/sump, scraper(s), baffle(s), windage tray(s), oil pickup(s), pressure accumulator(s) and oil filter(s) are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the bodywork. Oil lines are unrestricted. Oil Lines may pass through the driver/passenger compartment.
3. Breather vents are unrestricted.
4. No part of the oiling system can be connected to the exhaust system.

I. Exhaust System

The exhaust header and exhaust system is unrestricted. Floor pans can be altered only to recess mufflers. No modifications can be made to the bodywork to fit any other part of the exhaust system.

J. Other Engine Components

1. The use of alternate engine components which are normally expendable and considered replacement parts, such as fasteners, gaskets, seals, bearings, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.
2. Bushings can be installed where none are fitted as stock, provided they are concentric, and that the centerline of the bushed part is not changed.
3. The addition of alignment aides, such as dowels, bolts or keys can be added to engine components.
4. Other than the limitations in 9.1.5.E.1.f.2, engine drive pulleys are unrestricted.
5. Engine steady bars are unrestricted.
6. Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. Engine mounts must attach to the engine in their stock location.

K. Transmission

1. The transmission is unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions

are prohibited. Pneumatic, hydraulic or electric actuation of the gearshift mechanism is prohibited.

2. All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver-operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
3. Shift linkage is unrestricted. The shift linkage opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift linkage.
4. The transmission tunnel and tunnel cover can be altered to allow the installation of an alternate transmission and/or drive shaft. Cars equipped with a removable transmission tunnel cover as stock, can substitute the stock transmission tunnel cover with one of an alternate material.
5. There is no weight penalty for the use of a stock transmission utilizing stock case, gear ratios and synchromesh style gear engagement. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty. An alternate transmission that uses a gear engagement mechanism different than stock type, circular, beveled synchronizers imposes a 5% weight penalty.

L. Final Drive

1. Drive shaft(s) are unrestricted.
2. Final drive ratio is unrestricted.
3. Internal differential components are unrestricted. Electric control of the differential is prohibited.
4. Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle.
5. Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted.
6. Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.

2. Suspension and Steering

A. Ride height is unrestricted.

B. Suspension Components

1. Suspension control arms are unrestricted, provided the quantity of these items remains as stock.
2. Suspension bushings, bearings and ball joints are unrestricted.

3. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
4. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.
5. Bump stops and bracketry are unrestricted.

C. Suspension Mounting Points

1. Cars equipped with a McPherson strut/Chapman strut suspension can adjust camber and caster at the upper strut mounting point. The upper strut mounting point must remain on stock chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the stock chassis structure. Material can be removed or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.
2. All forms of suspension can adjust camber and caster by the use of shims.
3. Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment.
4. Suspension cross member/sub frame mounting bushing material is unrestricted.
5. Suspension pickup/pivot axis points can be reinforced but must remain in the stock location.

D. Springs and Shock Absorbers

1. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
2. Shock absorbers are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.

3. MacPherson/Chapman struts must be installed in the stock location using the stock system of attachment. Remote reservoir strut dampeners are permitted. The mounting of the remote reservoir of a remote reservoir is unrestricted. No MacPherson/Chapman strut can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.
4. MacPherson/Chapman strut:
    a. MacPherson/Chapman strut suspensions that are a two-piece spindle/bearing carrier and bolt on damper design, can replace the bolt on damper portion of the MacPherson/Chapman strut with any replacement damper.
    b. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design, can modify the stock strut tube in order to fit a replacement damper, coil spring and perch. The spindle/bearing carrier portion of the strut can be modified in order to fit an alternate strut tube and any replacement damper. One-piece design MacPherson/Chapman strut suspensions can gusset between the tube and spindle/bearing carrier portion of the strut for the sole purpose of strengthening the strut tube.
    c. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design that also incorporates an integral steering arm must retain the stock steering arm in its stock location.
    d. MacPherson/Chapman struts that are a bearing carrier, cannot modify or replace the bearing carrier under the unrestricted bearing carrier rule in section 9.1.5.E.2.o.5.
5. All types of suspensions can modify the brake caliper mounting portion of the spindle/bearing carrier, if necessary to fit an approved alternate brake caliper.
6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust ride height.
7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. Coil-over threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as stock.
8. Bump stops are unrestricted.

E. Steering
1. Steering system components can be reinforced by the addition of material and/or the addition of support to the stock component.
2. Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains.
3. The outer tie rod end can be replaced by a rod end. The rod end can be coupled to the steering system by a rod or threaded

tube of unrestricted origin and material. The tapered hole in the steering arm on the outboard side of the tie rod (rod end) can be drilled or reamed to allow a bolt to be used to retain the rod end to the steering arm. The rod end can be moved up or down by the installation of spacers for the sole purpose of reducing bump steer.

