COM SPORTS CAR CLUB

2023 Rules, Regulations and Car Classifications

Revision: 2023 ver 1.1

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The club maintains a website (www.comscc.com and www.comscc.org) and is also active on social media. Members are encouraged to visit our internet sites for updated information about events, rules changes and event results.

Registration for all club events may be found on www.motorsportsreg.com

Current contact information for the officers and BOD members, as well as links for submitting questions or rule change requests, may be found on our website.

Note on rule changes:

The Rules and Regulations 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 calendar year. The BOD (in consultation with the Stewards team) reserves the right to make rule changes in the course of the season should it be found necessary due to oversight or extreme circumstances.

Base Touring class point assessments for cars not already classified may be made by the team of stewards throughout the year; these new cars will then be added to the rulebook and classification tool in the following calendar year. Any gross error in base classification of a make/model car is subject to correction during the current season by a majority vote of the Team of Stewards, with review and agreement by the BOD.

COMSCC members are encouraged to voice their opinions, recommendations, and comments regarding rule changes . This can be done by writing to the Rules Chairman, Board of Directors, Chief Steward, elected COM Officer, or in person/virtually at the General and Board meetings held on the third Wednesday of each month. General and Board meetings held in October and November are used to gather and consolidate potential rule changes, debate the potential rule changes, and vote consideration of all proposed rule changes.

Where rules have been materially changed, text Highlighted in Yellow. **Participants are encouraged to read carefully, and in fully, the entire text.** The following table lists all approved changes, please check before an event for changes.

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Due to the length of time the rules were last updated please read over due to multiple changes made from 2021- 2023

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I. General

COM Sports Car Club (COMSCC) is one of the oldest active sports car clubs in the country.

Starting from a humble beginning in 1958 as one of the early Corvette Clubs (Corvettes of Massachusetts [COM]), COM has grown into a general interest car club that has a diverse and loyal membership in the greater Northeast United States and Canada.

The club has a long-standing reputation for excellence in high-speed driving instruction and competitive time trials on sports car tracks around the Northeast U.S. and Canada.

The club is run by an all-volunteer group and we encourage all of our members to get involved.

The COM Sports Car Club is a not-for-profit organization with membership open to any person interested in sports cars and sports car events. The overall goals of COMSCC's Driver Schools and Time Trial Event are to:

- Conduct a track event that puts everyone's safety first.
- 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.

The COM BOD reserves the right to terminate the membership (and refund the annual membership fee) of any person whose actions on or off the track are determined to be in conflict with the stated goals above.

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 competitiveness for any vehicle in any class.

Membership in COMSCC is open to all who apply and is granted and maintained upon payment of the annual membership fee. COMSCC reserves the right to terminate the membership (with return of paid membership fee) of any individual who's behavior on or off the track is detrimental to the purpose of the club.

Because there are a wide variety of cars participating in the Time Trial events, COM has established a car classing system to provide competitive categories where cars of similar capabilities are competing with each other for points within each class. There are "Touring" classes (where cars start at a base classification and points are assessed for modifications that change the car's performance potential) and "Super" classes (where nearly all modifications are allowed and a car's power to weight ratio is used to determine class). Specific details, including determination of a given car's class, are in later sections of this rule book.

A. Tracks COM uses

COM has approved the following course configurations for Drivers Schools and Time Trials:

- New Hampshire Motor Speedway:
    - North Chicane - South Oval; Counter Clockwise Direction
    - North Chicane - South Chicane; Counter Clockwise Direction
    - North Oval - South Chicane; Counter Clockwise Direction
- Summit Point Motorsports Park
    - Summit Point Circuit - Clockwise Direction
    - Shenandoah Circuit - Counter Clockwise Direction
- Circuit Mont-Tremblant
    - Short Course, Clockwise Direction
    - Long Course, Clockwise Direction
- Lime Rock Park: Clockwise Direction
- Watkins Glen International
    - Short Course, Clockwise Direction
    - Long Course, Clockwise Direction
- Canadian Tire Motorsport Park –CTMP (Formerly Mosport International) - Clockwise Direction
- Calabogie Motorsports Park - Long Course, Clockwise Direction
- Monticello Motor Club – Long Course, Clockwise Direction
- New Jersey Motorsports Park – Thunderbolt
    - Long Course, Clockwise Direction
    - Short Course, Clockwise Direction
- New Jersey Motorsports Park- Lightning - Clockwise Direction
- Thompson Speedway Motorsports Park
    - Road Course, Clockwise Direction
- Palmer Motorsports Park

    - Road Course, Counter Clockwise Direction
    - Road Course, Clockwise direction
- Canaan Motor Club, Canaan NH
    - Road Course, Clockwise Direction
- Club Motorsports, Tamworth NH
    - Road Course, Clockwise Direction

II. Entry Procedure

A. Registration

In order to register for a COM event, a participant must be a current member of COMSCC in good standing and hold a valid driver's license issued by the state or province in which they reside. Each participant must have registered and paid via the COM website (via link to motorsportsreg.com) prior to the event. All drivers must have a valid state driver's license available during the check-in registration. Same day registration and/or payment are strongly discouraged and will only be available with prior consent from the Registrar.

B. Competition Entry

A driver may only submit one-time card, declaring only one class, and may only run once (except in case of a re-run as allowed elsewhere in this rule book) per Time Trial. Multiple entry fees paid, in order to run in multiple classes or multiple cars, will not be allowed.

C. Late Entries

A tardy participant is one who arrives to an event after check-in registration has closed. Tardy participants may only enter the event after approval of the Event Chairperson (or Chief Instructor during drivers' school days), or will otherwise be turned away at the event without a refund of the entry fee.

D. Tech Inspection at Each Event

Drivers must present themselves and their car each morning of the event for Technical Inspection. Generally speaking, "Tech" opens 5 minutes after Registration opens each day and closes one hour later. Location will be in the paddock area, and may be done "in place", or require the driver and car to queue up in the Tech Line – Drivers will be advised on the details either at the track or in the communication before the event when possible.

The tech inspection is focused on Safety, not car classification. In the Tech line, compliance with the Driver Requirements and Car Requirements of this rulebook will be confirmed.

Drivers must have all safety gear with them and ready for inspection. A driver must have the tech sheet provided to them at Registration, to provide to the Tech inspector. Cars must be presented "ready to run" - i.e.; on "track" tires if in use, numbers applied, loose gear removed, etc. Driver MUST remain with the car at all times in the Tech line. If the car is dual- driven, both drivers must be present with both tech sheets and gear ready for inspection.

The Tech Inspector(s) will inspect the driver's car and required safety gear while completing the tech sheet. At successful completion of the tech inspection, the day's Tech sticker will be applied to the front windscreen driver's side where it may be seen easily by the track pit-out control person.

III. Driver Requirements

A. General

1) 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 the event for further information and appropriate forms..

2) Driving a car on a race track requires your full attention and can be both stressful and tiring. COM's primary goal is to run a safe event for all participants. Prospective drivers, if they have a disability or medical condition that could affect their ability to take instruction and operate their car, must disclose their condition at time of registration. While COM is committed to allowing all who wish to share our love of high-performance driving attend our event, we reserve the right to decline a registration if we aren't convinced your condition can be accommodated, to ensure your safety and that of the other participants.

3) A Driver Competition Log (DCL) will be issued to each driver at their first event. This logbook belongs to the driver and must be brought with them to every event in which they are a student, so that their progress from Student to Licensed can be tracked by their instructor(s).

4) A driver will be classified as a student until their Driver Competition Log is signed by the Chief Instructor for a COM Time Trial license. Before being allowed to compete in a Time Trial, a driver must have a COMSCC Competition License or be classified as "Safe to Solo" by their individual Instructor. "Safe to Solo" will apply to the one full practice and time trial day following the school day only- that is, the second day of the event. For the next event, the driver will sign up as a student again, until the COM Time Trial license is earned.

5) Drivers and passengers must wear a Snell Foundation M, SA, or EA approved safety helmet at all times while on track. Helmets must fit properly, and the neck strap must be secured. Helmets may be modified to accept a "HANS" (or similar) component mounting as needed. Helmets must display a Snell Foundation sticker (typically inside under the liner) with "M2015", "SA2015", M2020" or "SA2020" or "EA2016". COMSCC recommends a closed- face style helmet, however open face, as long as it is Snell-approved, will be accepted. COM also recommends the helmet have an integral clear face shield; some tracks (New Jersey specifically) require a face shield even in closed cars. The Snell Foundation revises its standard every 5 years.

   COMSCC's policy is to update this rule every 5 years to ensure helmets are no more than 10 years old. COM reserves the right to reject for use any helmet that appears damaged or otherwise unsafe

6) In an open car, occupants must wear the following while on course:

   a. Goggles or face shield; if vehicle is equipped with a stock windshield, eyeglasses, or sunglasses will be accepted.

b. Properly adjusted arm restrains; SFI approved, worn in conjunction with the safety belt.

c. For the purposes of this rule, an “open car” is defined as a convertible, Targa, T-Top, or other vehicle that has no solid roof structure as delivered from the factory (e.g. formula car, sports racer, etc.) An open car with a soft top raised is still considered an open car.

d. An open car with a hardtop in place is considered a closed car for the purposes of this rule only

7) Occupants must wear, at minimum, long sleeves, long pants and suitable footwear. Shoes with “cleats”, heavy boots and sandals are not permitted. Fire resistant suits and gloves and suitable footwear are recommended in all cars. NYLON CLOTHING IS NOT ALLOWED.

8) Occupants of vehicles that are classified in a Super Class, have acquired 31 or more Touring Class Modification Assessment points, or have acquired 16 or more Touring Class Engine Modification Assessment Points are required to wear a minimum of a single layer fire resistant, full length suit and gloves and suitable footwear.

9) 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. All occupants must be COMSCC members and registered for the event.

B. Passing

1) Passing is allowed only in those areas defined at the Driver’s Meeting.

2) Drivers being overtaken by other cars are expected to:

3) Remain on the racing line

4) Signal to the overtaking driver on which side he/she would prefer the pass to be performed

5) If the driver intending to pass does not receive a point-by signal within a reasonable length of time, they are encouraged to come into the hot pits and speak with the control/operations person on duty at pit-out. Control will then make a Black Flag decision, possibly directing the unyielding driver into the pits for consultation.

6) 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 may not pass without having received a point-by. If the driver chooses to pass, they shall pass on the side directed.

7) It is always the responsibility of the passing driver to execute a safe pass within the defined passing zone where the point-by was shown. A point-by not taken in a particular passing zone is not permission to pass

without a new point-by in the next passing zone. Should a driver execute a pass without having received a point-by, and causes an unsafe situation, proper disciplinary actions will be taken.

C. Licensing

1) 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 lapsed may be required to attend a COMSCC event as a Student in order to reactivate their license.

2) 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.

D. Pit & Paddock Conduct

1) Consumption or being under the influence of alcoholic beverages and/or intoxicating drugs before the completion of the last run group on track for the day (or end of driver's school) will cause immediate disqualification and possible ejection from the event with no refund. This rule applies to drivers, crew, officials, guests, and workers.

2) 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 and possible ejection from the event with no refund.

3) All pets must be leashed at all times. Please check with the track before you make the trip, to ensure they permit pets at all on the grounds.

4) Shirts, long pants and shoes are required in pit lane and on track. Some tracks require helmets (e.g., bicycle helmets) in the hot pits; this will be covered in the driver’s meeting if it is a track requirement

5) No one under 16 is allowed in the “Hot” pits or on the track while the track is open.

