



# **SPORTS CAR CLUB**

**2005 RULES, REGULATIONS AND CAR CLASSIFICATIONS**

**REVISION: 2005-01**

**2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS**

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**NOTE ON RULE CHANGES**

THE RULES, REGULATIONS, AND CAR CLASSIFICATIONS OUTLINED IN THIS DOCUMENT ARE THE OFFICIAL RULES OF THE COM SPORTS CAR CLUB. THE RULES AND ANY CHANGES TO THE RULES ARE VOTED BY THE COM BOARD OF DIRECTORS BEFORE BEING INCLUDED OR CHANGED IN THIS DOCUMENT. THIS DOCUMENT IS IN EFFECT FOR ONE FULL YEAR.

RULES MAY BE CHANGED THROUGHOUT THE YEAR AS DEEMED NECESSARY BY THE BOARD OF DIRECTORS, WITH THE EXCEPTION OF CAR CLASSIFICATIONS. INDIVIDUAL CAR CLASSIFICATIONS MAY BE CHANGED DURING THE COMPETITION SEASON BY A MAJORITY VOTE OF THE BOARD OF STEWARDS FOR NEW AND NOT OTHERWISE CLASSIFIED CARS OR CARS CLASSIFIED IN ERROR.

COM MEMBERS ARE ENCOURAGED TO VOICE THEIR OPINION, RECOMMENDATIONS, AND COMMENTS REGARDING RULE CHANGES. RECOMMENDATIONS CAN BE PRESENTED IN WRITING TO THE RULES CHAIRMAN, BOARD OF DIRECTOR, CHIEF STEWARD, ELECTED COM OFFICER, OR IN PERSON AT THE GENERAL AND BOARD MEETINGS HELD ON THE THIRD WEDNESDAY OF EACH MONTH. GENERAL AND BOARD MEETINGS HELD IN NOVEMBER ARE USED TO GATHER AND CONSOLIDATE POTENTIAL RULE CHANGES, DEBATE THE POTENTIAL RULE CHANGES, AND VOTE CONSIDERATION OF ALL PROPOSED RULE CHANGES.

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

### **I GENERAL**

- A. The overall goal of COM's weekend Drivers School and Time Trial Event is threefold:
- Provide a driving instruction program that allows drivers to acquire and develop skillful driving techniques for enhanced driving pleasure and improved competitive ability.
  - Provide a time trial competition format that rewards both speed and consistency and includes a trophy class for every car that wishes to compete, provided it meets the safety requirements outlined in these rules.
  - Maximize track time.
- B. COM TIME TRIALS ARE RUN IN THE SPIRIT OF GOOD SPORTSMANSHIP AND ARE DESIGNED TO PROVIDE COMPETITION FOR SPORTS CARS, RACING CARS AND SEDANS. ENTRANTS ARE NOT GUARANTEED THE COMPETITIVENESS OF ANY VEHICLE IN ANY CLASS.
- C. Cars may move between the four types of classes (i.e.: Showroom Stock, Street Touring, Street Prepared and Prepared) provided they meet all the specific rules (including safety rules) of the class they wish to move to and run in the appropriate classification for the car they are competing in.
- D. At NO time during the Time Trial or on-track session will PASSENGERS be allowed on the course unless one occupant is a COM instructor or a person designated by the Chief Instructor and the passenger is a COMSCC member.
- E. COM has approved the following course configurations for Drivers Schools and Time Trials:
1. New Hampshire International Speedway:
    - North Chicane - South Oval; Counter Clockwise Direction
    - North Chicane - South Chicane; Counter Clockwise Direction
    - North Oval - South Chicane; Counter Clockwise Direction
  2. Summit Point: Clockwise Direction
  3. Mt. Tremblant
    - Short Course, Clockwise Direction
    - Long Course, Clockwise Direction
  4. Lime Rock: Clockwise Direction
  5. Watkins Glen
    - Short Course, Clockwise Direction
    - Long Course, Clockwise Direction
  6. Mosport Park
    - Clockwise Direction

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### **II. ENTRY PROCEDURE**

- A. To enter a COM event, entrants must fill out the appropriate registration form in full and present it to the event Registrar along with the appropriate fees.
- B. CANCELLATION REFUNDS ARE ONLY GIVEN IF YOU HAVE NOTIFIED THE REGISTRAR 14 days prior to the first day of the event. . Entrants who are registered for both days of a two day event and who experience a mechanical breakdown on the first day which prevents them from participating on the second day, may obtain a refund for the second day provided they notify the Registrar prior to the end of the first day.
- C. A driver may enter two or more cars in one or more classes but must pay an ENTRY FEE FOR EACH.
- D. A LATE ENTRANT is one who shows up after registration closes at 8:15am. The registration, tech inspection, and actual running of a late entrant will be at the discretion of the Event Chairman (or Chief Instructor during Drivers' School). If allowed to run, a \$25 LATE PENALTY FEE will be charged to the entrant.

### **III. CLASSIFICATIONS OF AUTOMOBILES**

- A. ENTRANTS, AND NOT REGISTRATION NOR TECH INSPECTION, ARE RESPONSIBLE FOR PROPER CLASSIFICATION OF THEIR OWN VEHICLES. New competitors may receive classification assistance at Tech Inspection from the steward in the tech line. A basic classification rule is one (1) major modification moves a car over by one (1) group. Any other number of major modifications will be classified at the discretion of the Event Stewards.
- B. Entrants are also responsible for policing of competing vehicles within their class. To insure that competitors are classifying their cars within the rules of the club and to promote proper vehicle maintenance, a secondary inspection by the Tech Inspector and/or Event Stewards may be done to a random sampling of cars in any class. The Event Stewards reserve the right to re-classify a vehicle at any time. False information supplied by an entrant about their car or themselves is grounds for disqualification.
- C. All protests must be presented in writing by the entrant to the Event Steward. No ~~classification~~ protests will be accepted after the end of the last time trial.
- D. Protests may only be filed by event competitors of the same class, Event Stewards, and Event Chairpersons. Event competitors can protest the classification of a car participating in another class that he or she believes is incorrectly classified and should be competing in their class.
- E. A competitor may appeal a decision made by the Event Stewards in writing to the Board of Stewards. This appeal must be made within 7 days following the time of the protest in question. The complete Board of Stewards will vote on the appeal and deliver their decision to the competitor before the next time trial event. This decision may not be appealed to the Board of Directors.
- F. ANY DISCREPANCY IN THE CLASSIFICATION OF A CAR BETWEEN THE VEHICLE TECH SHEET, TIMING CARD AND CLASS DISPLAYED ON THE VEHICLE WILL RESULT IN DISQUALIFICATION. It is the responsibility of each entrant to verify the accuracy of this information and correct any discrepancies with Registration and Timing and Scoring prior to submitting a time card. Two participation points will be awarded to disqualified cars in the proper class.

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**IV. TIME TRIAL POINTS AND GUIDELINES**

- A. COMSCC CHAMPIONSHIP SERIES TIME TRIALS consist of several events during the course of the year. This series will be based on a CUMULATIVE POINTS SYSTEM where points are earned by participating and placing in events as follows:

2 points for competing in the events PLUS:

- 9 points for 1st place
- 7 points for 2nd place
- 5 points for 3rd place
- 3 points for 4th place
- 1 point for 5th place

To receive the 2 points for competing in the event, the competitor's vehicle must cross the designated Start-Finish line, provided that the time trials are completed. If the event is held, but time trials are canceled or can't be completed, every competitor shall receive 2 participation points. To receive greater than 2 points, the competitor's vehicle must complete a minimum of one timed lap.

At the end of the year, additional points (including fractions) equal to the average number of cars per event will be added to the points of each class winner to determine the Overall Driver Championship.

- B. An entrant must be a member of COMSCC to participate in a Driver's School or Time Trial. In order to be ELIGIBLE FOR YEAR-END CLASS CHAMPIONSHIP (1st, 2nd, 3rd, or 4th), a driver must have entered at least (3) events during the current year in the same class. In addition, for any class champion to be eligible for the OVERALL CHAMPIONSHIP, that class must have an overall average of 2.0 or more participants per event for the season.

- C. There may be NO MORE THAN TWO DRIVERS FOR A PARTICULAR CAR in a particular class participating for trophies. Additional drivers may run, but not for trophies or for points in class. The contending drivers must be made known at Registration.