4. The steering column is unrestricted. A collapsible type steering column is strongly recommended. The driver's normal seated position must not be relocated.
5. Cars equipped with power steering as standard equipment can modify, substitute, disable and/or remove the power pump, related hoses and mounting brackets.

3. Brakes
   A. Stock calipers must be retained. Cars fitted with integral hat brake rotors can convert to a two piece design hat and brake rotor. The alternate design hat must be made of ferrous or aluminum material. Alternate discs can be used, but must be made of ferrous material. Alternate drums can be used, but must be made of a ferrous or aluminum material. Alternate discs and drums must be the stock diameter, width and design. Brake rotors can not be cross drilled or slotted unless fitted as stock.
   B. Cars fitted with rear drum brakes, can convert to rear disc brakes. When converting from rear drum brakes to rear disc brakes:
      1. Rear brake rotors can be no larger in diameter than the largest permitted front brake rotor. Rear brake rotors must be solid and made of a ferrous material. Rear brake rotors can not be cross drilled or slotted.
      2. Rear brake rotor hats can be made of a ferrous or aluminum material.
      3. Rear calipers and mounting brackets are unrestricted but must be made of a ferrous or aluminum material. The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule.
   C. Dual braking systems are required. Any dual brake master cylinder(s) and pedal assembly can be fitted. Pressure equalizing and proportioning valve devices are unrestricted.
   D. Servo assists are unrestricted.
   E. Drum brake wheel cylinders are unrestricted.
   F. Brake pads and brake linings are unrestricted.
   G. Brake lines are unrestricted.
   H. The hand brake and its operating mechanism can be removed.
   I. Brake Ducting
      1. Brake air ducts can be fitted.

2. The front brake duct inlet(s) must not extend to the side beyond the centerlines of the front wheels, or forward of the forward most part of the front of the body or front air dam.
3. Rear brake duct inlet(s) must face forward, they must be located no more than 24 inches forward of the rear axle centerline and must not extend to the side beyond the centerlines of the rear wheels.
4. Backing plates and dust shields are unrestricted.

LAYOUT

Make / Model / Engine displacement / Induction / Additional specifications	Weight (lbs) (min)	Wheels (in) (max)	Valve Size (in) In/Ex (max)	Track (in) F/R (max)
BMW				
1600 (1968-71)		*13x7*	*1.65/1.38*	*56.5/56.5*
1574cc	*1575*			
Carb				
Comp ratio to 11.0:1, valve lift to 0.450”				
Alt intake manifold #CAM-6618				
Fiat				
124 Sport Coupe		13x6.5	1.64/1.43	56.7/55.4
1592cc	1590			
1608cc	1610			
(1) 40DCNF w/32mm chokes				
Comp ratio to 11.0:1, valve lift to 0.425”				
Ford				
Fiesta (1978-80)		13x7	1.41/1.24	56.0/55.5
1598cc	1600			
(1) 40DCN, 40DCNF, or 40IDF				
Comp ratio to 11.0:1, valve lift to 0.450”				
Festiva (1988-93)		13x7	1.26/1.10	60.1/59.5
1324cc	1325			
Fuel Inj or Carb				
Comp ratio to 10.5:1, valve lift to 0.450”				
Honda				
Civic & Civic Si (1984-87)		13x6	1.07/1.30	58.8/59.1
1488cc	1490			
Fuel Inj or Carb				
Comp ratio to 11.0:1, valve lift to 0.390”				

Civic 1.5 (1988-91)		13x6	1.14/0.98	59.8/60.0
1493cc	1495			
Fuel Inj				
Comp ratio to 11.0:1, valve lift to 0.390”				
CRX & CRX Si (1984- 87)		13x6	1.07/1.30	58.8/59.1
1488cc	1490			
Fuel Inj. or Carb				
Comp ratio to 11.0:1, valve lift to 0.390”				
CRX (1988-91)		13x6	1.14/0.98	59.8/60.0
1493cc	1495			
Fuel Inj				
Comp ratio to 11.0:1, valve lift to 0.390”				
Nissan & Datsun				
210 (‘79-’82)		13x6	1.46 or 1.38/1.18	56.0/54.7
1397cc	1400			
1488cc	1490			
(1) 40 DCNF, DCN, IDF w/28mm chokes				
Comp ratio to 10.5:1, valve lift to 0.450”				
Alt diff assembly H165				
PL510		13x7	1.65/1.30	54.5/54.5
1595cc	1595			
(1) 40DCN or 40DCNF w/32mm chokes or (1) 36DCNVH				
Comp ratio to 12.0:1, valve lift to 0.450”				
Porsche				
914-4		15x7	1.61/1.34	56.5/58.2
1795cc	1795			
Fuel Inj				
Comp ratio to 10.5:1, valve lift to 0.420”				
Cyl barrels of alt material allowed				
Renault				
Alliance/Encore (1984-87)		15x7	1.50/1.28	58.7/56.3
1721cc	1720			
Fuel Inj				
Comp ratio to 10.5:1, valve lift to 0.450”				
Suzuki				
Swift GA (1989-94)		13x7	1.42/1.18	58.4/57.4
1298cc	1300			
Fuel Inj				
Comp ratio limited to 11.0:1, valve lift to 0.450”				
Toyota				
Corolla (1971-74)		*15x7*	*1.61/1.42*	*57.9/57.5*
1588cc	*1590*			
Carb				
Comp ratio to 12.0:1, valve lift to 0.450”				