6) Every driver is responsible for the actions of his pit crew and guests, including compliance to 1, 2, 3, 4, and 5 above.

7) No cars are allowed to loiter or reverse in pit lane, unless directed or permitted by the Operations staff in the hot pits area..

IV. General Car Requirements

These requirements are applicable to all cars participating in a COM event - test day, driver's school, lapping sessions, time trial, or open track. These requirements are focused on the condition of the car and the safety of the driver and other participants..

Compliance to these requirements is the responsibility of the car's owner(s). Enforcement of these rules is the responsibility of the Chief of Tech and their team. Car owners are expected to review these requirements and make their car compliant well before presenting their car for inspection ("the Tech Line") on each day of the event.

The Chief of Tech of the event is the final word on whether your car and equipment is accepted to run at the event.

Please note these are "General" requirements. There may be more specific requirements in the CAR CLASSIFICATION SECTION , particularly for Touring Class cars, that must be complied with as well.

Any vehicle or driver failing to comply with any item in this section will not be allowed to run until the failed items are corrected, and could forfeit their entry fee.

A. Tires and Wheels

1) Higher than normal inflation pressures are recommended for competition. Consult an Instructor if you have any questions.
2) No cuts, bruises, ply separations, or body rubbing on the sidewalls is allowed.
3) All wheels must be free from bends or cracks.
4) Wire wheels will be rejected if they have more than two adjacent loose spokes or more than three total loose spokes on a wheel.
5) ***Hubcaps*** and trim rings must be removed.
6) All lug nuts (or wheel bolts) must be in place and tight. It is recommended that nuts be torqued to specification. In addition, every stud must be long enough to thread into the lug nut a length at least equal to the stud diameter. For example, a 1/2" thread diameter must thread into the lug nut at least 1/2". Closed end lug nuts are allowed, but it's the driver's responsibility, to confirm this minimum engagement is met.

B. Brakes

1) Wheel bearings must have minimal play.
2) Brake fluid reservoir must be full. All wheels must be free from bends or cracks.

3) Brakes must be capable of stopping the car quickly and in a straight line. Hubcaps and trim rings must be removed.

4) All vehicles are strongly recommended to run braided brake lines, as COM drivers have experienced failures with new OEM flex lines while on track. In particular, Ford Mustang Cobra 1994-1998 must not use “as delivered” front flex lines.

5) Use of aftermarket cross-drilled rotors is discouraged.

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.

2) Drag racing suspension modifications such as car-raising, "Up Loc" or similar weight transfer devices, etc., are entirely unsuitable for controlled cornering and shall cause rejection.

3) Steering gear and linkage must have minimal play.

D. Engine Compartment

1) Engine compartment must be clean with no oil, water, or gas leaks. Hoses, lines, wiring and belts must be in good condition and securely mounted. The battery must be securely mounted. It is strongly encouraged to also have the battery terminals covered to help prevent shorting. Exhaust system must be firmly mounted.

2) Exhaust system must be securely mounted to the car with proper hangers. Additional mufflers, turn-downs etc. added to reduce noise must be securely attached, and in place when the car is presented for Tech Inspection.

3) 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.

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 Super Unlimited class cars. Super Unlimited class cars may run a single “rain light” that includes a brake light function that is obviously brighter than the powered rain light illumination.

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 soft removable cavity cover must be removed.

4) All cars, except Super Class cars, must be equipped with a full height and width windshield. Side windows on the front driver's and passenger doors will be all the way open unless noted at the drivers meeting. Rear windows may remain closed. Window nets are highly recommended.

5) All cars on track must be identified with the car number assigned by the Club Registrar. The registrar maintains the master list of all car numbers and their "owners" within the club. A specific number may be requested at time of registration, and will be assigned if it is available, otherwise the registrar will assign any available number. Once a number is assigned to a driver, it remains with that driver. Drivers may lose ownership of a particular number after 3 years if there has been no paid registration for a COM event in that period; or sooner if the member is no longer in good standing, at the Registrar's discretion. If a car has painted-on numbers and changes owners within the club, the number may be re-assigned to the new owner if both parties and the registrar agree.

    a. Car numbers will be number 0-9s with modifiers letters A-Z when needed. Numbers may be 1, 2, 3 or 4 digits. If leading zeros are included in the number assigned by the Registrar, they must be included on the car - i.e.: numbers 9, 09, 009, and 0009 are all unique car numbers, the zeros count!

    b. Car numbers are required on both sides AND THE REAR of the car; class designation on the sides only. Car numbers and class must be placed on the car before Tech Inspection. Magnetic numbers are permissible provided they are secured to the vehicle, which is the responsibility of the driver of the vehicle.

    c. All markings must be of contrasting color to the car or window, or on a contrasting background, to be easily readable. Numbers must have a minimum height of six (6) inches, 8 inches is better. Class designations must have a minimum height of 3 inches and should always be smaller than the car number in order to make the car NUMBER clear to the observer. Numbers and class designation shall be on vertical panels or vertical windows. Rear numbers, in order to be seen by other drivers on track AND not hinder the driver's rear vision, shall be on the rear bumper or a rear vertical panel; not on the rear window. Rear Numbers should be at least 4" high, 6 is better if possible.

    d. Novice drivers (students and licensed for less than 1 year) will place three vertical stripes in a contrasting color on each rear quarter panel and trunk lid.

F. Vehicle Interior and Safety devices

1) All loose gear must be removed before coming to Tech Inspection. If the spare tire is carried in the car, it must be firmly secured. Passenger seat back must be tied down or secured in position.

G. Seat belts and harnesses

1) All cars must have well mounted, metal-to-metal, quick release lap and safety belt and upper body restraints in good condition. Mounting points must be sturdy and immovable locations on the chassis, Uni-body, or roll cage/roll bar/harness bar. Suitable backing plates should be used where necessary. Refer to the manufacturers, FIA and/or SFI mounting specifications for more information regarding hardware, backing plate, and installation requirements and suggestions.

a. Touring Class cars may use DOT, SFI, or FIA approved harnesses, subject to the conditions as noted below.
b. All cars are factory- equipped with “DOT” (FMVSS 209) approved 3 point safety belts. These belts are considered the minimum protection for high performance driving. Factory belts may only be used with the stock seats. Replacement of the factory seats with any fixed-back racing seat requires the use of a minimum 5 point harness, properly installed.
c. Touring cars may use a 4 point harness. The harness assembly must use polyester webbing, be compliant to FMVSS 209, and include “ASM” technology. Schroth “Rallye 4 ASM”, “Quickfit” and Quickfit Pro” meet this requirement; most other 4-point harness assemblies do not. Harnesses must indicate a date of manufacture, and are valid for a period of five years from the date of manufacture.
d. The following cars are required to use an SFI or FIA approved harness with a minimum of 5 points (2 lap belts, 2 shoulder belts, and at least 1 anti-submarine belt):
    i. Super Class cars
    ii. Any car that has acquired 31 or more Touring Class Modification Assessment points
    iii. Any car that has acquired 16 or more Touring Class Engine Modification Assessment Points
    iv. Any car from which any element of the factory Supplemental restraint System (SRS) has been removed (air bags)
e. All harness belts with 5 or more mounting points must have a SFI or FIA date certification label and be current, see below definitions.
f. Belts constructed to meet SFI specifications are certified by the manufacturer for 2 years. Certification date begins as of the date of manufacture, not the date of installation into the vehicle. Starting in 2017, SFI tags switched to a “valid to” date. This date will be either June or December of a particular year. COM does not allow use of belts after the “valid to” date; no exception is given for the second half of the year i.e.: if it says June 2019, on July 1 2019 it is no longer legal in COM.
g. Belts constructed to FIA specifications are certified by the manufacturer for 5 years. Certification date begins as of the date of manufacture, not the date of installation into the vehicle. FIA belts will have a “Not Valid after 20XX” label, making them legal for the entire last year.
h. All belts need to be inspected by the owner before each event for wear, fraying, grease, oil or sun damage. Belts must be re-webbed or replaced if the car is involved in a crash involving substantial damage to the car, as belts stretch and may be compromised after an incident.
i. 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 an impact, the driver’s seatback latching mechanism may break, 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 an upper seat support between the seat back and harness bar.

H. Driver and Passenger seats

1) If the passenger seat is to be occupied, it must both be of similar design, quality, and construction to the drivers’ seat (e.g. fixed-back driver seat must be accompanied by a fixed-back passenger seat - variations

such as halo vs. non-halo are acceptable) and its seat belt restraint system shall have equal or greater restraint capability to the drivers' seat belt restraint system, including type, width, and number of points. This is to ensure that the passenger is not subjected to aggressive driving that the driver would not be willing to subject themselves to, based on the level of driver seat belt restraint. For the same reason, any driver using arm or head and neck restraints must also provide the provision for the passenger to use their own head and neck restraint system. 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.

I. Rollbar and roll-over protection

1) Roll Bars are required in:

   i. All Super Class cars

   ii. Cars that have acquired 31 or more Touring Class Modification Assessment Points

   iii. Cars that have acquired 16 or more Touring Class Engine Modification Assessment Points

   iv. All convertible and open cars regardless of class. Convertibles may not use removable hardtops as a substitute for roll bars. An "open car" is defined as a convertible, Targa, T-Top, or other vehicle that has no solid roof structure as delivered from the factory (e.g. formula car, sports racer, etc.) An open car with a soft top raised is still considered an open car.

a. Roll bars are permitted and strongly recommended in all classes and may be required in the future. A roll bar is a steel one- or two-hoop roll-over protection device, solidly mounted to the structure of the car, and provides two inches of space between the top of the roll bar and the top of the driver's helmet. Commercially available "harness bars" and "style bars" are not acceptable as roll-over protection

b. In general, factory installed roll-over protection on open cars is not acceptable. Specifically, the Porsche 993/996 convertible system, the Honda S2000, and Mazda MX-5 Miata factory equipment are not acceptable. The Porsche Boxster factory roll-over protection is acceptable in the Touring classes.

   As the available technology continues to change, a driver may appeal to the Chief of Tech for acceptance of factory-installed OEM roll-over protection on a specific car. The car owner is expected to provide as much data as possible in support of their case to the Chief of Tech. The decision by the Chief of Tech is final.

c. Guideline Minimum roll bar specifications are:

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

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

iii. 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

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

d. 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.

e. 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 driver 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.

f. In addition to a roll bar, drivers may install a "Petty bar" to improve the crash protection afforded by the roll bar alone. A "Petty bar" is a steel tube, of the same material as the roll bar, that connects to the main roll-over hoop near the driver's head, and runs diagonally to a reinforced plate or a frame member in the passenger foot well. This bar may be permanently installed, or removable. If permanently installed, the passenger seat may no longer be occupied when the car is on-track and may be removed.

g. All roll cages/bars must be padded with SFI 45.1 compliant padding in all areas which may come in contact with the driver's and/or passenger's helmet. Non-SFI High density padding may be used in areas where the driver's and/or passenger's arms or legs may come in contact with the roll cage/bar.

h. In Touring classes where a dashboard is required, it may be modified or removed to the extent required to accommodate roll bars, roll cages, or other safety equipment.

Note 1 – the addition of a roll bar or roll cage and/or removal of interior and other components may affect the Competition Weight.

Note 2- The removal of interior and other components may make a car ineligible for Touring class, pushing it into a Super Class.

Reference the CAR CLASSIFICATION SYSTEM section for further details.

J. Window nets and Arm restraints

1) Window nets/arm restraints are permitted in all classes. In addition, either window nets or arm restraints are required for all Super Class cars, cars that have acquired 31 or more Touring Class Modification Assessment points, or cars that have acquired 16 or more Touring Class Engine Modification Assessment Points.