- D. Trophies will be awarded at COM events as follows:

- 1, 2, or 3 car class -- 1 trophy
- 4 or 5 car class -- 2 trophies
- 6 to 9 car class -- 3 trophies
- 10 to 14 car class -- 4 trophies
- 15 to 19 car class -- 5 trophies
- 20 or more car class -- 6 trophies

Year-end trophies will be awarded on car class average as follows:

- Less than 4.0 -- 1 trophy
- greater than or equal to 4.0 to less than 6.0 -- 2 trophies
- greater than or equal to 6.0 to less than 12.0 -- 3 trophies
- greater than or equal to 12.0 ----- 4 trophies

- E. Drivers may count only one (1) car in each class for points. POINTS EARNED in each class may count towards each INDIVIDUAL CLASS CHAMPIONSHIP, but points from only one (1) class finish may be counted towards the year end DRIVER CHAMPIONSHIP. A maximum of two (2) participation points per event will be allowed toward the DRIVER CHAMPIONSHIP, and a maximum of two (2) participation points per class will be allowed toward the individual CLASS CHAMPIONSHIP.

- F. IF THE EVENT IS CANCELED (i.e. we never get on the track) due to circumstances beyond the control of COM Sports Car Club (e.g., weather and/or track conditions), no points will be awarded. Should an event be delayed or canceled, COM is not required to provide a refund nor should a participant expect to receive a refund. However COM will make every effort to provide a partial refund for any funds in excess of the overhead costs incurred by COM Sports Car Club.

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- G. A Time Trial run is considered COMPLETED if all cars scheduled to run have completed their timed runs. All competitors submitting time cards to Gridding are scheduled to run unless Gridding is notified by the competitor of a DNS status. Should an event be closed for any reason, the determination of which cars are scheduled to run will be based on the information Gridding has at the time of the conditions causing the event to close.

If an event is closed for any reason before the first Time Trial run is completed, then the event will be considered CANCELED. All participants will receive two participation points toward the overall Driver's Championship and two participation points toward their individual Class Championship per section IV.F. Classes in which all cars scheduled to run completed one of their timed runs prior to the event being closed will receive their respective class points to count toward their individual Class Championship but only two participation points to count toward the overall Driver's Championship.

If an event is closed after the completion of the first Time Trial run but prior to the completion of subsequent Time Trial run(s), then overall Driver Championship and Class Championship points will be awarded as usual based on the runs completed. Completed runs are determined on a class-by-class basis.

- H. Only times taken by Timing and Scoring during Timed Runs will be considered for a class record. Competitors who believe that they have set a new class record must present their car for inspection by a steward (or event chair in the absence of a steward) for inspection, to verify compliance with class requirements. Information necessary to show original configuration (shop manual) is the competitor's responsibility. The Points Keeper will record the lap records.
- I. Any car exceeding the maximum decibel limit of the track where the time trial is taking place shall be disqualified. No points shall be awarded to the driver(s) of disqualified vehicles.
- J. An entrant may appeal a decision made by a Chief of Specialty in writing to the Board of Directors. This appeal must be made within 7 days following the date of the decision being appealed. The Board of Directors will vote on the appeal at the next Board Meeting and deliver their decision to the entrant. Affected parties who are Board members or Officers of the club are not permitted to vote on the appeal.

## V. **FLAGS**

### A. Command Flags

1. GREEN --Course is clear.
2. STATIONARY YELLOW -- No Passing!! There is a problem on the course ahead of you. Proceed with caution. During timed runs, you are still being timed.
3. WAVING YELLOW -- No Passing!! There is a problem immediately ahead of you. Slow down. Drive carefully; prepare to take evasive action. During timed runs, the clock will stop and you will be allowed a re-run.
4. RED -- STOP!! NOW!! -- Stop in a controlled manner before the next flag station. If possible, get clear of the course to allow passage of emergency vehicles. WATCH YOUR MIRRORS while stopping to avoid being hit from behind. Stay stopped and in your car until given a standing yellow flag and then proceed slowly back into the pits.
5. BLACK -- Pull into the pits immediately for conference with authorized personnel who will make themselves known to you. There is something wrong with you or your driving. This flag may be used to end a practice session.
6. BLACK FLAG WITH ORANGE CENTER (Meatball) -- Pull into the pits; there are mechanical problems with your car that must be corrected before you can continue. You must receive clearance from the Tech Inspector or Starter before returning to the course. During timed runs this is a DID-NOT-FINISH (DNF).
7. CHECKERED -- You have completed your timed run or practice session. Continue your lap and pull into the pits.

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### B. Informational Flags

1. **DIAGONAL RED AND YELLOW STRIPES (OIL OR DEBRIS)** -- Slippery track conditions. Caution.
2. **WHITE** -- Caution: Emergency, official vehicle, or competitor vehicle at slow speed on the course. The vehicles being protected by the white flag may be passed provided the pass is done in a safe manner.
3. **BLUE (Blue with diagonal yellow stripe)** -- Another vehicle is catching you and/or following closely. Be aware! Do not change your line. If the vehicle is faster than you, it is recommended that you indicate which side you prefer to be passed on by motioning with your hand in that direction.

## VI. CAR REQUIREMENTS

ANY VEHICLE OR DRIVER FAILING TO COMPLY WITH ANY ITEM IN SECTION VI AND VII BELOW WILL NOT BE ALLOWED TO RUN UNTIL THE FAILED ITEMS ARE CORRECTED.

### A. Tires and Wheels

1. Higher than normal inflation pressures are recommended for competition. Consult an Instructor if you have any questions. No cuts, bruises, ply separations, or body rubbing on the sidewalls are allowed. **RECAPS ARE NOT ALLOWED.**
2. Wire wheels will be rejected if they have more than two adjacent loose spokes or more than three total on a wheel loose. Other wheels must be free from bends or cracks. Hub caps and trim rings must be removed. All lug nuts must be in place and tight.

### B. Brakes

1. Wheel bearings will have minimal play.
2. Brake fluid reservoir must be full.
3. Brakes must be capable of stopping the car quickly and in a straight line.
4. Street Touring, Street Prepared, and Prepared vehicles are strongly recommended to run braided brake lines. COM drivers have experienced failures with new OEM flex lines while on track. Ford Mustang Cobra 1994-1998 must not use "as delivered" front flex lines.

### C. Suspension

1. Suspension must be suitable for high speed cornering and handling. Loose, soft, or worn shock absorbers, soft springs, sloppy ball joints, etc., are grounds for rejection of the car. Drag racing suspension modifications such as car-raising, "Up-Loc" or similar weight transfer devices, etc., are entirely unsuitable for controlled cornering and ~~will~~ shall cause rejection.
2. Steering gear and linkage will have minimal play.

### D. Engine Compartment

1. Engine compartment will be clean with no oil, water, or gas leaks. No worn hoses or lines will be allowed and must be properly clamped. Fan belts must be in good condition. The battery must be securely mounted. Exhaust system must be firmly mounted.
2. The use of nitrous oxide is prohibited in all classes. Cars having nitrous systems installed shall indicate such on the pre-registration form and tech sheet. The nitrous supply (bottle) shall be unhooked and removed from the car. Removal shall be verified at tech inspection.

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### E. Automobile Exterior

1. Cars must be generally neat, clean, and suitable for the event.
2. All exposed headlights and glass lenses must be completely covered with tape. Plastic lenses need not be taped. Clear tape is allowed. All cars must have operative and exposed brake lights, except Formula Prepared cars. F/P cars must have rain lights.
3. Removable hardtops may be removed and convertible tops may be lowered. T-tops on 914s, X1/9s, Corvettes, etc., will be allowed if they are structurally sound. Tonneau covers or any removable cavity cover must be removed.
4. All cars, except "Prepared" class cars, must be equipped with a windshield or a suitable windshield. Side windows may be half open or completely open at the discretion of the individual sitting in that seat. When the passenger seat is empty, that window must be all the way open. Window nets are highly recommended.
5. Car numbers and class must be placed on both sides of the car before Tech Inspection. Numbers must have a minimum height of eight (8) inches. Class designations must have a minimum height of 4 inches. Numbers and class designation shall be on a vertical side panels or vertical side windows and shall be of contrasting color to the car. ALL MARKINGS MUST BE EASILY READABLE BY CORNER WORKERS. Novice drivers will place three vertical stripes on each rear quarter panel and trunk lid. Magnetic numbers are permissible provided they are secure to the vehicle, which is the responsibility of the driver of the vehicle.