Volkswagen

Golf (GTI,GT,GL)		15x7	1.57/1.30	58.8/58.2
1780cc	1780			
Fuel Inj				
Comp ratio to 11.5:1, valve lift to 0.420”				
Jetta (‘85-’91)		15x7	1.57/1.30	58.8/58.2
1780cc	1780			
Fuel Inj				
Comp ratio to 11.5:1, valve lift to 0.420”				
Rabbit (‘81-’84)		14x7	1.34/1.22	58.9/57.2
1715cc	1715			
Fuel Inj				
Comp ratio to 11.0:1, valve lift to 0.450”				
Rabbit GTI 8v (‘83-’84)		15x7	1.57/1.30	58.9/57.2
1780cc	1780			
Fuel Inj				
Comp ratio limited to 12.0:1, valve lift to 0.420”				
Rabbit		13x7	1.34/1.22	58.9/57.2
1588cc	1590			
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj				
Comp ratio to 11.0:1, valve lift to 0.450”				
Scirocco (‘81-’84)		14x7	1.34/1.22	58.9/57.2
1715	1715			
Fuel Inj				
Comp ratio to 11.0:1, valve lift to 0.450”				
Scirocco 8V (‘83-’88)		14x7	1.57/1.30	58.9/57.2
1780cc	1780			
Fuel Inj				
Comp ratio to 12.0:1, valve lift to 0.420”				
Scirocco		13x7	1.34/1.22	58.9/57.2
1457cc	1460			
1471cc	1470			
1457: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes or Fuel Inj				
1471: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes				
Comp ratio to 11.0:1, valve lift to 0.450”				
Scirocco		13x7	1.34/1.22	58.9/57.2
1588cc	1590			
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj				
Comp ratio to 11.0:1, valve lift to 0.450”				

MODIFIED CATEGORY

All listed weights are with driver except where noted otherwise. Weights not listed default to the appropriate GCR reference. “Car” is defined in Section 12.1. In the Solo Rules sections where preparation allowances are specified and if there are conflicts with the GCR allowances, the Solo Rules shall take precedence.

Modified Class A (AM)

Cars with a minimum weight of 900 lbs with driver and a minimum 72-inch wheelbase, plus Formula SAE as specified in Section 18.5. GCR-compliant Formula S and GCR-compliant ASR vehicles may compete in this class.

Modified Class B (BM)

All Formula Cars or Sports Racers compliant under the current year GCR, unless specifically classed elsewhere, with the following exceptions (weights shown are with driver):

A. Spec tires are not required.

B. Minimum wheelbase of 80 inches.

C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics:

1. May use any automotive based 2v engine up to 1300cc, any 2-stroke motor up to 900cc, any 4v or more engine up to 1005cc. Minimum weight with driver: 1020 lbs.
2. May use any 2v automobile-based production engines up to 1615cc. Minimum Weight with driver: 1110 lbs.
3. May use any 4v or more engine up to 1615cc. May use any 2-stroke up to 1300cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight with driver: 1180 lbs.
4. May use any naturally-aspirated engine up to 3000cc. Minimum weight with driver: 1285 lbs.
5. Minimum rim width: none.
6. Maximum allowed rim width: 15 inches.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not exceed 8 square feet. The current GCR CSR/DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have

the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current GCR, no additional Solo wing limitations.

G. Formula S - Must weigh appropriate Solo DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules.

Modified Class C (CM)

Modified Class C GCR-compliant SR, SRF, Formula F, & S2000. Within the limitations of the GCR, additional frame bracing, suspension and steering changes, relocation of ancillary components (radiators, batteries, etc.), and their associated mounting brackets is permitted. Nothing in these rules is to be construed as overruling any GCR construction requirements or limitations except for those safety items which the Solo Rules do not require. The purpose of these rules is to maintain the value of these cars for Club Racing and therefore their market value, and to prevent special Solo-only Formula F vehicles.