Details regarding window nets/arm restraints:

a. All Super class cars must be equipped with a window net on the driver's side window. A Driver's right-side net is not required but recommended.

b. A passenger side window net may be installed.

c. All open car and convertible drivers, must use arm restraints

d. Factory-built (including "kit cars") race cars with a closed cockpit that includes fixed side windows of polycarbonate (Lexan) may run with them in place. If the window is removed, a window net or arm restraints must be used.

e. Window net may be ribbon or mesh type and must have an SFI label. We do not require the net be "in date", but frayed or otherwise damaged window nets will be rejected by Tech.

f. Window net must be installed such that the bottom is fixed to the roll cage door bar, and the top attached to the roll cage with a quick-disconnect device that when released allows the window net to drop away from the opening for unimpeded access to the driver.

g. If an Instructor is in the car, the owner may be required to remove fixed windows if the instructor requests.

K. Additional Safety Equipment

1) The following safety equipment is allowed in ANY class

    a. Fire extinguishers and fire systems – Hand held fire extinguishers are required to have a substantial metal mounting bracket solidly affixed in the car and adequate clamping mechanism to prevent the extinguisher coming loose in the event of a "hard stop" of the car.

    b. Master electrical kill switches

    c. Fuel cells

    d. Windshield/window clips and restraints

    e. Towing Hooks

    f. Flywheel scatter shields

L. Miscellaneous Additional Car Requirements

1) Automobiles involved in an incident causing damage to the car and/or track must be inspected by the Chief of Tech (or another club representative appointed by the Chief) before being allowed back on the track. This requirement includes any incident where a wheel is damaged. It is the driver's responsibility to present the car to the Chief of Tech for this inspection before attempting track re-entry.

2) All in-car or exterior mounted video, data, timing etc. equipment must be securely mounted, and must be in place when the car is brought to tech inspection for review and approval by Tech. Some tracks we visit require the use of a secondary lanyard as well on equipment mounted to the exterior of the car; this requirement will be noted in the event notes distributed prior to the event

3) Track imposed maximum sound limits are generally in effect at COM events for all classes. Sound limits are set by the tracks and may change for each event. Each driver 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.

4) All cars shall be powered by gasoline, diesel fuel, biodiesel fuel or electricity (provided by batteries) alone or in combination. Gasoline may be leaded or unleaded. Gasoline may include race gas limited by the SCCA fuel GCR to prevent toxic chemical use. Pump gasoline including Methyl or Ethyl Alcohol (Methanol or Ethanol) as limited by SCCA GCR may be used. Methyl or Ethyl Alcohol as a primary fuel is prohibited.

5) Small amounts of Methyl or Ethyl Alcohol may be injected into the engine for engine cooling and detonation control when mixed with at least 50% water. No more than 1 gallon of such mix shall be carried in the car to ensure that it is not a primary fuel. Whenever an alcohol/water mix is injected into the engine it shall be considered a fuel and the tank must follow the same rules as other fuels.

V. Flags

1) Command Flags (Note, not all flags are used at all tracks; the specific flags in use will be reviewed at the driver's meeting)

    a. **GREEN** Course is clear.

    b. **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.

    c. **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 to take a re-run.

    d. **RED** Stop now! Stop in a controlled manner, in sight of the next flag station. Watch your mirrors while stopping to avoid being hit from behind. If possible, get clear of the course to allow passage of emergency vehicles. Stay stopped and in your car, with helmet and safety belts in place, until given a standing yellow or black flag and then proceed slowly back into the pits and await further instruction.

    e. **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.

    f. **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. If received during a time trail, this will result in a loss of the timed laps and a did not finish (DNF) result.

    g. **CHECKERED** You have completed your timed run or practice session. Continue your lap at reduced tempo and with no passing and pull into the pits the next time around. This is a cool down for you and your car.

2) Informational Flags

    a. **DIAGONAL RED AND YELLOW STRIPES** (oil or debris) Slippery track conditions. Caution.

    b. **WHITE** Caution: Emergency, official vehicle, or driver 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.

    c. **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 at the next available passing zone.

VI. Time Trial Points & Guidelines

Overview

COMSCC championship series time trials consist of multiple events during the course of a race season. This championship series will be based on a cumulative points system where points are earned by participating and placing in events. Trophies are awarded at each event and championship trophies are awarded at the end of the season.

A. General Time Trial Rules

1) COMSCC Time Trial drivers must be a licensed member of COMSCC. COMSCC students may participate in the Time Trial if their log book has been signed-off “safe to solo” by their instructor for that event.

2) There may be no more than two drivers for a particular car in a particular class participating for trophies. Additional drivers may run the car in a different class upon approval from the Chief of Timing and Scoring. All drivers participating in the Time Trial sharing cars must name their “co-driver” on their Time Trial card.

3) Only the lap times recorded by the Timing and Scoring staff will be used to determine time trial results and track records.

4) A driver may only submit one time card, declaring only one class, and may only run once (except in case of a re-run as allowed elsewhere in this rule book) per Time Trial. Multiple entry fees paid, in order to run in multiple classes or multiple cars, will not be allowed.

B. Run Groups

1) Time Trial Run groups are organized by the Chief of Timing and Scoring and are created based on the information and times contained on each driver’s submitted Time Trial Card.

2) All Time Trial Cards must be completed and submitted in the assigned location no later than 2 hours prior to the scheduled Time Trial - failure to submit a Time Trial Card before the deadline may result in a driver’s exclusion from the Time Trial. As a rule of thumb submit the Time Trial Card after your first session of the Time Trial day.

3) Time Trial run groups will be posted in a public area at least one hour prior to the Time Trial.

4) Failure to attend the mandatory Time Trial meeting could result in the driver being Disqualified.

5) If a driver has a car mechanical issue prior to the start of the Time Trial they can petition the Chief of Timing & Scoring for a change of run groups.

6) It is the responsibility of all drivers to report to the staging area when called.

7) The Chief of Timing and Scoring may add or remove drivers to or from, new or existing run groups. The Chief of Timing and Scoring may also change the run group order without prior notice.

C. Time Trial Procedure & Flags

1) Flags used during the Time Trial have a specific meaning which may be different from the normal use during practice and school sessions. The flagging descriptions in this section are only specific to how the flags are used during the Time Trials.

2) The location of the start/finish timing line will vary from track to track and will be announced at the Time Trial meeting.

3) There will be no Green Flag to start the Time Trial – Drivers are “on-the-clock” as soon as they cross the start/finish timing line on the track for the first time.

4) Cars will be released at timed intervals by the “Pit out” worker. The intervals are typically 15 to 20 seconds; however, the actual interval is based on the overall length of the track and number of cars in a group.

5) A Standing Yellow flag in any corner indicates that there is something off of the track or off line. Drivers should be alert but continue on - the time trial does not stop.

6) A Striped Yellow/Red flag in any corner indicates that there may be debris/oil on the track that requires attention. Drivers should be alert but continue on - the time trial does not stop.

7) A Waving Yellow flag at any flagging station indicates that there is something on that track that requires immediate attention. Drivers must slow down and proceed with caution. A Waving Yellow flag

   immediately stops the time trial. All drivers must pit-in and speak with the designated official on pit road.

8) A Red flag Stop now! Stop in a controlled manner, in sight of the next flag station. Watch your mirrors while stopping to avoid being hit from behind. If possible, get clear of the course to allow passage of emergency vehicles. Stay stopped and in your car, with helmet and safety belts in place, until given a standing yellow flag or black flag and then proceed slowly back into the pits and await further instruction. - A Red flag immediately stops the time trial. All drivers must pit-in and speak with the designated official on pit road.

9) A driver’s time trial will end after receiving the checkered flag and then crossing the timing line on the track. Drivers will drive for a minimum of three complete laps, starting and finishing at the timing line. The time trial does not end until the checkered flag, a waving yellow flag or red flag is displayed. Drivers who complete 3 laps and do not receive a checkered are still on the clock and should continue to turn full-speed laps until the checkered is displayed or until the time trial is ended by a waving yellow flag. From time to time it is necessary to keep a driver on the track for some extra timed laps (for example, in the event of a timing error during a driver’s first or second lap). Please proceed back to the pits upon receipt of the checkered flag, drivers should proceed to pit-in at race speed, as there may be other drivers on-track that are still on the clock. Just before arriving to pit-in, drivers must slow down to pit-in speed.

10) Any specific track rules and associated penalties, i.e. cutting curbs, bus stops, will be reviewed at the Time Trial meeting.

11) A Time Trial session may be delayed or stopped based on safety conditions.

D. Catch/Re-Run

1) There will be no passing/point-by's during the TT. If during the normal course of events during a Time Trial run group, a slower car is caught by a faster car and is impeding its progress, the driver of the "catching" car shall give the "catch/pit in" signal to at least 2 corner stations. The driver of the catching car should then back off the car in front of them, pit immediately and stop at the Timing and Scoring station for instructions. It is not a catch until signaled and reported by a corner worker as the driver of the catching car may decline the catch opportunity.

2) The driver of the car that is caught should complete the Time Trial as scheduled. If it is determined that the car was caught due to a Disqualifiable offense then that driver will be Disqualified. If the driver was caught for any other reason, they will keep their result.

3) The driver of the catching car will be given two choices they must make immediately - they can keep any completed lap times (lap times will not be disclosed by Timing & Scoring) and will have completed the event or they will be given to option to completely re-run at a time provided by Timing and Scoring. If the driver chooses to re-run, any previous times recorded will be immediately erased.

4) Any and all reruns are at the discretion of the Chief of Timing and Scoring and may be awarded solely based on his judgment.

E. Time Trial Awards

1) Drivers participating in the Time Trial will receive trophies based on their finish and the number of drivers in class.

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

2) The driver with the fastest time of the day will receive the Fastest Time of the Day (FTD) award for the event

3) The driver completing all 3 time-trial laps, whose variance in lap times are within the smallest range, will receive the Consistency Award for the event

4) All results announced at the close of the event are considered provisional; results become official upon review by the Chief of Scoring and Registrar and publication of the results on the club website

F. Time Trial Points

1) Points are earned during time trial events and tallied to calculate season championship standings. Points are calculated, maintained and posted by the Points Keeper. Points are not official until they are posted on the COM web site. A driver may earn two types of points, Participation Points and Finishing Points.

2) Participation Points are earned by participating in a time trial. A driver is deemed to have participated in a time trial upon crossing the on-track start/finish timing line during the time trial. A driver does not need to complete the time trial in order to receive their Participation Points. Two (2) Participation Points are awarded to qualifying drivers at each event. Some “special” events will offer an additional 2 bonus Participation Points (for a total of 4 Participation Points). The COM BOD will determine which events, if any, will be declared “special” prior to the start of the season.

3) Finishing points are earned by completing a time trial. A driver is deemed to have completed a time trial upon successful completion of at least one timed time trial lap, and completing the event without disqualification. In other words, to earn Finishing Points the driver must complete at least one timed lap and cannot be disqualified.

4) The number of points earned by a driver will depend on their finishing place in their class, as described in the table below:

   a. 1st place 10 points

   b. 2nd place 8 points

   c. 3rd place 7 points

   d. 4th place 6 points

   e. 5th place 5 points

   f. 6th place 4 points

   g. 7th place 3 points

   h. 8th place 2 points

   i. 9th place 1 point

   j. 10th place or lower 0 points

5) If there is a tie for any points position (two drivers having the exact same best lap time) then each driver will receive the points for that place and the next place after the tie will be passed over.