### F. Vehicle Interior

1. All loose gear must be removed before coming to Tech Inspection. If (the) spare tire is carried, it must be firmly secured. Battery must be firmly secured. Passenger seat back must be tied down or secured in position.
2. Cars must have well mounted, metal-to-metal, quick release lap safety belt AND upper body restraint in good condition. A five point harness consisting of, minimum 3" wide lap belts and minimum 2" wide shoulder harnesses, are required in Prepared and Street Prepared cars (For more detail refer to Street Prepared and Prepared rules) and are strongly recommended for Showroom Stock and Street Touring cars. "Y"-type shoulder harnesses are permitted in Showroom Stock. Shoulder harnesses may not be mounted to the package shelf under the rear window and each side of the shoulder harness shall have a separate mounting point. The shoulder harness should be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of forty (40) degrees with the horizontal. For more information on driver restraints, consult the SCCA GCR.

When constructing bars for harness attachment be aware of the potential safety hazard that can be created by the addition of a horizontal bar directly behind the driver's seat. In the event of a rearward impact the driver's seat can be broken allowing the occupant(s) to impact the horizontal bar resulting in serious or fatal neck injuries. Suggestions for avoiding this potential hazard include moving the horizontal bar as far to the rear of the car as possible, utilizing a mount that is direct to an existing portion of the car or installing a full roll bar with an upper seat support.

3. Instructors and passengers of Instructor's seat belt restraint system during driver schools and practice shall be of equal or greater restraint capability, as compared to the driver's seat belt restraint system, including type, width, and number of points. This is to ensure that the Instructor is not subjected to aggressive driving that the driver would be willing subject himself to, based on the level of driver seat belt restraint.

~~Single seat cars may participate in COM events by drivers presenting a COM Time Trialing license or proof of equivalent accomplishment (such as a license from another recognized program).~~ Novices and other students not yet licensed by COM must train in a vehicle possessing a minimum of two seats and safety equipment for both seats appropriate to the class, of which one seat is to be occupied by an approved instructor.

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4. Roll bars are required in all Street Prepared and Prepared cars and in all convertible and open cars regardless of class. Roll bars are permitted and strongly recommended in all classes and may be required in the future. Guideline minimum roll bar specifications are:

Cars up to 1500 lbs use 1.375 x 0.095 DOM/seamless/alloy

Cars 1501-2200 lbs. use 1.500 x 0.095 DOM/seamless/alloy OR 1.500 x 0.120 ERW

Cars 2201-3000 lbs. use 1.500 x 0.120 DOM/seamless/alloy OR 1.750 x 0.095 DOM/seamless/alloy OR  
1.750 x 0.120 ERW

Cars 3001-4000 lbs. use 1.750 x 0.120 DOM/seamless/alloy (no ERW allowed)

For cars competing prior to the 2000 season that are outdated by these rules, "grandfathering" will be granted to those drivers/owners who request that their car be considered. Grandfathering of existing cars will be up to the discretion of the stewards and chief of Tech and will only be extended to cars that are brought to the stewards or chief of Tech. It is the responsibility of the competitor to show that the roll bar or roll cage was legal according to the 1999 rules and competed in the same configuration prior to the 2000 season.

All roll cages/bars must be padded with non-resilient material such as Ethafoam or Ensolite with a minimum thickness of 1/2" in all areas which may come in contact with the driver's and/or instructor's helmet. Similar padding is recommended in areas where the driver's and/or instructor's arms or legs may come in contact with the roll cage/bar.

5. In all classes, interior panels may be modified or removed in order to accommodate the installation of full roll cages. This includes the modification or removal of door panels, window glass and lift mechanism to accommodate roll cage door bars, even in classes that require such components so long as the weight of the door bars is equal to or greater than the weight of the components removed. Cars determined by the Stewards to have removed interior panels beyond the spirit of this rule will be bumped up one class. For guidelines of material selection and construction practices, consult the Sports Car Club Of America (SCCA) General Competition Rules. Cars with roll cages that are constructed to SCCA GCR or other recognized sanctioning bodies' specifications are not bound by the material selection criteria mentioned above.
6. Helmets must be a minimum of 2 inches below the top of Targa Top vehicles.
7. Window nets are permitted in all classes, and required in Prepared.
8. The following safety equipment is allowed in ANY class:
  - a. Fire extinguishers and fire systems
  - b. Master electrical kill switches
  - c. Fuel cells
  - d. Windshield/window clips and restraints
  - e. Towing Hooks
  - f. Flywheel scatter shields

### G. Miscellaneous

1. AUTOMOBILES INVOLVED IN AN INCIDENT causing damage must be inspected by the Tech Inspector and/or Event Stewards before being allowed back on the track.
2. All in car video equipment must be inspected and approved by Tech.
3. Track imposed maximum sound limits will be in effect at COM events for all classes. Sound limit at all tracks is 99 Db or less at 50 feet while under power on the track. Each competitor is responsible for meeting track-specific sound limits. For Time Trials, a noise violation results in disqualification with no points awarded for the event and no refund.

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### **VII. DRIVER REQUIREMENTS**

- A. Drivers must be at least 18 years of age. Due to constantly changing insurance regulations and state laws, drivers under 21 years of age may be required to produce a signed and notarized release form. Please contact registration well in advance of event for further information and appropriate forms if necessary.
- B. Anyone taking medication must so indicate on his/her entry form.
- C. A Driver Competition Log (DCL) will be issued to each driver at his/her first event upon producing a valid State Driver's license.
- D. A driver will be classified as a novice until his/her Driver Competition Log is signed by the Chief Instructor. Before being allowed to compete in a Time Trial, a driver must be approved to solo by his/her individual Instructor.
- E. Drivers and passengers must wear a minimum M95 (SA95 recommended) Snell approved safety helmet at all times while on the course.
- F. In Street Touring and Showroom Stock classes, drivers must wear, as a minimum, long sleeves (NOT NYLON), long pants and suitable footwear. Cleated shoes, heavy boots and sandals are not permitted. Fire resistant suits and gloves and suitable footwear are recommended in all cars. In Street Prepared and Prepared Cars, all drivers are required to wear a minimum of a single layer fire resistant full-length suit and gloves and suitable footwear. NYLON CLOTHING IS NOT ALLOWED.
- G. All open cars must have and use arm restraints. Students must provide arm restraints for their instructor.  
In an open car, drivers must have goggles or face shield in place while on course; if vehicle is equipped with a stock windshield, eyeglasses, or sunglasses will be accepted.
- H. Passing  
Passing is allowed only in those areas defined at the Driver's Meeting.  
Drivers being overtaken by other cars are expected to:
1. Remain on "the line"
  2. Signal to the overtaking driver which side he/she would prefer the pass to be performed on
- If the passing driver does not receive a point-by signal within a reasonable length of time, he/she may inform corner workers with a "pit-in/catch" signal (closed fist extended outside the driver's window). Corner workers will call Control upon acknowledgment of the signal and Control will then make a Black Flag decision, possibly directing the unyielding driver into the pits for consultation.
- A point-by signal is only an acknowledgment of the presence of the passing car and an indication of the preferred side for the pass to take place. It is in no way a command for the passing driver to execute the pass. The passing driver must use his/her discretion regarding the safety of the situation.
- It is always the responsibility of the passing driver to execute a safe pass within the defined passing zone. Should a driver execute a pass without having received a point-by and cause what is deemed by the Stewards as an unsafe situation, proper disciplinary actions will be taken.
- I. COMSCC Licenses are issued for an initial period of three (3) years. Following the initial three (3) year period, licensed members must participate in at least one (1) COMSCC event per year to maintain an active license. At the discretion of the Chief Instructor, members whose licenses have elapsed may be required to attend a COMSCC event as a Student in order to reactivate their license.
- J. The Chief Instructor may temporarily suspend or permanently revoke the COMSCC license of any member whose driving or on-track behavior is considered a significant safety risk. License suspensions and removals may be appealed in writing to the Board of Directors.