Exceptions to the GCR for all cars in this class:

A. Spec tire requirements do not apply.

B. *S2000 minimum weight with driver:*

cast iron head and no cam change:	*1280 lbs*
aluminum head OR cam change:	*1305 lbs*

Modified Class D (DM)

Modified Production and GT cars with engine displacement 2000cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM with the following restrictions:

1. No replacement of cast iron engine case segments with aluminum.
2. On the 12A engine, only side and rotor housings from 1974 to 1986 engines shall be used.
3. No replacement of 12A or 13B sections such as side plates with those from other series engines, i.e. Renesis-type parts.
4. On 12A engines, no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water o-ring is permitted. On 13B engines, 4- & 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight (with driver) vs. Displacement

Piston engines up to & including 1800 cc:	1280 lbs
12A rotary engines w/ porting restriction:	1280 lbs
Piston engines 1801 to 2000 cc:	1380 lbs

13B rotary engines w/ porting restriction: 1380 lbs

C. Performance Adjustments

AWD: Add 200 lbs
Modified Tub: Add 40 lbs

D. Weight Bias Adjustment - with driver sitting in the driver's seat

RWD w/ less than 51% weight on drive wheels: Deduct 35 lbs
FWD: Deduct 35 lbs
AWD: Not affected

Modified Class E (EM)

Modified Production and GT cars as follows:

A. Weight (with driver) vs. Displacement

Piston engines up to & including 3200 cc OHC: 1700 lbs
Piston engines up to & including 4500 cc pushrod/OHV: 1700 lbs
2-rotor rotary engines w/ unrestricted porting: 1700 lbs
Piston engines unlimited displacement: 1800 lbs
3-rotor rotary engines w/ unrestricted porting: 1800 lbs

B. Performance Adjustments

AWD: Add 300 lbs
Modified Tub: Add 50 lbs

C. Weight Bias Adjustment - with driver sitting in the driver's seat

RWD w/ less than 51% weight on drive wheels: Deduct 50 lbs
FWD: Deduct 50 lbs

Modified Class F (FM)

A. GCR-compliant Formula 500 (F5) with the following exceptions (listed weights are with driver):

1. F5 cars manufactured prior to the current requirement for rubber vibration isolation need not conform to F5 specification E.3.C.
2. F5 cars manufactured prior to January 1, 1990 need not comply with crushable structures as defined in Section E.7 of the current GCR/FCS.
3. F5 cars manufactured prior to January 1, 1990 which utilize a 73" wheelbase may compete even though the driver's feet extend beyond the front edge of the wheel rims.
4. Minimum weights with driver

   Wheelbase greater than 73": 750 lbs
   Wheelbase of 73": 725 lbs
   AMW or Rotax engine: Add 50 lbs
5. Rotax-powered cars are permitted to use 34 or 38mm Mikuni round-slide carburetors. AMW powered cars may use either the 38 mm AMW carburetors or update to the 38 mm Mikuni round-slide carburetors. In order to accommodate the use of the approved Mikuni VM 38mm sidedraft carburetors on the AMW engine, the use of the AMW intake manifold (part #2736-00) is permitted as are the AMW rubber attachment boots, gaskets, and/or hardware

required for the use of this manifold. Competitors using the Rotax 494 RAVE engine are required to use the 494 non-RAVE rotary valve (Rotax part #924509 or 924508, Ski Doo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC) in their engine. RAVE valves shall be blocked in the 'full open' position or left as delivered. No other alterations are permitted. 494 RAVE and non-RAVE parts may not be interchanged between the two engines unless specifically noted.

6. Competitors utilizing the Rotax 493 engine may leave the manufacturer's specified intake balance tubes in place or, at their option, completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The Rotax 493 engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines.
7. All F440 & F500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used.
8. F440 & F500 cars in FM are not required in Solo to have the sidepods now mandated by Club Racing if they were manufactured prior to 1984 in which that requirement was added to the GCR. Sidepods may not be removed from a car which was originally manufactured with them. The measurements for the height, the maximum width (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork E.9 2nd paragraph, shall have an allowance from the GCR of +/- one inch. It is the intent of this allowance to maintain the ability of the sidepod(s) to continue to hold such items as fuel tanks, battery, and radiator(s), but not to allow sidepods to be used for ground effects to achieve aerodynamic downforce on the vehicle.