G. Track Records

1) Drivers who believe that they have set a new track record for their class during the Time Trial must present their car for inspection by a Steward immediately upon completion of their time trial laps, to verify that the car “as run” matches the declared data submitted on their classification sheet.

2) If the car is found to not comply with the rules for that class, for any reason, the record will not be awarded. The driver presenting that car will be disqualified - no points for the event will be awarded. If a driver/car combination is disqualified as a result of a technical inspection, all other drivers using that vehicle must be teched. This is called a mandatory 'co-driver tech'. In the event that a co-driver tech is not performed, the co-driver(s) will be disqualified.

3) The Chief of Scoring will record the track records upon verification by the Chief Steward of compliance with class rules

H. Event Cancellation

1) If the entire 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 (Time Trial or Participation) 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.

2) If just the Time Trial event is canceled for any reason before the first Time Trial run is completed, then the event will be considered canceled. All participants will receive Participation Points toward the Overall Driver Championship and Participation Points toward their individual Class Championship.

3) A Time Trial run is considered completed if all cars assigned to run groups have completed their timed runs.

4) If the Time Trial has been started but not all time trial drivers have completed their timed runs, then:

    - any class where all drivers have completed their time run will be awarded Time Trial and Participation Points as usual. No Overall Driver Champion points will be awarded.

    - any class where drivers have not been able to complete their timed runs, all drivers in the class will be assigned Participation Points only. No Overall Driver Champion points will be awarded.

I. Protests/Appeal

1) Protests on a car's legality for its declared class (i.e.: that its Time Trial configuration is as stated on the classification sheet submitted for the car) may only be filed by event drivers of the same class. This protest outlining the specific area(s) under protest, must be presented in writing to a Steward within 15 minutes of the end of the Time Trial. If the protest is upheld by the Stewards, then the car and drivers using this car will be disqualified and no Time Trail or Participation Points will be awarded and the car/driver will not appear in the results.

2) Any event driver can protest the classification of a car participating in another class that he or she believes is incorrectly classified. This protest must be presented in writing to a Steward one hour before the start of the Time Trial. If the protest is successful, the car will be reclassified prior to the Time Trial and the protested car/driver can compete without being disqualified.

3) A driver may appeal a decision made by a Steward in writing to the Team of Stewards. The COMSCC Team of Stewards is composed of COMSCC Stewards who are active COMSCC members in good standing selected by the Chief Steward to facilitate and enforce competition guidelines within the spirit and rules of COMSCC. While the COMSCC Team of Stewards is formed and overseen by the Chief Steward, the Chief Steward is appointed by and accountable to the COMSCC Board of Directors. This appeal must be made within 7 days following the time of the decision in question. The complete Team of Stewards will vote on the appeal and deliver their decision to the driver before the next time trial event. This decision may not be appealed to the Board of Directors.

4) A driver may appeal a decision made by the Chief of Timing and Scoring in writing to the Board of Directors. This appeal must be made within 7 days following the time of the decision in question. The complete Board of Directors will vote on the appeal and deliver their decision to the driver before the next time trial event.

5) Video evidence may be used to appeal a decision.

6) A COMSCC Steward may choose to have a driver's car weighed at any time during an event where scales are available. Further, the Steward may choose to weigh a single driver, a group of drivers, an entire class or run group, or the entire Time Trial field. Scale readouts may either be used for informational purposes or in the case of a protest or tech inspection. Note - it is likely that Stewards will weigh vehicles at both the first and last NHMS events of the season, pending availability of the scales.

7) A COMSCC Steward may not participate in any official inspections or related activities (e.g., recording vehicle weight for official purposes) pertaining to their own vehicle(s). Further, it is encouraged that inspections and related activities be performed by a COMSCC Steward not participating in the class in which the driver in question is running.

J. Disqualification

1) No Time Trial points shall be awarded to the driver(s) of disqualified vehicles. Drivers who are Disqualified will count as participants in the class when determining the number of trophies or when calculating additional points for class size.

2) A particular driver/car/class combination is only allowed one Time Trial attempt. Once a driver is in line at the pit lane staging area it will be considered a Time Trial attempt.

3) Failing to appear at the staging area in a timely manner once called (once a group has been released to pit road and the driver is absent) will be considered “an attempt” and you may be disqualified.

4) If a driver causes a catch due to driver error, they will be disqualified.

5) If a driver causes cars to become out of order for any reason, they will be disqualified.

6) If a mechanical failure or driver error (as determined by Chief of Control or Chief of Timing and Scoring) causes the time trial to be stopped, that driver will be disqualified.

7) A driver causing the display of a waving yellow flag will be disqualified.

8) Any car exceeding the maximum decibel limit of the track where the time trial is taking place shall be disqualified. If the noise violation was that cars first offense/warning of the event, the Chief of Timing and Scoring may make an exception based on an examination of the vehicle.

9) Any car participating in the Time Trial may be inspected by the Club Stewards at any time during or after the Time Trial and if found to be illegal for the class declared by the driver on their submitted time card, the driver will be Disqualified and will not receive Participation Points.

10) Disqualification of a driver for any reason must occur before the points for that event are published on the club web site.

K. Year End Class Champion Points

1) In order to be eligible for year-end Class Championship (1st, 2nd, 3rd, or 4th), a driver must have entered at least (3) time trial events during the current year in the same class.

2) Ties in the final point totals shall be resolved on the basis of each participant’s record of First Place finishes: then if necessary, Second Place finishes: then if necessary, Third Place finishes, and so on until a winner emerges. If this procedure fails to produce a result, they shall be considered tied for the position in the standings.

3) If more than 6 points-scoring events occur in the series, the lowest scoring Time Trial point’s event for each driver will be dropped from the points totals for that driver. Any Participation Points for that event will be kept. A missed event yields zero points, and therefore becomes the dropped event.

4) The number of year-end trophies will be awarded based on the average count of cars participating in the class over the course of the season, as follows:

    a. Less than 4.0 cars, one 1 first place trophy

    b. Greater than or equal to 4.0 to less than 6.0 cars, 2 trophies

    c. Greater than or equal to 6.0 to less than 12.0 cars, 3 trophies

    d. Greater than or equal to 12.0 cars, 4 trophies

L. Overall Driver Championship

1) For a Class Champion to be eligible for the Overall Driver Championship, that class must have an overall average of 2.0 or more participants per time trial event for the season. All events will be counted towards the Overall Drivers Championship - no dropped events/points.

2) 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.

3) Ties in the final point totals shall be resolved on the basis of each participant's record of First Place finishes: then if necessary, Second Place finishes: then if necessary, Third Place finishes, and so on until a winner emerges. Should an additional tiebreaker be needed, then the winner shall be the driver with the lowest total elapsed time, calculated as the sum of the best lap time at each event where both tied drivers competed. In the event that the total elapsed times are also equal, then they shall be considered tied for the position in the standings.

VII. CAR CLASSIFICATION SYSTEM

A. Definitions

1. Factory Trim – refers to unmodified vehicle components (or components of identical fit, function, and purpose) included on the car year, make, model, and body style listed for purposes of the Showroom Assessment as delivered by the manufacturer within the respective domestic market. Note that compliance with Factory Trim includes removal or addition of any/all options available from the manufacturer provided options were available from the factory for the vehicle year, make, model, and body style in question. *Does not apply to dealer-installed options not originally available from the manufacturer.*

Examples:

a. 2001-02 Miatas have an option for “sport” brakes, Since the Classification sheet does not differentiate between cars with and without this option (since the expected benefit is minimal), , the option is a “free” upgrade, or cars factory equipped with the “sport” brakes are free to be “downgraded” at no change in points

b. 2018+ Mustangs have “Performance pack 1 and Performance pack 2” options that include multiple components that are upgrades from the basic Mustang GT. These cars are base classed differently based on these differences

2. Modification Assessment – total number of assessment points pertaining to non-Factory Trim modifications to a vehicle; see Modifications Assessments section of the rules for points assessed for each modification – for modifications not explicitly listed in the Modifications Assessments section of the rules, points for each modification will be provided by the Team of Stewards.

2. Showroom Assessment – point value assigned to each car for the purpose of classification within Touring Classes; see Appendix A and B for list of Showroom Assessments – for vehicles not explicitly listed in Appendix A and B, Showroom Assessment will be provided by the Team of Stewards.

3. Showroom Base Weight (SBW)– factory listed curb weight for a production vehicle; used in determining the appropriate number of Modification Assessment points for cars competing in a Touring Class

4. Total Assessment – the sum of the Showroom Assessment and Modification Assessment, used to determine Classification within Touring Classes

5. Touring Class – a type of COMSCC Time Trial classification where vehicles are classified based on the sum of a Showroom Assessment based on the vehicle’s potential and a Modification Assessment for any modifications performed to the vehicle

6. Super Class – a type of COMSCC Time Trial classification where vehicles are classified based on the a corrected power to weight calculation to determine the class

7. Vehicle Competition Weight – the total weight of vehicle plus fluids, driver, ballast and any and all safety and other equipment during and after competition

B. Overview

COMSCC Time Trial includes 15 distinct classes for competition, 9 Touring classes (T30 thru T100 plus TU) and 6 “Super” classes (SA thru SE plus SU).

Vehicles are classified into a Touring class based on the Total Assessment, consisting of a benchmark Base Showroom Assessment plus or minus any additional Modification Assessments acquired through performance modifications added to (or subtracted from) the vehicle.

COMSCC has 6 Super classes, based on a Corrected Power-to-Weight ratio. Modifications allowed to cars in Super classes are unlimited.

Any Touring class vehicles with a Total Assessment of greater than 109 (i.e. above the limit of T100) will be placed in the Touring Unlimited “TU” class. Drivers qualifying for a Touring class classification may choose to compete in a Super class, provided they meet the Super Class safety requirements

C. Classification Procedures

NOTE COMSCC has developed (2) Excel spreadsheets that simplify the process of assigning your car to its proper class, and we require its use. The most current edition of the spreadsheets are available for download from the club website.

1) Prior to competing in a Time Trial, each entrant must submit to a COMSCC Steward a classification sheet . There are two templates available for download from the club website; a different sheet is used for “Touring” and “Super” classes. If a driver does not have the means to complete a classification sheet on their own, they are encouraged to ask any steward before or during an event and one will be completed with them. If a competitor competes in a Time Trial and a completed classification sheet is not posted in the club shared folder, then the competitor will be disqualified from that Time Trial if a protest is filed.
2) Submitted class sheets are deposited in the Club’s on-line Shared folder, in a folder titled “(current year) Submitted Class Sheets”. This folder is available to every member (on a “read only” basis) via a link provided on the club website, or provided by any steward at any time, allowing members to review any submitted sheet at any time.

3) A driver may submit multiple completed class sheets; most often this might be a sheet for “dry” conditions, and a second for “wet” conditions. Any driver that has submitted multiple sheets must make clear to the Chief Steward, in person, which sheet they are configured to for that days’ time trial. no later than the Time Trial Meeting on the day of the Time trial. If no indication is given by the driver, the most recent sheet on the shared folder will be considered the one in force.

4) Any event driver may question the classification of a car participating in any class if he or she believes the car is incorrectly classified. Drivers are encouraged to discuss their concerns with any steward and directly with the owner of the car in question, without a formal protest. Should a formal protest be submitted, this protest must be presented in writing to a Steward no later than **one hour before the start of the Time Trial**. If the protest is successful, the car will be reclassified prior to the Time Trial and the protested car/driver can compete without being disqualified.