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### **VIII. PIT AND PADDOCK CONDUCT**

- A. Consumption or influence of alcoholic beverages and/or intoxicating drugs before the completion of the last run of the day (or end of driver's school) will cause immediate disqualification. This rule includes drivers, crew, officials, guests, and workers.
- B. Unsafe, reckless, or unsportsmanlike driving or behavior anywhere on the course, in the pits, on the access roads, or any other area within COM's jurisdiction is grounds for immediate disqualification.
- C.
- D. All pets must be leashed at all times.
- E. Shirts, long pants and shoes are required in pit lane and on track.
- F. Per insurance and track regulations, NO ONE UNDER 18 is allowed in the pits or on the track while the track is open.
- G. A driver is responsible for the actions of his pit crew and guests, including A, B, C, D, E, and F above.
- H. No cars are allowed to loiter in pit lane, unless permitted by the Chief of Control.

### **IX. SHOWROOM STOCK**

The Showroom Stock (SS) category is intended to provide competition for mass produced stock automobiles. Kit cars and limited production cars modified by the manufacturer or aftermarket companies and resold through authorized original OEM suppliers (Saleen, Callaway, BMW Motorsport, Ford SVT, etc.) are not considered Showroom Stock.

The cars classified are the base model unless otherwise specified. Gray market and limited production models will be classified at the Event Stewards' discretion. No updating/backdating allowed.

Cars are classified in five (5) classes based on performance potential.

The competitor may be required to provide a factory shop manual of the competing vehicle's model and year to aid the Event Stewards in determining what is the "as delivered" configuration. Should a vehicle's as delivered configuration be subject to investigation via a protest, track record inspection, or other inspection deemed necessary by the Event Stewards, the competitor must provide a factory shop manual or risk disqualification or bumping to the appropriate class as deemed appropriate by the Tech Inspector/Event Stewards.

Showroom Stock automobiles will compete in an "AS DELIVERED" configuration with preparations and modifications allowed ONLY as follows ([in other words, if it's not explicitly permitted here or in section VI, it's not legal in Showroom Stock](#)):

#### CAR INTERIOR

- 1. Accessories, gauges, indicators, and/or lights are permitted.
- 2. Drivers' seat may be replaced with an aftermarket seat.
- 3. Steering wheel may be replaced with an aftermarket wheel, provided the diameter remains the same as stock.

#### EXTERIOR

- 1. The removal of a convertible's soft top is allowed provided that it is replaced with a factory hard top.

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### WHEELS AND TIRES

1. Any type wheel may be used provided wheel size (width and diameter) remain stock. Wheel offset may be +/- 5mm from stock. Cars delivered with 12 inch wheels may use aftermarket 13 inch wheels with a maximum width of 5 inches that fit within stock fenders. Cars delivered with wheels greater than 17 inches in diameter may use wheels that are 17 inches in diameter, provided they are the stock width.
2. Wheel spacers are not allowed.
3. Tires shall be of "as delivered" construction, DOT approved with no undertread showing (for safety reasons), and either be listed in THE TIRE GUIDE or be available in three or more rim diameters.
4. Any size tire that fits on the stock rim is allowed provided it meets the following:
  - a. The tread fits within the stock fender and wheel well (without modification) as measured by a vertical line dropped down from the fender lip while the car is at rest on level ground with the wheels pointing straight ahead.
  - b. The rim width used is among the rim widths recommend by the tire manufacturer for that particular tire size.
5. [Lug nuts and studs are free.](#)

### RUNNING GEAR

#### A. BRAKES

1. Any brake fluid, brake pad and/or shoes may be used. Braided stainless/teflon brake lines may be used.

#### B. SUSPENSION

1. Any shock absorbers may be used provided the system of attachment and original mounting points are not altered. The number of shock absorbers must remain as stock. Shocks incorporating load supporting devices and/or external reservoirs are prohibited.

#### C. ELECTRICAL SYSTEM

1. The make of spark plugs, points, cap, rotor, ignition coil and high tension wires is free.
2. The stock engine computer, if so equipped, must be used. The use of aftermarket performance chips is not allowed.

#### D. ENGINE AND DRIVE TRAIN

1. No modifications of any kind to engines are allowed.
2. Any oil cooler is permissible on any SS vehicle provided it is securely mounted completely within the confines of the engine compartment, higher than the centerline of the hubs and has no additional ducting.
3. Oil accumulators (Accusump) are allowed provided they are securely mounted.
4. Any make hoses, clamps, and belts are allowed.
5. Any make oil, air, and/or fuel filter elements are allowed.
6. Any part of the exhaust system beyond the header/manifold or catalytic converter, if so equipped, may be substituted with an OEM equivalent exhaust system provided it exits behind the rear wheels and outside the bodywork. Modifications of any type, including additions to, removal of or non-stock replacement of the catalytic converters, thermal reactors, or any other pollution control devices are not allowed and the system must be operable.

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

### **SHOWROOM STOCK UNLIMITED (SSU)**

Generally all showroom stock production cars considered too competitive for SSGT

BMW V8  
Chevrolet Corvette (all IRS except ZR1)  
Dodge Stealth Turbo, Viper (except ACR)  
Ferrari, All models (except F40, F50, 328 and 348 Challenge)  
Lamborghini, All models  
Lotus Esprit 4-cyl turbo and 8-cyl turbo  
Mazda RX7 Twin Turbo  
Maserati, All models  
Mitsubishi 3000 GT VR4 Turbo, Lancer Evolution  
Nissan 300ZX V6 Twin Turbo  
Pantera  
Porsche 911 (993) normally aspirated 1990 and up (except RS and RSR), 928  
Subaru WRX STi  
Toyota Supra Twin Turbo

### **SHOWROOM STOCK GT (SSGT)**

Generally All SCCA SSGT Cars

BMW 328, Z3 2.8L, 535, 633, 635 (except M3 6-cyl, M5, M6), Z4 3.0i, [X5 4.4 & 5.4](#)  
Chevrolet Camaro V8 (except SS Ram Air, 1LE, SLP)  
Chrysler Corp., mass-produced FWD Intercooled Turbo (except Shelby GLH intercooled turbo)  
Corvette (solid rear axle)  
Datsun/Nissan 280ZX Turbo, 300ZX Turbo  
Dodge Stealth normally aspirated  
Dodge Neon SRT-4  
Ford Mustang V8 (except Cobra and Saleen)  
Mazda RX7 Turbo  
Mercury Capri 302  
Mitsubishi 3000 GT normally aspirated  
Nissan 300ZX V6 normally aspirated  
Pontiac Trans Am  
Porsche 911 NOC (except RS, RSR), 944 Turbo (except Turbo S), 944S, 944S2, 968, Boxster  
Saab 9000 Aero  
Subaru WRX  
Toyota Supra 3.0 turbo, MR2 turbo  
Volvo 5-cyl turbo

### **SHOWROOM STOCK A (SSA)**

Generally All SCCA SSA Cars

Acura Legend, Integra GSR 1.7, Integra VTEC  
Alfa Romeo Sprint Veloce, Sports Sedan, GTV-6, Milano 3.0  
Audi V6 and 1.8L turbo  
BMW 325E, 325iS, 525, Z3 2.5i, (except M3 4-cyl), Z4 2.5i, [X5 3.0](#)  
Chevrolet Beretta GTZ, Camaro 6 cyl, Monza 2+2  
Datsun/Nissan Z cars NOC  
Dodge Shelby Charger Turbo, Omni GLH Turbo  
Eagle Talon turbo  
Ford 302 Mustang II, Mach I, Cobra II, Turbo 2.3, T-bird Turbo, T-bird SC, '89 Cougar, Focus SVT  
Ford Taurus SHO, Probe turbo and V6

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

Honda Prelude VTEC, Del Sol VTEC, Civic SI 2002+  
Mazda RX7 IRS, MX6GT  
Merkur XR4Ti  
Mini Cooper S (supercharged)  
Mitsubishi Eclipse turbo, Galant VR4, Mirage 16v Turbo  
Nissan 200SX 3.0, Sentra SER Spec V  
Oldsmobile Starfire Firenza, 305, Quad 4  
Peugeot 505 Turbo '88 and newer  
Plymouth Laser Turbo  
Pontiac Trans Am NOC, '88 Fiero V6  
Porsche 944 8v, 924S, 924  
Saab 900, 9000 16v Turbo  
Toyota Celica 4WD Turbo, Supra, 2.8, MR2SC  
Volvo 4 cyl Turbo  
VW Golf, Jetta, Corrado V6; Corrado G60, New Beetle Turbo