B. Other GCR Formula Cars
   1. GCR-compliant Formula Vee (FV)
   2. Formula First (FST)

C. Solo Vee as per the following definition: Solo Vee is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function. Minimum weight is 1000 lbs with driver.
   1. Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.
   2. Any 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed subject to the fol-

lowing restrictions. This does not allow the use of heads from engines from vehicles not available for purchase in the United States unless they meet the requirements of Section C.2.c.

a) Mixing of parts between different engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.

b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.

c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.

d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.

e) Any intake manifold may be used.

f) One two-barrel carburetor of any origin may be used. The only one-barrel carburetor which is allowed is the one permitted by the applicable GCR.

g) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.

h) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground undersize a maximum of 0.030” less than stock dimensions. Crankshaft pulley is unrestricted.

i) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (“Accusump”) may be fitted.

j) Camshaft and valve train components are unrestricted with the following exceptions:

1. Pushrods shall be made of metal.

2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.

3. Roller camshafts are prohibited.

4. Rocker arms shall be standard ratio VW.

5. Maximum valve sizes are restricted to 39.0mm intake and 32.0mm exhaust. Valves shall be stock length (with a tolerance of +0.100" maximum) and valve stem diameters shall be standard. Valves shall be of steel.

6. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.

k) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.

l) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Absolute maximum static compression ratio is 9.00:1. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.

m) May use any primary or final drive gears of any origin. This does not allow the use of alternate transaxles. *A reverse gear is not required.*

n) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.

o) Voltage regulator, generator, and/or generator stand may be removed.

p) One or more batteries may be used.

q) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.

r) Valve covers are unrestricted and may be bolted on.

s) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting. This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed. *A device for locking-out reverse gear may be used.*

t) Bodywork to the rear of the main roll hoop may be removed.

u) A limited-slip differential (LSD) is permitted.

D. Other Solo Vee allowances: Although the following allowances are generally based upon the FST ruleset, they have been altered to better follow the needs and goals of this program and the philosophy of the Solo Vee.

1. Front Suspension

The front suspension shall be standard VW Type I sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s).

h) Removal of the drum brake backing plates.

i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm,

a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

2. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

3. Braking System

a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.

b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

c) Any type lining or pad material may be used.

d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.

e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.

f) Rear brake drum assemblies may be removed and replaced with one piece cast iron brake rotors with machined-in rear axle splines. Caliper mounting is free. Two-piece rear brake rotor assemblies are also allowed. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum. These allowances also apply to front brakes.

g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

i) Brake lines may be of any suitable material, including steel braided lines.

j) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

E. Solo Vees may upgrade their 1600 cc engines in either one of the following two option packages. There shall be no “mixing” of allowances. When chosen as a package, these allowances will override selective limitations in other sections of the Solo Vee rules.

1. Increase compression up to and including 10:1 ratio with OE bore and stroke. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm ventures. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted. Minimum weight 1000 lbs

OR

2. Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted. Minimum weight: 1000 lbs.

F. Electric radiator/engine cooling fan(s) may be installed on F440, F500, & Solo Vee vehicles.

APPENDIX B - BUMPING ORDER

"Bumping" is not approved for championship events. However, the following bumping order is recommended for regional events in cases where a class is to be combined with another class.

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies Class (see diagram). If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL entrant(s) bump to HS, then HSL entrant(s) to GSL, then HSL entrant(s) to GS, then HSL entrant(s) to DSL, etc. Also, Ladies Class entrants should be bumped first to create a class. Example: If there is only one entrant in each of the three classes CS, DS, and DSL, the entrant in DSL would be bumped into DS first to form a DS class and the CS entrant would then be bumped upward into BS (i.e., it would not be correct to bump the DS entrant into CS before considering the DSL entrant).

Proceed left to right following the arrows, until a class is formed. Where two bumping paths come together (including Ladies-to-Open bumps), all bumps up to the joining point should be done before continuing along the bump path.

STOCK CATEGORY
- FS > BS
- HS > GS > DS > ES > CS > BS > AS > SS > To Street Prepared class for car

STREET TOURING CATEGORY
- ST > STS > STX > STU > To Street Prepared class for car

STREET PREPARED CATEGORY
- ESP > BSP > ASP
- FSP > DSP > CSP > ASP > To Street Modified class for car

STREET MODIFIED CATEGORY
- SM > SSM > XP or other Prepared class for car

PREPARED CATEGORY
- CP > XP
- FP > XP
- GP > DP > EP > XP > EM or DM if correct for car

MODIFIED CATEGORY
- EM > DM > CM > BM > AM
- FM > CM

KART CATEGORY
- F125 > BM