5) To ensure that drivers are classifying their cars within the rules of the club and to promote proper vehicle maintenance, a secondary inspection by a Tech Inspector or Steward may be done to a random sampling of cars in any class. Stewards reserve the right to reclassify a vehicle at any time. False information supplied by an entrant about their car or themselves is grounds for disqualification. Inspection may include, but is not limited to:

    a. Inspection of vehicle components and modifications

    b. Weighing of vehicles

    c. Request for additional documentation to substantiate horsepower, torque, or weight claims (if scales are not available). Stewards will consider any and all documentation available, including scale printouts, dyno sheets, spec sheet for “sealed” or “crate” motor, list of engine modifications, etc. If documentation is not available upon request, the driver may be disqualified. The driver may then request an appeal and provide the necessary documentation.

D. Dyno Sheets

Any driver that submits a new Dyno sheet as part of their Touring OR Super Class declaration must provide the Stewards with a dyno sheet that includes the following information:

d. Dynamometer make and model.
e. Name and phone number of the shop doing the assessment
f. Date that the car was tested
g. Driver’s name and car year make model
h. Graph of no less than 3 “pulls” including their peak horsepower and torque values. HP/Torque on the Y axis, and rpm on the X-Axis. SAE J1349 Rev Jun 90 correction shall be used, with a smoothing factor of 5. RPM shall be measured using an inductive sensor from the dyno, not using the car’s ECU or OBD port.
i. The dyno graphs must show decreasing power for 1500 rpm from the Maximum hp level, OR the car must reach the rev limiter during the dyno test

j. The car must be tested in the gear producing the highest HP ratings; generally, this is whichever gear is 1:1 ratio.

k. Car shall be tested in “As raced” configuration – tires at appropriate pressure, any air cleaner or intake restrictor in place, ECU tune booster controller settings etc.

The above requirements are not an unusual burden on the dyno operator or driver to provide, most of this is already on the print-out that the dyno software creates, and match closely what other competition organizations also require. There are data fields available to the dyno operator that allow insertion on the print-out of the information required above. It is the member’s responsibility to collect a dyno sheet from the dyno shop that includes this information printed on it.

Dyno sheets submitted that do not include the above are subject to review by the club stewards and may be rejected as means for assigning engine points to a car

A photograph of the display screen in the dyno shop showing your run will not be accepted unless it contains all the information above and is of course legible.

Super Class entrants may use the alternate means provided in the Super Class section of this rule book for calculating power/weight and therefore class, if they are unable to provide a Dyno sheet with the information as described above

Any material changes to the engine or its control (ECU) require a fresh dyno sheet be submitted before the next competition event.

Submitted dyno sheets are good for a period of three years from the date on the dyno sheet. Sheets dated after September 1 will be accepted thru the end of the third year – i.e. a Sept 5 2022 dated sheet is good to the end of 2025.

Going forward, we will be updating our dyno sheet requirements to be in harmony with other organizations (NASA, for example), where actual “area under the curve” is considered, which is a more accurate measure of performance. So, if you are getting a new dyno sheet done from this point forward, you would be well ahead if you bring the NASA dyno certification form with you and collect the information as specified in it. You should also collect the Dynojet Run Files (“.DRF”) that are created when your car is dynoed. These are files that can be opened by the Dynojet “WinPEP 7 Dyno Run Viewer” program. Any Dyno sheet submitted after July 1 2021 should include this information.

E. Touring Classes

To compete in a Touring class, a vehicle must be a production vehicle with closed fenders, and in Factory Trim, approved by the US DOT or equivalent organization. Vehicles shall be classified based upon the origin of their chassis, as identified by the Vehicle Identification Number (VIN) on the chassis of the vehicle. If unavailable,

factory-provided documentation of chassis origin will suffice. *Exception process: Drivers may request an alternate classification if the chassis of the vehicle in question meets Factory Trim equivalency of the chassis of another vehicle - this request must be in writing, the burden of proof to demonstrate Factory Trim equivalency to the desired vehicle is on the driver, and a written response from the Chief Steward is required as proof in cases of tech inspection.*

In addition, all Touring Class vehicles must retain:

1) Interior

    a. Dashboard – must be of similar size, shape, and function as Factory Trim. LIMITED trimming or partial removal to allow installation of safety equipment is allowed.

2) Exterior

    a. All body panels must be present, including front and rear bumpers, exposed lights, hood, fenders, doors, windshield, roof (unless convertible), and trunk, and must not be modified in a manner that compromises safety capabilities in comparison to Factory Trim exterior panels.
    b. Factory panels may be modified and exposed lights may be replaced with ducts or blanks that fit the silhouette of the vehicle, however modification points may be assessed (see modifications section).
    c. Non-factory replacement panels of any material may be used. If the replacement panel offers performance advantage (such as improved aerodynamics), modification points may be assessed (see modifications section)
    d. If a non-factory panel is used, and the part does not offer the same safety capabilities, additional safety modifications may be required to the car. For example, if factory doors are replaced with fiberglass or carbon fiber of the same appearance, door bars for driver and passenger protection must be added to replace the factory door reinforcements. The expectation is that at this level of modification the car is equipped with a roll cage that can incorporate substantial door bars added to the roll cage structure.
    e. Vehicles equipped with non-factory body panels may run in a Touring Class, pending a safety inspection by a Steward.
    f. All factory brake lights (including CMSL when the car is so equipped) must be functional and highly visible. Non-factory tail-lights, covers, or any modification that alters the visibility of the brake light are discouraged and are subject to approval by the Tech Inspector.

F. Base Showroom Assessment Determination

1) All vehicles must be assigned a **Base Showroom Assessment**, **This "Base assessment" is found on the "Vehicle" tab of the classing spreadsheet,** or provided to the driver by the COMSCC Chief Steward prior to event registration for cases where the car is not already classed on the sheet.

2) The list of cars with a base assessment is long but not all-inclusive. Cars are added to the spreadsheet on a regular basis either by the stewards when new cars come to market, or by request of members when they wish to run something we have not yet classed.

   For each model (or “platform”) of car, there are always multiple trim and performance levels, and generations that span years. The stewards will consider as many versions of a platform as possible and create a base class that covers the likely versions that will come to participate. Generally, for popular cars we create a new base classification for each generation of a platform. Within that generation, how much the different trim and options affect performance potential determines if there are multiple base classes for the same generation of platform. Examples:

   - “NA” Miatas had 1.6 liter and then 1.8 liter engines. The performance potential for each is different enough that there are base classes for “Miata NA 1.6” and “Miata NA 1.8”
   - “NB” Miatas have some differences in standard equipment and claimed HP,Torque and weight over the generation, but not enough to be significant, so all NB Miatas (save the Mazdaspeed version) are in the same base class
   - BMW 128i's (E82 2007-20013) have various trim and motor choices, but the performance potential is similar enough that they are all base classed the same, again accepting the factory high performance variant “1M Coupe” which would get a higher base class.
   - The ‘S550” platform Mustang GT (2015-2022) has a base class. However, there are two “performance pack “options that do provide increased potential, therefore they are base classed differently.

   If in doubt, an email to the Chief Steward will provide you with the answer you need- either an existing base class that fits, or we will determine a base class for your particular platform and add it to the next revision of the rulebook.

3) The Base Showroom Assessment uses the following methodology for assigning Base points to a vehicle:

   a. Determine the weight-to-power ratio of the vehicle using factory listed curb weight, factory listed crank horsepower, and factory listed crank torque

      i. Formula: Curb Weight / (2/3 x HP + 1/3 x Torque)

   b. Convert the weight-to-power ratio to a meaningful points value for classification within Touring Class, this is achieved by multiplying the ratio by -4.25 and adding 112; these factors were chosen to:

      i. Create a proper distribution of vehicles across all the Touring Classes based on weight-to-power ratio, and

      ii. Ensure that the highest performing production vehicles are classed towards the top of the Touring Class structure

   c. Add an “adjustment” to the converted weight-to-power ratio to account for other factors that affect vehicle performance, such as suspension, weight distribution, drivetrain layout, aerodynamics, etc. Generally, these assessments range from -10 points (e.g. Subaru Forester Wagon) for cars that have

a significantly lower performance potential relative to their weight-to-power ratio up to +15 points (Nissan GT-R) for cars that have a significantly greater performance potential relative to their weight-to-power ratio – See Appendix A, “Adjustment” column, for the adjustment on each car.

d. As of 2021, the existing Performance adjustment figure for each car is being multiplied by 1.5.

e. The sum of b (converted weight-to-power ratio) and c (additional performance “adjustment”) represents the total Base Showroom Assessment

4) After finding a cars Base Showroom Assessment, a **Modification Assessment** is determined by adding up the total points acquired for the following:

   a. Any modification to the vehicle that differs from Factory Trim

   b. Vehicle Competition Weight, if below Showroom Base Weight, and

   c. Tire width, if different from the Touring Class Standard Tire Width for the Touring classification of the vehicle’s Base Showroom Assessment

5) A **Total Assessment** is calculated based on the sum of the **Base Showroom Assessment** and **Modification Assessment**, and then classification is determined based on the table below. Vehicles with fewer than 110 Total Assessment points will be classified into a Touring Class according to the table below. Vehicles acquiring 110 or more Total Assessment points will be classified in class TU.

Total Assessment	Touring Class
0 – 39.9	T30
40-49.9	T40
50-59.9	T50
60-69.9	T60
70-79.9	T70
80-89.9	T80
90-99.9	T90
100-109.9	T100
110 and Above	TU

For example: a vehicle with a Showroom Assessment of 57.6 and Modification Assessment of 8 would result in a Total Assessment of 65.6 and classification in T60.

Note – a driver may choose to compete in any Touring class either at or above their determined Touring class (i.e., run “up” a class); in addition, any Touring class driver may opt to run in the appropriate Super Class (see separate section below for classification guidelines) as long as the required safety gear (for driver and car) is present.

For kit cars or race cars not listed in Appendix A, a driver may request a Steward-provided Touring Class classification. In these instances, the driver must provide the peak horsepower, peak torque, curb weight, and other relevant technical specifications for the vehicle, as requested by the Steward. There is no guarantee that Steward-provided Touring Class classifications will result in placement in a Touring Class – i.e., the Steward may decide to assess more than 109 Touring Class points, resulting in a Super class classification for the vehicle in question.

G. Modification Assessments

As noted previously, COM has developed Excel spreadsheets (one for Touring, a second for Super) for determining car class that simplifies the process, and we require their use. These spreadsheets are updated each year prior to the start of the season to reflect any rule changes adopted over the winter, and drivers are required to update their submitted sheet each year using the latest spreadsheet template. The most current edition of the spreadsheet is available for download from the club website.

1. Engine

The Modification Assessment for engine modifications can be determined in one of 3 ways:

1) **Driver** adds points for any and all assessments listed in the “Engine Modification Points Chart “ below. Refer to the chart for descriptions & point values. Certain modifications require the use of a “dyno” (see chart and spreadsheet) and must use (2) below.

2) Driver provides the Stewards with peak SAE corrected horsepower and torque figures from a Dynojet chassis dynamometer, indicating peak wheel horsepower and torque. The Steward will then determine the total number of Engine Modification Points using the following process:

(a) If necessary, estimate crank power by converting the wheel-power figures (horsepower and torque) to crank power figures, using the following drivetrain type and dyno type conversion table:

Rear Wheel Drive or Front Wheel Drive	All-Wheel Drive
13% loss, divide by 0.87	16% loss, divide by 0.84

(b) Apply the same showroom assessment base class formula (described above in D.1.a and b) to determine the assessment, substituting the new power figures to determine the Engine Modification assessment to be applied.