### **SHOWROOM STOCK B (SSB)**

Generally All SCCA SSB Cars  
Acura Integra 3 door  
Alfa Romeo Alfetta, GT, Spider 2000, Milano 2.5  
AMC Spirit, DL, GT Liftback 258, 4 spd.  
Audi Fox, Coupe, 4000, 5000, 80, 90 (including all Quattros)  
BMW 320i, 320iS, 318i, 2002, Z3 1.8/1.9i  
Buick Skylark, 23i, Skyhawk, 2.8 HO, 4 spd., Skyhawk Turbo  
Chevrolet FWD V6, Nova 16v  
Dodge Colt Turbo, GT2000, Charger 2.2, 024 2.2, Challenger 2600, Shelby Charger and Omni GLH, Neon DOHC.  
Eagle Talon normally aspirated  
Fiat 124 Sport Spyder, 131, Spyder 2000  
Ford Mustang 4 cyl Turbo and V6, Focus 2.3  
Honda Civic VTEC, CRX Si, Prelude 2.0  
Isuzu I-Mark RS  
Mazda RX3, RX3SP, RX4, 626 Turbo, RX7, Miata 1.8L and Miata R, MX3 6-cyl  
Mercury Capri 4 cyl and V6; Tracer LTS  
Mini Cooper  
Mitsubishi Eclipse, Galant normally aspirated; Mirage 8-valve turbo  
Nissan 240SX, 200SX Turbo, Pulsar 1.8 DOHC, Sentra SER  
Nissan 1991 NX 1600 & NX 2000  
Oldsmobile, Starfire, V6, Omega, 2.8 HO  
Peugeot 505, 505 Turbo, 405 Mi16  
Pontiac Phoenix 2.8 HO, Sunbird Turbo, Fiero V6 NOC  
Plymouth Laser, Normally Aspirated  
Renault Fuego Turbo, 1.6, Fuego 2.2  
Saab 8v Turbo, 900 and 9000 16V normally aspirated  
Subaru Impreza RS 2.5i  
Suzuki Swift GTI  
Toyota Celica GTS 16v, Corolla GTS, FX-16, (1.6 & 2.2), MR2 1990 and newer  
Volvo 242/4, GT  
VW GTI 16v, Jetta 16v, Scirocco 16v, New Beetle

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

### SHOWROOM STOCK C (SSC)

Generally All SCCA SSC Cars  
AMC Spirit  
BMW 1600cc  
Buick Opel Isuzu, Skylark, 1.8 HO or 2.0  
Chevrolet Chevette, Monza, 4 cyl, Cavalier 4 cyl, Citation 4 cyl  
Datsun/Nissan 210, 310, 510, 610, 710, and F-10, 200SX 2.2 5 spd.  
Dodge Colt, 1600, Omni, Challenger 2.5, 024 1.7, Neon SOHC  
Fiat X1/9, 128 Sedan, Strada 1500, 5 spd.  
Ford Fiesta, EXP 1.6 HO (non-turbo), Pinto, Escort GT 16V and 4 cyl, Focus 2.0  
Geo Prism GSI, Storm GSI  
Honda Civic, Civic Si, CVCC, Accord, CRX (Carbureted and Non-Si)  
Isuzu I-Mark Coupe  
Mazda Protege, 808, 1600, GLC, GLC Sport, 626, 323, Miata 1.6L  
Mercury Bobcat 2.3, LN7 1.6 HO, Lynx, Tracer LTS  
MGB, Midget 1500  
Oldsmobile Firenza, 1.8 SOHC, 2.0, Omega 4 cyl  
Plymouth Horizon, TC-3, Arrow 1600, GT, Champ 1.6  
Pontiac 4 cyl  
Renault LeCar, Alliance, Encore, GTA  
Saab 99 and 900 8-valve normally aspirated  
Subaru normally aspirated  
Toyota Corolla, Corona, Starlet 1.3 5spd., Celica, GTS, GT, ST, GT Liftback  
Triumph 4-cyl  
VW Rabbit, Golf, GTI, Scirocco, all 8 valve

### X. STREET TOURING

[For 2005 the class 'Street Stock' has been renamed 'Street Touring'. The overall spirit, class letters \(ST\), and nearly all the allowed modifications, remain the same.](#) The intent of this classification is to provide a competitive grouping for vehicles which might be modified to improve performance, roadability, and safety. Cars which have been modified in violation of these rules may be classified at the discretion of the Event Stewards. It must be recognized that Street Touring must address a wide range of modifications in order to find a class for any car between "Showroom Stock" and "Street Prepared" cars. Therefore it is impossible to guarantee the competitive potential of any car, even when modified to the full extent allowed by Street Touring (ST).

Kit cars and limited production cars modified by the manufacturer or aftermarket companies and resold through authorized original OEM suppliers are not considered Street Touring.

For items not allowed to be modified from the stock production configuration, it shall be the responsibility of the competitor to prove the stock configuration by providing a factory shop manual of the competing vehicle's model and year or risk disqualification or bumping to the appropriate class as deemed appropriate by the Event Stewards.

For any Street Touring car having modifications considered by the competitor to be non-performance related, the legality of such modifications shall be determined through the normal protest procedure.

Updating and back-dating of components are not allowed in Street Touring (ST), unless specified below. The original engine (or direct replacement) that was manufactured with the car must be used.

[Street Touring automobiles will compete using preparations and modifications allowed in section VI, section IX, plus the following: \(in other words, if it's not explicitly permitted here, in section VI, or in section IX, it's not legal in Street Touring\) :](#)

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

1. Cars must use street running gear, e.g., operating wipers and wiper motor; head and tail lights; interior consisting of headliner, door panels, and side panels, DOT glass, heater and defroster. All glass must be in place as delivered from the factory. Front and rear bumpers must be present. Rear seat and rear carpet may be removed.
2. A. Tires must be DOT approved, with no undertread showing (For safety reasons), and either be listed in THE TIRE GUIDE or be available in three or more rim diameters. RECAPS ARE NOT ALLOWED.

B. Wheel type and size is optional provided the tire tread fits within the stock fender configurations measured by a vertical line dropped down from the fender lip, while the car is at rest on level ground, with the wheels pointing straight ahead.

The edge of the tread is defined as that point on the tire that intersects with a 45 degree angle drawn from a line perpendicular to the centerline of the wheel. This shall be measurable by placing one edge against the wheel sidewall of a template consisting of two straight edges having an included angle of 135 degrees."

3. A. Any anti-sway bar(s) may be added, substituted, or subtracted.
- B. Springs of any origin may be used, provided they fit without any changes in chassis or spring mounting points. Spring spacers/shackles may be added to adjust ride height. Spring perches which are adjustable by means of a threaded collar are allowed. In vehicles using torsion bar suspensions, the diameter (but not the length) of the torsion bars may be changed.
- C. Any shock absorbers may be used provided they attach to the original mounting points. The number of shock absorbers must remain as stock.
- D. ~~Any plastic (Urethane, Delrin etc.) may be used in place of rubber suspension bushings.~~  
Any Motor Mounts, Shifter Bushings, and Suspension Bushings may be used.  
Bobble Struts used to damp motor movement are free.
- E. Updating and backdating of braking system is allowed within the same manufacturer as long as it is completely bolt-on without adapter plates or brackets. Brake pad/lining material is unrestricted. Brake lines may be replaced with steel or Teflon lined metal braided hose.
- F. Brake rotors/drums of any origin may be used, provided they are ferrous (e.g. cast iron) and fit without modification to the caliper, caliper location, or wheel hub.
4. Aftermarket aerodynamic devices are prohibited with the exception of front air dams/spoilers and rear spoiler, unless a factory option. Front air dam must be fixed and positioned no lower than bottom of wheel. Rear spoiler must offer unobstructed rearward view while driving.

External body modifications to the fender wells in the form of fender flares and cutting away of fender lips are not allowed, as such modifications allow for larger/wider tires and lower vehicle ride heights. Rolling of inner fender lip is allowed so long as stock exterior appearance and stock dimensions of the fender wheel well is maintained.