(c) If a driver choses to use the dynamometer method to determine Engine Modification points, the following must be provided to the Stewards to determine the engine modification assessment:

(i) Driver must complete the “Engine Modifications worksheet” portion of the COMSCC Touring Classification tool “Engine” tab. This information is recorded so stewards & fellow drivers know how many engine modification points would have been required without the use of the dyno reclassification horsepower and torque numbers, and understand clearly what modifications were in place on the vehicle when the dyno session took place. These points are not added or subtracted from the engine points determined by the ‘Dyno Engine Modification Assessment” calculated.

(ii) Driver must complete the “Dyno Reclass Option” portion of the COMSCC Touring Classification Tool, entering Peak Hp, Peak Torque, and Drivetrain Type. Scaled Power and Points are calculated using the factor and formula noted previously.

(iii) The spreadsheet will calculate the Engine Modification points using both methods. The Driver must select on the spreadsheet which figure they are declaring.

(iv) The maximum negative points allowed by using the dyno reclass option is limited to -2.0 points

(v) Increases in engine modification points utilizing the dyno method is unlimited.

(d) A submitted dyno sheet is good for no more than 3 years from the date of the test. After 3 years a fresh sheet must be provided. A sheet will be considered in compliance for the duration of the 3rd season ie; a sheet dated May 2020 would be good thru the end of the 2022 season.

If using the dyno method (2), the driver does not add any additional points for engine modifications from the list below. The driver, upon receipt of the new engine Modification Assessment figure, may still opt to use method (1) at their discretion, as long as the nature of the modifications is not marked “dyno required” in the chart and spreadsheet.

In the case of method (2), the Steward-provided Assessment for engine modifications is final and may not be appealed. In either case, any and all Modification Assessment points for other areas (e.g. suspension, weight reduction, tires, etc.) must be added to calculate Total Modification Assessment points.

In cases specifically involving engine modifications not listed below and engine swaps, the Steward may require a Steward-provided Assessment. In these cases, the driver must provide peak horsepower figure(s), and use of this Assessment is not optional, i.e. the driver may not use an Assessment based on engine modifications as listed below.

3) Driver may choose to perform a "junkyard swap", replacing the engine of a vehicle with any other engine available from the manufacturer for the driver’s chassis with known crank power figures *(e.g. swapping a 1.8L Mazda Miata engine into a vehicle that originally came with the 1.6L Mazda Miata engine).* In these cases, the driver must provide a written request to the Chief Steward outlining the new power output. If accepted, the Chief Steward shall reply in writing to confirm the swap, indicating a new base Showroom Assessment

which must be used for the vehicle. The new base Showroom Assessment shall utilize the Showroom Assessment calculation methodology, inputting known power figures of the new engine, original factory curb weight, and original Performance Adjustment to calculate the new Showroom Assessment for the "junkyard swap". This new combination will be added to the Base Showroom Assessments Appendix and the Excel Spreadsheet at the next revision.

Note - additional Engine and other Modification Assessment Points must be taken, as applicable, when computing the Total Assessment.

Examples:

Example 1: a driver has a 1995 BMW M3 with 6 points worth of Engine Modification assessment points. They choose to request a Steward-provided engine Modification Assessment, providing to the Steward their peak wheel horsepower and torque figures of 245hp and 240ft-lb, respectively, along with any supporting documentation, if requested. The Steward then provides an assessment of 9 points based on the peak power figures. The driver has a choice – accept the 6 points from the table below, or accept the 9 points provided by the Steward. Either way, the driver must still add the figure chosen, along with Modification Assessment points for other categories (e.g. suspension, tires) to the Showroom Assessment to determine the Total Assessment for classification.

Example 2: a driver has a 1991 Mazda Miata and has chosen to swap a stock 1996 Mazda Miata 1.8L motor. This modification requires a Steward-provided engine Modification assessment, and the driver cannot choose to use the points from the table below. In this case, the Steward determines the base class of the 1991 Miata to be 30.3. Substituting the new power figures (128hp, 114ft-lb torque), the new assessment is 39.1. The Steward finds the difference between the 2 figures, and provides an assessment of 8.8 points for engine modifications. Again, the driver must add the 8.8 points engine Modification Assessment figure to the Showroom Assessment, along with Modification Assessment points from other categories (e.g. suspension, tires) to determine the Total Assessment for classification. Note – the driver must still use the 1991 Mazda Miata base tire width and base weight, which is listed as 170lb lighter compared to the 1996 Mazda Miata donor vehicle. This weight difference is worth approximately up to 4 points in terms of Weight Reduction Modification Assessment.

Example 3: a driver has a 2002 Subaru Impreza WRX with 19 points worth of Engine Modification assessment points. They choose to request a Steward-provided engine Modification Assessment, providing to the Steward their peak wheel horsepower and torque figures of 265hp and 275ft-lb, respectively, along with any supporting documentation, if requested. The Steward then provides an assessment of 16 points based on the peak horsepower figure. The driver has a choice – accept the 19 points from the table below, or accept the 16 points provided by the Steward. Either way, the driver must still add the figure chosen, along with Modification Assessment points for other categories (e.g. suspension, tires) to the Showroom Assessment to determine the Total Assessment for classification.

Engine Modification Points Chart:

Note – Mazda Rotary Engines are to be considered 4-cylinder engines for the purposes of Engine Modification point Assessments outlined in the table below

Assessment	Description
1	Reprogrammed Factory Trim (includes ROM chips) ECU, naturally aspirated engine
2	Non-Factory Trim ECU, naturally aspirated engine
3	Reprogrammed Factory Trim (includes ROM chips) ECU, forced induction engine air/fuel change only. If applicable, additional points must be added for an increase in boost.
4	Non-Factory Trim ECU, forced induction engine air/fuel change only. If applicable, additional points must be added for an increase in boost.
2	Turbo boost increase < 50%
4	Turbo boost increase > 50%
1	Non-Factory Trim/modified air intake before the throttle body/carburetor (e.g. Cold Air Intake)
1	Non-Factory Trim/modified throttle body or carburetor
1	Non-Factory Trim/modified fuel delivery system, except fuel pump(s) (i.e. fuel injectors, fuel rails, fuel regulators)
1	Non-Factory Trim/modified intake manifold 1-6 cylinder engines, including manifold porting
2	Non-Factory Trim/modified intake manifold 7-12 cylinder engines, including manifold porting
3	Water-alcohol injection System
Dyno Required	Non-Factory Trim/modified supercharger or turbocharger, factory location
Dyno Required	Non-Factory Trim/modified supercharger or turbocharger, non-factory location or added supercharger or turbocharger
3	Non-Factory Trim/modified supercharger pulley
3	Non-Factory Trim/modified boost controller or vacuum lines that control boost
1	Non-Factory Trim/modified wastegate, wastegate actuator
2	Non-Factory Trim/modified intercooler
1	Non-Factory Trim/modified intercooler pipes only
Dyno Required	Non-Factory Trim/modified camshafts, rocker arms, pushrods, or cam gears that adjust cam timing or lift
Dyno Required	Ported/polished Factory Trim cylinder heads (does not include modifying size of valves)
Dyno Required	Non-Factory Trim cylinder heads
Dyno Required	Non-Factory Trim/modified engine intake/exhaust valves (does not include modifying cylinder heads)
Dyno Required	Increased displacement by more than 1%
0	Increase compression ratio by.50 or less
Dyno Required	Increase compression ratio by more than .50
1	Dry sump engine oil system
1	Non-Factory Trim/modified exhaust manifold/header/exhaust pre-catalytic converter including manifold porting 1-6 cylinder

Assessment	Description
2	Non-Factory Trim/modified exhaust manifold/ header/exhaust pre-catalytic converter including manifold porting 7-12 cylinder
1	Non-Factory Trim/modified exhaust/muffler beyond the catalytic converter (e.g. cat back exhaust)
1	Non-Factory Trim/modified catalytic converter(s)
1	Complete removal or “gutting” of OEM catalytic converter(s) (i.e. “test pipe” in place of catalytic converter)
1	Non-Factory Trim/modified power steering, air conditioning, crank pulley
1	Non-Factory Trim/modified/deleted engine or accessory fan and/or other engine accessories not otherwise listed
Dyno Required	Street Port, rotary engines
Dyno Required	Bridge Port, rotary engines
Dyno Required	Peripheral Port, rotary engines
0	Any type of commercially available gasoline or diesel fuel
0	Non-Factory Trim/modified fuses, relays, wiring, or addition of Power Distribution Modules
0	Non-Factory Trim hoses, belts, clamps
0	Non-Factory Trim air or fuel filters
0	Non-Factory Trim radiator
0	Non-Factory Trim battery, starter motor, alternator, spark plugs, spark plug wires, ignition coils
0	Non-Factory Trim/modifications to oil system, including addition of oil cooler, larger oil pan, etc.
Dyno Required	Non-Factory Trim/modified Pistons, Rods
0	Non-Factory Trim/modifications/number of fuel pumps
Dyno Required	Head shave, balancing, and blueprinting of engine
0	Factory specification engine rebuild and head shave
0	Accessories and/or gauges
0	Non-Factory Trim/modified muffler tips/components designed strictly for the purposes of reducing sound with no measurable or theoretical performance advantage (e.g. exhaust tip turn-down or second muffler)
N/A	For modifications not listed above, including engine swaps, driver must provide peak horsepower figure to the Steward for evaluation; Steward may request supporting documentation at the Steward’s discretion

2. Drivetrain

Driver must add all points from the Drivetrain Modification Assessment points table below. This figure must be added to the Showroom Assessment along with any Modification Assessment points from other categories (e.g., engine, suspension) to determine the Total Assessment and Classification. Any modifications not listed below must be disclosed and evaluated by the Steward.

Assessment	Description
6	Sequential Gearbox
3	Non-sequential (“H pattern”) Dog-box gearbox
3	Dual clutch transmission - DSG, DCT, PDK, etc
3	7 speed or more automatic transmission - GM HydraMatic 10L90 and 10L80, Ford 10R80, ZF HP8, Mercedes 7G-Tronic etc
1	Automated single clutch manual transmission - SMG, Ferrari F1, Lambo E-Gear etc
1	Manual transmission with autoblip, either factory (Nissan 370Z, BMW M2, C7 Corvette, Porsche) or aftermarket add-on
0	5 or 6 speed manual transmission
-1	3 or 4 speed manual transmission
-2	Automatic transmission with 6 speeds or less
-2	CVT transmission
1	Non-Factory Trim/modified final drive and/or transmission gear ratio(s) (added tranny)
0	Non-Factory Trim/modified LSD if vehicle is equipped with LSD from the factory or was a factory option
1	Non-Factory Trim/modified LSD if vehicle is not equipped with LSD from the factory or was not a factory option
2	Non-Factory Trim/modified traction control (i.e. via Non-Factory Trim ECU mapping)
2	Non-Factory Trim/modified electronically controlled center differential mapping (i.e. GEMS center diff controller for Mitsubishi Evo, Subaru STi)
2	Relocation of transmission location via altered mounts
1	Modified half shafts or driveshaft of a different material than OEM (including carbon fiber and aluminum driveshaft)
0.5	Non-factory specification clutch, pressure plate, and/or clutch assembly
0	Non-Factory Trim/modified flywheel
0	Non-Factory Trim/modified motor, transmission, differential, and/or other drivetrain mounts, including metallic and non-metallic mounts
0	Non-Factory Trim/modified shifter, including bushings, lever, etc.
0	Enabling or disabling of Factory Trim traction control

3. Suspension

Driver must add all points from the Suspension Modification Assessment points table below. This figure must be added to the Showroom Assessment along with any Modification Assessment points from other categories (e.g., engine, tires) to determine the Total Assessment and Classification. Any modifications not listed below must be disclosed and evaluated by the Steward.

Assessment	Description
0	Non-Factory Trim non-adjustable shocks/struts/dampers that maintain stock dampening characteristics (OEM equivalents)
1	Non-adjustable shocks/struts/dampers that provide different dampening characteristics to factory trim (improved vs. OEM but not “field“ adjustable)
1	Non-Factory Trim single adjustable shocks/struts/dampers
2	Non-Factory Trim double adjustable shocks/struts/dampers
3	Non-Factory Trim 3 or more way adjustable shocks/struts/dampers
1	Non-Factory Trim shocks/struts/dampers with piggyback canister or external remote canister – note: must also take points for shocks/struts/dampers as listed above
2	Non-Factory Trim coil springs, leaf springs, or torsion bars, non-ride height adjustable (note - Factory Trim ride-height adjustment does not apply)
3	Non-Factory Trim coil springs, leaf springs, or torsion bars, ride height adjustable (note - applies to vehicles with Factory Trim ride-height adjustment if adjustment mechanism has been replaced or modified in any manner)
1	Torsion bar to coil spring conversion
1	Non-Factory Trim sway bars
1	Non-Factory Trim engine bracing (not including motor and other drivetrain mounts)
1	Non-Factory Trim/Modified Control Arms or Non-Factory Trim/Modified Trailing or Camber Arms of different dimensions than Factory Trim
2	Modification of wishbone suspension upright
3	Non-Factory Trim/modified k-member
1	Non-Factory Trim front subframe that does not alter suspension geometry
1	Non-Factory Trim rear subframe that does not alter suspension geometry
1	Non-Factory Trim/modified Watts Link
1	Non-Factory Trim/modified Panhard bar
2	Non-Factory Trim torque bar
1	Modify OEM torque bar
1	Non-Factory Trim suspension bushings or spherical bearings, except rubber or polyurethane
1	Non-Factory Trim/modified suspension components which enable alignment settings beyond Factory Trim capability (does not apply to coil springs, leaf springs, or torsion bars); note - additional points may need to be taken for specific non-Factory Trim suspension components if listed elsewhere in this section
0	Non-Factory Trim bracing or stitch welding, including strut/shock tower brace, and chassis brace(s) (e.g. X-brace or cross-bar)
0	Alignment settings, including caster, camber, or toe, regardless of factory recommendations; note: modifications to Factory-trim suspension components for the purposes of alignment adjustment must be assessed separately

Assessment	Description
0	Non-Factory Trim non-adjustable shocks/struts/dampers
0	Non-Factory Trim suspension bushings, either rubber or polyurethane
0	Non-Factory Trim suspension bushing limiters of any material; *note - points must also be taken for bushing material, if applicable*
0	Removal of sway-bars
0	Non-Factory Trim sway bar end-links
0	Non-Factory Trim eccentric camber bolts
0	Non-Factory Trim camber adjusting ball joints
0	Modified steering rack from power assist to manual or manual to power assist
0	Suspension re-enforcement provided by installation of roll bar or roll cage that adheres to requirements listed in the Car Requirements section of the rules
0	Disabling or enabling of Factory Trim Electronic Stability Control systems

4. Brakes

Driver must add all points from the Brakes Modification Assessment points table below. This figure must be added to the Showroom Assessment along with any Modification Assessment points from other categories (e.g. engine, suspension) to determine the Total Assessment and Classification. Any modifications not listed below must be disclosed and evaluated by the Steward.

Assessment	Description
1	Non-Factory Trim brake calipers, drums, and/or rotors of a different size - front, rear or both.
2	Non-Factory Trim/modified ABS (i.e. Bosch Motorsport ABS)
0	Non-Factory Trim rotors of the same thickness and diameter as Factory Trim, including swap from one-piece to two-piece rotors
0	Non-Factory Trim brake pads or shoes
0	Non-Factory Trim/modified brake lines
0	Non-Factory Trim/modified brake ducting
-1	Disabling any and all factory and/or aftermarket ABS or competing in a vehicle not originally equipped with ABS
0	Non-Factory Trim drilled or slotted rotors of the same shape and size as OEM
0	Modified, re-located, or non-Factory Trim brake brackets

5. Exterior

Driver must add all points from the Exterior Modification Assessment points table below. This figure must be added to the Showroom Assessment along with any Modification Assessment points from other categories (e.g. engine, suspension) to determine the Total Assessment and Classification. Any modifications not listed below must be disclosed and evaluated by the Steward. Adding, removing, or modifying exterior panels and vehicle components must not be done in a way that compromises safety relative to Factory Trim configuration.

Assessment	Description
1	Non-Factory Trim/modified front bumper/air dam/spoiler
1	Non-Factory Trim/modified front splitter, in addition to bumper/air dam/spoiler
2	Non-Factory Trim/modified front splitter that extends more than 3.5 inches from front bumper skin leading edge, in addition to bumper/air dam/spoiler
1	Non-Factory Trim/modified canards (each set assessed points front or rear)

Assessment	Description
1	Non-Factory Trim Rear spoiler or wing including any airfoil that in no way protrudes more than 6” from the mounting location of the spoiler or wing, does not exceed the height of the vehicle, and does not extend beyond the width of the rear quarter panels
2	Non-Factory Trim Rear spoiler or wing including any airfoil that does not exceed the height of the vehicle, does not extend beyond the width of the rear quarter panels, and does not extend no more than 6" beyond the skin of the rear bumper
3	Non-Factory Trim Rear spoiler or wing including any air foil of any size or shape
1	Non-Factory Trim hardtop of different shape and size which alters airflow aft of the OEM rear glass (i.e. “CWest” Honda S2000 aero hardtop)
0	Factory trim hardtop or Non-Factory Trim hardtop of the same shape and size of OEM hardtop
1	Non-Factory Trim/modified vortex generator to roof, hardtop, rear glass or trunk
2	Non-Factory Trim/modified flat bottom
2	Non-Factory Trim/modified rear diffuser
1	Non-Factory Trim/modified side skirts
4	Non-factory trim Active aero, i.e. moveable aero devices; points assessed for each piece, in addition to assessment points listed above
1	Non-factory trim/modified headlight to allow increased or cooler air flow to engine air intake - unless already taking one point for cold air intake in "engine" modifications.
0	Front Underbody Tray that does not extend in front of the front bumper skin, beyond the width of the front quarter panels, or more than 18" behind the front axle; *note – points for front splitter, bumper, spoiler, air dam, and flat bottom assessed separately*
0	Non-Factory Trim/modified fenders
0	Non-Factory Trim/modified doors
0	Non-Factory Trim/modified trunk lid
0	Non-Factory Trim/modified rear bumper
0	Non-Factory Trim/modified hood

6. Weight Reduction

Weight reduction modification assessment is based on the how difference between the Vehicle Competition Weight and the Showroom Base Weight. The Vehicle Competition Weight is the total weight of vehicle plus fluids, driver, ballast and any and all safety and other equipment during and after competition. Driver must determine Weight Reduction Modification Assessment using the table below. This figure must be added to the Showroom Assessment along with any Modification Assessment points from other categories (e.g. engine, suspension) to determine the Total Assessment and Classification.

Driver must determine Weight Reduction Modification Assessment using the following formula – essentially 1.5% change in weight is equivalent to 1 point:

((Curb Weight – Competition Weight) / Curb Weight) / 1.5 x 100% = Weight Reduction Points

Example: a car with a 3000lb curb weight has stripped its interior, removed a few non-essential components, and replaced its exhaust with a light-weight system, and it now weighs 2750lb with driver, fuel, safety equipment, fluids, etc. after competition.

1) Find the difference between curb weight an competition weight: 3000 – 2750 = 250lb
2) Find the ratio of the weight difference and the original curb weight: 250 / 3000 = 0.083333
3) Divide the ratio from #2 by 1.5 and then multiply by 100: 0.083333 / 1.5 x 100 = 5.56

Example: a car with a 2400lb curb weight has been fitted with safety equipment and is owned by a 215lb driver, and it now weighs 2660lb with driver, fuel, safety equipment, fluids, etc. after competition.

1) Find the difference between curb weight an competition weight: 2400 – 2660 = -260lb
2) Find the ratio of the weight difference and the original curb weight: -260 / 2400 = -0.108333
3) Divide the ratio from #2 by 1.5 and then multiply by 100: -0.108333 / 1.5 x 100 = -7.22

After completing the calculation above, the weight adjustment is added (or subtracted if the result is negative) to the car's point total to find the total point assessment for the car.

Note – weight reduction can be achieved by removing or replacing any non-essential parts, unless otherwise mentioned, including: interior headliner, rear seats, carpets, insulation, air conditioner, radio, sunroof/moonroof, spare tire, jack, interior panels, console, etc. In addition, ballast is allowed up to 150lbs provided it is secured – location and security of ballast must be verified by Steward.

7. Tire Compound

Tire Compound Modification Assessment is based on the type of tire run during competition. Driver must determine Tire Compound Modification Assessment using the table below. This figure must be added to the Showroom Assessment along with any Modification Assessment points from other categories (e.g. engine, suspension) to determine the Total Assessment and Classification.

For any tires not classified explicitly in the chart, the driver may petition the Chief Steward for an evaluation and points assignment.

Pending an evaluation, the tire's default points assignment will be the same as the highest existing classified tire with the same or next numerically lower UTQG rating.

The tire manufacturers are constantly updating designs, and have been found to be "creative" in their treadwear declarations. The Stewards team reserves the right to adjust a tire's rating if the initial points assigned by COM are found to be significantly under or over what they should be based on real-world experiences.

Note - Tire softener or any other chemical tire treatment is prohibited in Touring Classes.

Assessment	Description
15	Non-DOT Slicks (except where noted)
10	Hoosier - Radial Wets, H20, SMW Continental Challenge Wets Hankook Wets BFGoodrich R1-S Hankook c90/c91/C9 compound, Wets Goodyear RS AC Hoosier “A” compound (all)
6	Hoosier R7, SM&, SM7.5 BFGoodrich R1 Hankook C70/C71/C7, Wets Kumho Ecsta V700 Hankook Z214 c50, c51, C5
2.5	Continental Challenge Dry Hankook z221 TD Soft

Assessment	Description
1.5	Goodyear Supercar 3R
0	Hankook z221 TD Hard/ C3 Compound Federal FZ-201 Soft Unlisted tires with DOT UTQG rating 41-120 Maxxis Victra RC-1 (R2) Nankang AR-1 Pirelli Tropheo R
-1	Toyo Proxes RR
-1.5	Yokohama A052
-2.5	Kumho EcstaV720, V730 Toyo RA1, R88, R888R Yokohama A048 Bridgestone RE71R Federal FZ-201 Medium BFGoodrich Rival S 1.5 Michelin Pilot Sport Cup 2, 2R FAlken Azenis RT660 Nankang CR-1 Nankang AR-1Unlisted tires with DOT UTQG rating 121-200
-3.5	Federal 595RS-RR, PRO Toyo R1R Goodyear Supercar G:2 Goodyear Supercar 3 Dunlop Direzza ZIII Nitto NT01
-5	Hankook Ventus RS-4 Maxxis Victra VR-1 BF Goodrich g-Force Rival Falken Azenis RT615K+ Continental Extremecontact Force Hankook Ventur RS-4
-7	Michelin Pilot Super Sport, Pilot Sport 4S Federal 595RS-R Cooper RS3-R Cooper RS3-RS Unlisted tires with DOT UTQG rating 201-280
-10	Unlisted tires with DOT UTQG rating 281 and above

8. Tire Width

Tire Width Modification Assessment is based on the average width of the widest front and the widest rear tire run during competition. Driver must determine Tire Width Modification Assessment using the table and calculation below to determine the TOTAL Assessment for Tire Width. Tire width points will be assessed based on how much wider or narrower the average of the driver's widest front and rear tires is from this Class Baseline Tire Width. Tire width is taken as the dimension in mm molded into the tire sidewall- not an actual measurement of the tread or contact patch. *Note – tire diameter and profile are free. Stock or factory Trim tire width for a particular vehicle is irrelevant.*

Competition Class	TU	T100	T90	T80	T70	T60	T50	T40	T30
Baseline tire width	NA	315mm	305mm	285mm	265mm	245mm	225mm	205mm	185mm

Assessment for tire width is based on the average of the front and rear tire widths, calculated by adding the front tire width and the rear tire width and dividing by two. For example, if a vehicle is equipped with 225mm tires in the front and 255mm tires in the rear, the tire width assessed will be (225+255)/2 or 240mm.