5. A. Any air cleaner may be used. Original carburetor or fuel injection throttle body (or OEM equivalents with same flow rate) must be used. In all cases, intake manifold must remain stock as delivered.
- B. In cars using computers, aftermarket chips may be substituted. Ignition coil may be upgraded. Any ignition may be used as long as the stock spark trigger (distributor) is used.
- C. Underdrive pulleys are permitted.
6. A. Aftermarket headers may be used. Muffler use is required, but type is unrestricted. Exhaust must exit behind rear wheels and outside the body. Exhaust tubing size is unrestricted. Catalytic converters must be used in cars originally equipped with them. Non-stock replacement of the catalytic converter is allowed.

~~B. Exhaust systems must meet the required dB levels set by the track. (redundant, see IV.I.)~~

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

- C. Turbocharged and supercharged cars will be moved up one class from the normally aspirated version, unless otherwise specified.
7. A. Rollbars and rollcages are highly recommended. See section VI.F.3 No tubes shall pass through the firewall or be attached further rearward than the rear of the rear wheels. Such bars and cages may be bolted or welded into the automobile. No openings between fuel container and passenger compartment are allowed.
- B. Any after market seats or steering wheel may be used. Gauges may be added. Aftermarket shifters may be used.
- C. Removal of ignition lock/switch is allowed at the discretion of the driver.
- D. Oil coolers and pressure accumulators (Accusump) are allowed.
- E. Bolt-on chassis stiffeners are allowed. [\(examples: strut tower braces, rear subframe braces, front subframe x-braces\)](#)
- F. Updating and backdating of differentials is allowed within the same manufacturer. Any aftermarket limited-slip differential may be used provided ratios are among those available on OEM differentials. WELDED OR LOCKING DIFFERENTIALS ARE PROHIBITED.
- G. Camber/caster plates or eccentric bushings/bearings for the purpose of adjusting camber/caster are allowed provided that the stock suspension mounting points are retained and not modified. No modifications to the stock strut towers are allowed.
- H. Brake ducts are allowed.
- I. Batteries may be relocated from their original location provided they are securely mounted.
- J. Air conditioning may be removed.
8. Actual class assignment of a specific vehicle shall be as indicated below in this rulebook. Any specific vehicle not assigned to a Street Touring class in this rulebook shall be evaluated and classified by the Event Stewards.

### **STREET TOURING GT (STGT)**

All SSU cars modified to Street Touring rules  
BMW M3, 2001+, M5 V8  
Corvette ZR1  
Dodge Viper ACR  
Ferrari F40, F50, 328 and 348 Challenge  
Ford Mustang Cobra Supercharged  
Porsche 911 RS and RSR

### **STREET TOURING 1 (ST1)**

All SSGT cars modified to Street Touring rules  
BMW M3 6-cyl, M5 I6, M6, M Coupe, M Roadster  
Camaro SS Ram Air, 1LE, SLP  
Ford Mustang Cobra (including R and 4-cam), [F-150 Lightning](#)  
Firebird WS6 Ram Air  
[Lotus Exige](#), Elise S2  
Porsche 944 Turbo S  
Saleen Mustang

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

Shelby GLH intercooled turbo  
Subaru WRX

### **STREET TOURING 2 (ST2)**

All SSA cars modified to Street Touring rules  
Acura Integra R  
BMW M3 4-cyl

### **STREET TOURING 3 (ST3)**

All SSB cars modified to Street Touring rules  
Neon ACR

### **STREET TOURING 4 (ST4)**

All SSC cars modified to Street Touring rules

## **XI. STREET PREPARED**

The intent of this classification is to provide a competitive grouping for vehicles which might be modified to improve performance, roadability, and safety. Cars which have been modified in violation of these rules may be classified at the discretion of the Event Stewards. It must be recognized that Street Prepared must address a wide range of modifications in order to find a class for any car between "Street Touring" and "Prepared" cars. Therefore it is impossible to guarantee the competitive potential of any car, even when modified to the full extent allowed by Street Prepared (SP).

Kit cars and replicars are allowed in SP if they meet the rules otherwise specified. They shall be considered to be manufactured by the kit car, specialty car or replicar manufacturer.

For items not allowed to be modified from the stock production configuration, it shall be the responsibility of the competitor to prove the stock configuration by providing a factory shop manual of the competing vehicle's model and year or risk disqualification or bumping to the appropriate class as deemed appropriate by the Event Stewards.

[Street Prepared automobiles must comply with section VI, then any modifications are permitted while observing the following restrictions:](#)

1. Engine blocks may be obtained from any manufacturer.  
Number of cylinders used must have been offered in that particular car.
2. Engine must be located in the original engine compartment. Firewall sheet metal must be left as stock.
3. Cars must be equipped with street running gear, e.g., operating wipers and wiper motor; head and tail lights; interior consisting of stock dash board, door panels, side panels. Rear seat, all carpet, and headliner may be removed.
4. Stock glass windshield and rear glass must be used.
5. Silhouette of car must remain as delivered.

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

6. Composite panels may replace hood, fenders, bumpers, doors, and trunk lid as long as stock appearance is maintained. Cars using composite doors must have tubing of the same size and thickness as the rollbar/rollcage, running from shoulder height (while seated) forward to at least 85% of the door opening.
7. 100% of stock frame or sub-frames must be retained.
8. Tires must be DOT approved, with no undertread showing (For safety reasons), and either be listed in THE TIRE GUIDE or be available in three or more rim diameters. RECAPS ARE NOT ALLOWED.

Wheel type and size is optional provided the tread fits within the stock fender configurations measured by a vertical line dropped down from the fender lip, while the car is at rest on level ground, with the wheels pointing straight ahead. The edge of the tread is defined as that point on the tire that intersects with a 45 degree angle drawn from a line perpendicular to the centerline of the wheel. This shall be measurable by placing one edge against the wheel sidewall of a template consisting of two straight edges having an included angle of 135 degrees.

9. External body modifications to fender wells are not allowed although rolling of the inner fender lip and enlarging or removal of the inner wheel well is allowed as long as stock outer appearance is retained.
10. Any aerodynamic device may be added as long as they are fixed and immovable.
11. Fuel cell (tank) must be separated from the passenger compartment by a metal bulkhead. All fuel and oil lines passing through the passenger compartment must be either steel tubing or steel braided hose (Aeroquip, Earls, etc.).
- ~~12. Exhaust must meet dB level set by the track. (redundant, see IV.I)~~
13. Turbo charged and super charged cars will be moved up one class.
14. Roll bars are mandatory. Rollcages are highly recommended
15. The passenger seat may be removed ~~to allow the installation of~~ when a "Petty Bar" is installed.

### **STREET PREPARED A (SPA)**

Generally all cars with 8 or more cylinders or 6 cylinder turbo cars prepared to Street Prepared rules.  
Mazda rotary turbos  
Porsche 944 turbo

### **STREET PREPARED B (SPB)**

Generally all 5 and 6 cylinder normally aspirated and 4 cylinder turbo cars prepared to Street Prepared rules.  
~~BMW M3 4-cyl~~ (goes to SPC with other 4-cyl)  
Mazda 13B normally aspirated  
~~Porsche 944, 968~~ (goes to SPC with other 4-cyl)

### **STREET PREPARED C (SPC)**

Generally all 4 cylinder cars prepared to Street Prepared rules  
Mazda 12A normally aspirated, MX3 1.8L 6-cyl

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

### **XII. PREPARED**

This classification includes full race prepared cars and cars with modifications not normally found in street legal cars.

Modifications are allowed within the realm of those allowed by major sanctioning bodies such as SCCA, IMSA, NASCAR, or FIA.

#### 1. SAFETY

- A. Rollbars must be in accordance with the COM rules and regulations. (See General Rules under Car Requirements.) Roll cages are highly recommended but not required.
- B. A window safety net must be installed to prevent the driver's arms and/or head from protruding through the window opening, unless the car is topless.
- C. An approved five point or better safety harness system is required.
- D. Fuel cell (tank) must be separated from the passenger compartment by a metal bulkhead, except in open-wheel Formula cars. All fuel and oil lines passing through the passenger compartment must be either steel tubing or steel braided hose (Aeroquip, Earls, etc.).
- E. The following items are highly recommended but not required:
  - 1. Fuel cells
  - 2. Racing tires
  - 3. Window safety clips and straps
  - 4. Master switches (kill switches)
  - 5. Scattershields
  - 6. Oil catch cans
  - 7. Fire extinguisher, if securely mounted

#### 2. GENERAL

- A. All interior and exterior street components may be maintained, e.g., seats, glass, lights, etc.

### **FORMULA PREPARED**

SCCA Formula Ford, CSR, DSR, SCA ( Any Formula Car that meets SCCA Formula General Specifications that is not otherwise classified by COMSCC shall run in Formula Prepared.)

#### **PREPARED A (P/A)** (All Prepared Cars Determined To Have A Performance Potential Less Than Or Equivalent To GT1.)

Generally all cars with 8 or more cylinders or 6 cylinder turbo cars prepared to Prepared rules  
SCCA GT1  
Mazda rotary turbos  
Porsche 944 turbo

#### **PREPARED B (P/B)** (All Prepared Cars Determined To Have A Performance Potential Less Than Or Equivalent To GT2 And Greater Than GT3.)

Generally all [5 and 6](#) cylinder normally aspirated and 4 cylinder turbo cars prepared to Prepared rules  
SCCA GT2  
SCCA DP, EP, Formula 440  
Mazda 13B normally aspirated  
Porsche 944, 968

#### **PREPARED C (P/C)** (All Prepared Cars Determined To Have A Performance Potential Less Than Or Equivalent To GT3.)

Generally all 4 cylinder cars prepared to Prepared rules  
SCCA GT3  
SCCA GT4, Formula Vee, FP, GP, HP, GT5 & Sports Renault  
Mazda 12A normally aspirated, MX3 1.8L 6-cyl

**2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS**

**XIII. SPECIAL AWARDS**

**MARVIN SCHRIEBMAN MEMORIAL AWARD** to the outstanding contributor to COM for the past year. Marv Schriebman was active in Corvettes of Massachusetts (as we were known in the old days) not only as a driver but as an organizer, worker, and more. He died on Winter Weekend 1966, drowning in the swimming pool after having a heart attack. His son remained active in COM for several years.

This was the first memorial trophy awarded, paid for by a collection by the members of COM.

1966	Hugh McGuire	1979	Michael Caldwell	1992	Frank Perron
1967	Ken Duclos	1980	Bill Swenson	1993	Elizabeth Ames
1968	Lynn Cozza	1981	Cathie Denomme	1994	Liz Valley
1969	Bob & Nancy Scovill	1982	Don Denomme	1995	Emily Cullen
1970	Monty Wells	1983	Cathie & Don Denomme	1996	Mike French & Frank Perron
1971	Barbara Leduc	1984	Trisha Blethen & Cathie Denomme	1997	Grove Marcy
1972	Judi & Duke Sheaff	1985	Barbara Platt	1998	Cathy Clark
1973	Ken Hablow	1986	Denise Cayon	1999	Paul Shearer
1974	Judi Sheaff	1987	Dave Burden	2000	Rob Goldfarb
1975	Sue Meyer	1988	Sharon Morgan	2001	Chris Aylward
1976	Bob Moreau	1989	Dave Burden	2002	Bill Miskoe
1977	Lee Auclair	1990	Dave Hottle	2003	Herb DaSilva
1978	Lee Auclair	1991	Norma Costa	2004	Dan Malek

**ANDY SMITH, JR. MEMORIAL AWARD** presented to the COM member who has shown the greatest sportsmanship.

Andy Smith, Sr., was a real old time circle track enthusiast and car builder. His two sons were very active in COM, racing Corvettes in the late 60's. Andy, Jr. was killed in 1969 in an auto accident. Andy, Sr. donated this memorial trophy to COM in his son's name because he was noted for his sportsmanlike ways.

1969	Gerry Robinson	1983	Bill Kinirey, Glen Kus, & Paul Poirier	1995	Stuart Greene
1970	George Mamary	1984	Mal & Mary Taylor	1996	Andrew Appleton
1971	Noel Poduje	1985	Dave Laughlin	1997	Frank Cullen
1972	Neil Flaherty	1986	Lunch Box Racing (Bill Hastie & Radu Tennebaum)	1998	Glenn Seward
1973	Earl Maclean	1987	Mark Freeman	1999	Christopher Tier
1974	Duke Sheaff & Phil Valpey	1988	Doug Kelly	2000	Jason Stockwell
1975	Peter Valpey	1989	Frank Perron	2001	Mark Swinehart
1976	Casey Schild	1990	Peter Evans & Jeff Curtis	2002	Lou Milinazzo
1977	Choppy Wicker	1991	Michael Forte	2003	Chris Connacher
1978	Peter Flanagan	1992	Douglas Valley	2004	Brian Formel
1979	Yale Rachlin	1993	Pete Polli		
1980	Rad Nutting	1994	Donna Carlson		
1981	Al Doty				
1982	Michael Wilson				

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

**ARTHUR KELLEY MEMORIAL AWARD** is for outstanding personal achievement in a new role. Arthur Kelley was a theatre critic and photographer for the Boston Globe. He was also able to get a regular sports column in the Globe to keep the public informed of events throughout the area. He was a regular attendant of COM events back in the Salisbury days and continued to promote COM after his retirement from the Boston Globe.

After his death in 1982, the COM Board of Directors decided to honor his memory with this annual award to the person who has done the best job in his or her new role.

1982	Trisha Blethen	1990	David Dennis	1998	Kevin Foote
1983	Denise Cayon & Steve Hooper	1991	Elizabeth Ames	1999	Dave & Annette Woodle
1984	Kent Backe	1992	Grove Marcy	2000	Fred Sanford
1985	Dave Burden	1993	Katie Richmond	2001	Bruce Allen
1986	Dave Laughlin	1994	Kevin Rosenberg	2002	Debbie Stohn
1987	Ed Funk	1995	Ed Dennison	2003	Dan Malek
1988	Dan Sheppard	1996	Cathy Clark	2004	Mark Swinehart
1989	Chris Demers	1997	Herb DaSilva		

**THE BRITISH CUP** presented annually to the COM member for their competitive spirit in a British sports car, (Excluding Sports Racers and Formula cars). It was a very competitive year in 1978 among the British car fanatics. There was a great deal of unseen effort to keep the cars alive in a time when there were not too many parts. Lee Auclair and Pete Flanagan thought it would be a great idea to award those efforts. Lee and Diane Auclair had the dinosaur champagne bucket in their attic -- an old wedding present which they decided to donate as part of the trophy. Pete Flanagan arranged to have it mounted. The result is our coveted British Cup, awarded to the British car driver accumulating the most points (or is it oil spots) through the year.

1978	Tony Martin (Triumph TR6)	1988	Dick Davis (MG Midget, "The Yellow Peril")	1994	Fred Myers (Triumph TR4)
1979	Paul Poirier (MG Midget)			1995	Fred Myers (Triumph TR4)
1980	Tony Martin (Triumph TR6)	1989	Dick Davis (MG Midget)	1996	Fred Myers (Triumph TR4)
1981	Shiela Bushey (MGB)	1990	Royal Thurston, III (Lotus Esprit Turbo)	1997	Fred Myers (Triumph TR4)
1982	Paul Poirier (MG Midget)			1998	Walt Armstrong (TVR)
1983	Irv Perkins (Mini Cooper)	1991	Royal Thurston, III (Lotus Esprit Turbo)	1999	Mark Wheatley (Triumph TR4)
1984	Glenn Kus (MG Midget)			2000	Mark Wheatley (Triumph TR4)
1985	Jack Dice (A-H Sprite)	1992	Royal Thurston III (Lotus Esprit Turbo)	2001-02	No Award
1986	Michael French (MG Midget, "The Yellow Peril")			2003	Andrzej Brzezinski (Lotus Esprit)
1987	Dick Davis (MG Midget)	1993	Royal Thurston III (Lotus Esprit Turbo)	2004	Michael Fridmann (Lotus Esprit)

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

**THE JAPANESE CUP** presented annually to the COM member for their competitive spirit in a Japanese sports car.

At an informal party back in 1983, that several COM members were attending (many of whom were down to some serious partying, we've been told), Dave Sherman piped up and said that "there ought to be a Japanese award; after all, we do have a British award." So Cathie Denomme suggested he donate one and so he did.

The Japanese Cup, (filled with Sake) is presented to the driver of a Japanese car who had been the most outstanding driver in competition among the Japanese cars.

1983	Jim Taylor (Datsun 280Z)	1996	Brian Cleary (Mitsubishi Eclipse GSX)
1984	Judy Saykin (Datsun B210)	1997	Bruce Allen (Mazda RX-7)
1985	Mark Bowen (Dodge Colt Turbo)	1998	David Foote (Toyota Supra Turbo)
1986	Mark Freeman (Datsun 240Z)	1999	Eric Lavery (Acura Integra R)
1987	John Parent (Acura Integra/ Mitsubishi Starion)	2000	Doug Campbell (Mitsubishi Eclipse)
1988	Dave Hottle (Mazda RX7)	2001	Marc Epstein (Mazda Miata)
1989	Chris Demers(Acura Integra)	2002	Christopher Tier (Nissan Sentra)
1990	Peter Evans (Toyota Supra)	2003	Scott Swinehart (Nissan Sentra)
1991	Chong-Liang Soo (Mazda RX7)	2004	Christopher Tier (Nissan Sentra/Mazda Miata)
1992	Bruce Allen (Mazda RX7)		
2001	Toru Kawamura (Toyota Supra)		
2002	Stephen Tier (Nissan Sentra SE-R)		
1995	Madison Bolden (Mazda RX-7)		

**THE DEUTSCHE AUTOFAHRER ANERKENNUNG** awarded to the driver of a car produced by a German auto manufacturer who has had the most outstanding performance over the course of the year.

The number of points that a driver has won during the course of the championship series will be considered in deciding the winner of the award, however, that should not be the only factor involved. The members of the committee should look at the level of competition in each of the classes and choose the driver who has done the best against the highest level of competition.

The award was designed with passenger cars in mind. The existence of German-made formula cars is acknowledged, but these cars are not considered to be eligible for the trophy at this time. This award was donated to the club by Dave Burden who received the various emblems from area car dealerships (Tulley-BMW, Cavanaugh Brothers, Nault's and Nashua Auto).

1984	Manfred Moehring (Porsche 911)	1991	George Rogers (Porsche 911)	1998	Kevin Holmes (BMW M3)
1985	Paul LeCain (Porsche 930)	1992	Taku Innoue (Ruf Porsche)	1999	Robert Goldfarb (Porsche 968)
1986	Roy Delonga (VW Scirocco)	1993	Pete Janssen (VW Rabbit)	2000	Leos Kubec (Porsche 911)
1987	Ray Gadbois (Porsche 911)	1994	Rob Tucker (Porsche 914)	2001	Michael T Campbell (VW GTI)
1988	Elizabeth Ames (Porsche 944)	1995	Sam McCleary (BMW M3)	2002	Fred Ferguson (BMW M3)
1989	James Jordan (BMW)	1996	David Foote (BMW M3)	2003	James Price (Porsche 930 turbo)
1990	Steve Richard (BMW 2002)	1997	David Foote (BMW M3)	2004	Mark Litzerman (BMW M3)

## 2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

**AMERICAN IRON AWARD** presented annually to the COM member for their competitive spirit in an American V8 powered automobile. In 1996, Jim Yeames and Dave Galpin of Adhesive Engineering decided that since we had British, German and Japanese awards, there should be an award recognizing competitors of American cars.

1996 Frank Perron (Plymouth Cuda)	1999 David Woodle (Chevy Corvette)	2002-03 Chris Connacher (Ford Mustang)
1997 Doug Seward (Chevy Corvette)	2000 Eric Woodman (Ford Mustang)	2004 Jack Rosen (FFR Cobra)
1998 Glenn Seward (Chevy Corvette)	2001 Alison and Nate Hine (Cobra Replica)	

**MOST IMPROVED DRIVER AWARD** awarded to the driver who consistently improves while he or she continues to try different driving techniques offered by COM Instructors. The current trophy was donated by Steven's Foreign Auto in 1995.

1985 Sharon Morgan	1991 Dean Clark	1997 John Brennan	2003 Mike Campbell
1986 Elizabeth Ames	1992 John Muyskens	1998 Angie Duval	2004 Matt Daniels
1987 Red Lindemann	1993 Dana Poli	1999 David Woodle	
1988 Doug Valley	1994 Eric Folia	2000 Doug Campbell	
1989 Kathy Demers	1995 Eric Folia	2001 Mark Epstein	
1990 Al Viator	1996 Brian Cleary	2002 Dan Baldwin	

**OVERALL DRIVER CHAMPIONSHIP AWARD** Awarded to the driver who has accumulated the most points during the year at COM time trials. The current trophy was donated to COM by the Tiki Lau Restaurant (Westford, MA).

1972 Neil Flaherty	1986 Roy Delonga & Mike French	2000 Christopher Tier
1973 Larry Cashman	1987 Mark Hutchinson	2001 Dan Malek
1974 Al Salerno	1988 Mike Wilson, Dick Davis & Doug Valley	2002 Christopher Tier & Dan Malek (tie)
1975 Mike Caldwell	1989 Bruce Allen	2003 Scott Swinehart
1976 Ray Gadbois	1990 Peter Evans	2004 Christopher Tier
1977 Paul Perry	1991 Sam McCleary & Rod Folia	
1978 Nate Danforth	1992 Sam McCleary	
1979 Nate Danforth & Rad Nutting	1993 Sam McCleary	
1980 Craig Olmstead	1994 Doug Valley	
1981 Dick Harding	1995 Pat Bernadino	
1982 Dick Harding	1996 David Foote	
1983 David Laughlin	1997 Dean Clark	
1984 Glenn Kus	1998 Kevin Holmes	
1985 Dave Sherman	1999 Eric Lavery	

**WORKER OF THE YEAR AWARD** is presented to the COM member who has been the most outstanding worker during the year. This award was initiated by the club starting with the 1988 season.

1988 Jamie Sheppard	1994 Donna Carlson	2000 Dan Malek
1989 Sharon Morgan & Don Swaggart	1995 Mike French	2001 Chris Connacher & Brad Pelletier
1990 Roland Clark	1996 Kelley Wharff	2002-03 Mike Campbell
1991 Norma Costa	1997 Jim Schneit	2004 Bill Miskoe
1992 Roland Clark	1998 Lisa Hocking	
1993 Roland Clark	1999 Nicole Nestor & Chris Aylward	

**2005 RULES, REGULATIONS, AND CAR CLASSIFICATIONS**

**RACING AGAINST LEUKEMIA AWARD** The "Racing Against Leukemia" trophy, presented by Team Yankee, is given each year to the COM member (Driver or Worker) who best exemplifies the spirit that children with cancer have; the courage to continue in the face of adversity.

1990	Doug Valley	1996	Dean Clark	2002	Dean Clark
1991	Dennis Bauer and Lee Caldwell	1997	Kevin Rosenberg & Red Lindemann	2003	Chris Aylward
1992	Kathy Demers	1998	Frank Cullen	2004	Debbie Stohn
1993	Doug Valley	1999	Bonnie Shields		
1994	Pete Polli	2000	Bill Sarno		
1995	Frank Perron	2001	Bill Sarno		

**ROBERT J. GOLDFARB MEMORIAL PRESIDENTS CUP** The Presidents Cup was initiated and donated by 1992 COM president Frank Perron. The cup was renamed in 2002 to honor COM President Rob Goldfarb, who was killed in a racing accident at Pocono that year. This award is given at the discretion of COM's President.

1992	Peter Polli	1998	Fred Sanford	2004	Diana Westgate
1993	Chong Soo	1999	Paul Shearer		
1994	Jonathan Barrow	2000	Bruce Allen		
1995	Jeff McCarthy	2001	Dan Malek		
1996	Glenn Seward	2002	Christopher Tier		
1997	Dave Galpin	2003	Paul Shearer		

**INSTRUCTOR OF THE YEAR AWARD** is presented to the COM instructor who has performed this difficult but critical job with distinction. This award was initiated by the club starting with the 1998 season.

1998	Bruce Allen	2004	Dan Malek
1999	Stuart Greene		
2000	Christopher Tier		
2001	Frank Cullen		
2002	David Foote		
2003	Don Pierce		