This tire width is then compared to the baseline tire width for the class the car is competing in. If you are running the tire width equal to the baseline for your class, your tire width points are zero.

For tire widths wider or narrower than the baseline tire width above add (for wider) or subtract (for narrower) at a factor of 1 point for every 20 mm of tire width (or .25 points per 5mm) to determine the Tire Width assessment. See chart below for examples:

Example	Baseline width for class selected	Width of tires used in competition (calculated if using two different widths)	Amount to add (for wider) or subtract (for skinnier)
1	185mm (T30)	195 mm	0.50 points
2	185mm (T30)	205mm	1 point
3	205mm (T40)	225mm	1 point
4	205mm (T40)	240mm	1.75 points
5	225mm (T50)	205mm	-1.0 point
6	225mm (T50)	250mm ((235mm + 265mm)/2)	1.25 points

Example	Baseline width for class selected	Width of tires used in competition (calculated if using two different widths)	Amount to add (for wider) or subtract (for skinnier)
7	245mm (T60)	225mm	-1 point
8	245mm(T60)	210mm ((195mm+225mm)/2)	-1.75 points
9	265mm (T70)	275mm	0.5 points
10	285mm (T80)	275mm	-0.5 points
11	305mm(T90)	290mm ((275mm+305mm)/2)	-0.75 points
12	315mm(T100)	275mm	-2 points

Note – Wheel width and/or diameter is free, including offset, provided that the rim width used is among the rim widths recommended by the tire manufacturer for that particular tire size. Spacers up to ½" in width may be used, provided all lug/stud thread requirements are satisfied (see Car Requirements section for details). Rolling and/or flaring of fenders is also permitted. Non-Factory Trim spacers, lug nuts, and studs are free.

H. Super classes

1. Methodology

COMSCC has 6 Super classes, based on a Corrected Power-to-Weight ratio. Modifications allowed to cars in Super classes are unlimited. Drivers qualifying for a Touring class classification may choose to compete in a Super class, provided they meet the Super Class safety requirements.

2. Safety

All Super class drivers must meet the following safety requirements:

- Roll bar, defined as a steel one- or two-hoop roll-over protection device, solidly mounted to the structure of the car, and provides two inches of space between the top of the roll bar and the top of the driver's helmet.
- SFI or FIA approved harness with a minimum of 5 points (2 lap belts, 2 shoulder belts, and at least 1 anti-submarine belt)
- Single layer fire resistant full length suit, gloves, suitable footwear
- Window nets or arm restraints

Note - Please see Driver Requirements and Car Requirements sections for more details.

3. Classes

Below is a list of the 6 COMSCC Super classes and their modified Corrected Power-to-Weight ratio cutoffs.

- Super Unlimited: Open Wheel Formula Cars below 6.0 lbs comp weight/corrected power ratio
- Super A: Non-formula cars below 8.799, any vehicle between 6.0 and 8.799 corrected P/W
- Super B: Any vehicle between 8.8 and 12.399 corrected P/W
- Super C: Any vehicle between 12.4 and 15.799 corrected P/W
- Super D: Any vehicle between 15.8 and 18.999 corrected P/W
- Super E: Any vehicle above 19.0 corrected P/W

Definition of Open Wheel Formula car – open wheeled, single seat vehicle designed for motorsports equipped with a front and/or rear wing or another device designed to provide downforce

Stewards will have final say in determining which vehicles fall under this classification

In addition to all F1, F2000, F3, IRL, Indy Lights, etc. vehicles, SCCA Formula Atlantic, Formula 1000, Formula SCCA, Formula Continental, Formula Mazda, Formula Ford, and Formula 500 also fall under this category

Formula Vee is excluded

The intent is that any non-formula car can run in Super A;. Super Unlimited is reserved for 2 types of cars: 1) Formula cars better than 6.0 Power/Weight, and 2) non-formula cars booted to Super Unlimited by the team of stewards, because they are just too damn fast.

Notes

- *A driver may choose to compete any Super class either at or above their determined Super class (i.e. run "up" a class)*
- *Stewards may move vehicles up or down within the Super classes at their discretion – specifically, non-formula cars with Corrected Power-to-Weight ratio below 6.5 may be evaluated for placement in Super Unlimited*

4. Weight/Power Formula

The value by which a car's class assignment is determined is the "Competition Weight" divided by the "Power". The formula for calculating the Corrected Power-to-Weight ratio for all Super class drivers is as follows:

- The "Competition Weight" is defined as the total weight of vehicle plus fluids, driver, ballast and any and all safety and other equipment during and just after a Time Trial competition session. This weight is declared to the Chief Steward at least one hour prior to an event's Time Trial competition., and is subject to verification by any Steward prior to or immediately following the Time Trial upon request and availability of scales.

- The "Power" is the Corrected Power, calculated as follows:

(((Wheel HP) * (.67) + (Wheel Torque) * (.33)) * Dynomometer correction factor) + Open Wheel correction factor

Only Chassis dynamometers are used. Dyno Correction factors are as follows:

Dynojet 2Wheel Drive = 0.91

Dynojet All-wheel drive =.93

Any other dynomometer = 1.0

Correction factors may be defined for other manufacturer's equipment as data becomes available.

Open Wheel correction factors

-2.5 (e.g. Formula Continental),

- Any open wheel without front or rear wing = -1.0 (e.g. Formula Vee)

5. Alternate Power calculation

Drivers have two methods by which they may substantiate their power figures:

A. Provide a dyno sheet substantiating the claimed power figure, or
B. Utilize a simple displacement-based calculator to estimate potential power.

Option B:

The following formula may be used in lieu of providing actual power figures for a Super class vehicle, regardless of which value is higher:

Power = Displacement multiplier x Valves/Cylinder Multiplier x RPM Multiplier x Forced Induction Multiplier

- Displacement Multiplier: 80/1 Liter
- Valves/Cylinder Multiplier: 2 valves/cylinder is 0.85, 4 valves/cylinder is 1.0, rotary is 1.0
- RPM Multiplier: ((Max RPM – 6000) / 6000) + 1
- Forced Induction Multiplier: 1.75

6. Alternate Weight method

Similar to the Alternate Power calculation, drivers may choose an Alternate Weight method if they would not like to use or disclose their actual competition weight. Specifically, regarding weight, drivers may:

1. Declare competition weight – note that a Steward may request that this value is substantiated either by weighing the car on scales, if available, or viewing other documentation to back-up the claimed weight figure (e.g. picture of the car on scales with a weight readout or printout of a corner weight sheet); OR
2. Utilize the Alternate Weight method – see rules below:

· Production car with known curb weight: Competition Weight = 85% x Curb Weight
· Open Wheel Formula Style vehicle: 1000lb
· All other vehicles: 1500lb

VIII. Appendix A – Showroom Assessments for Touring Class Determination

Note: This list of assessments represents cars that have run, or are expected to run with COM. It's not all-inclusive, and if you are running a car that is not shown on this list please contact the Chief Steward for assistance in determining the base class for your car.

This list is for reference only; All Time Trial drivers are required to submit to the Chief Steward a completed copy of the Excel spreadsheet for their car. The excel sheet template can be found on the club website or requested from the Chief Steward at any time.

Make	Model	Start Year	End Year	Showroom Base Weight (lbs)	Factory Rated HP	Factory Rated Torque	Performance Adjustment	Showroom Assessment	Base Classification
Acura	Integra Type R	1995	2001	2639	195	130	5.0	52.3	T50
Acura	NSX	1991	1992	2976	270	210	10.0	71.4	T70
Acura	NSX	1993	1997	3093	270	210	10.0	69.4	T60
Acura	NSX	1998	2001	3160	290	224	10.0	71.9	T70
Acura	NSX	2002	2005	2954	290	224	10.0	75.2	T70
Acura	NSX	2017	2022	3854	573	476	22.5	104.2	T100
Acura	RSX Type S	2002		2767	200	142	0.0	46.9	T40
Alfa Romeo	2000 Spider Veloce	1974	1976	2320	110	110	-7.5	14.9	T30
Alfa Romeo	Giulia 2.0T AWD	2017		3600	280	306	0.0	59.0	T50
Ariel	Atom	2006	2006	1431	245	150	20.0	103.5	T100
Ariel	Atom 500	2008		1213	500	284	20.0	120.0	T110
Aston Martin	DB5	1963	1965	3310	282	288	-10.0	52.5	T50
Aston Martin	DBS V12	2007	2012	3740	510	420	10.0	88.9	T80
Aston Martin	Vantage	2012		3595	420	346	10.0	83.4	T80
Audi	A4 1.8T Quattro	1996	2001	3241	150	155	0.0	21.2	T30
Audi	A4 2.0 T quattro	2005	2005	3517	200	207	0.0	38.1	T30
Audi	A4 2.0 T quattro	2006	2008	3549	200	207	0.0	37.5	T30
Audi	A4 2.8 Quattro	1996	2001	3384	190	207	0.0	38.5	T30
Audi	A4 3.0 Quattro	2002	2005	3583	220	221	0.0	42.9	T40
Audi	A4 3.2 quattro	2006	2006	3649	255	243	0.0	50.2	T50
Audi	A4 TT FWD	1998	2006	2910	180	173	0.0	42.4	T40
Audi	Coupe GT	1987	1987	2507	134	137	-15.0	18.1	T30
Audi	R8 V10	2006		3583	518	391	15.0	95.0	T90
Audi	R8 V8	2006		3450	414	317	15.0	88.6	T80
Audi	S4	1991	1994	3814	227	258	-2.5	41.2	T40
Audi	S4	1998	2001	3594	250	258	2.5	54.0	T50

Audi	S4	2003	2005	3660	340	302	2.5	67.0	T60
Audi	S4	2006	2008	3869	340	302	2.5	64.3	T60
Audi	S4	2009		3637	333	325	5.0	70.2	T70
Audi	S6	1999	2003	4024	340	310	0.0	60.2	T60
Audi	S6	2006	2011	4024	429	398	2.5	73.7	T70
Audi	S6 Quattro	1994	1997	3825	227	240	-2.5	39.2	T30
Audi	TT RS	2012	2013	3307	360	343	10.0	82.3	T80
Audi	TTS	2009	2015	3200	265	258	2.5	62.7	T60
Austin Healy	3000 MK III	1959	1967	2550	150	165	-20.0	22.1	T30
BMW	2002	1974		2317	100	106	-15.0	0.5	T30
BMW	128i	2008	2013	3252	230	200	4.0	53.2	T50
BMW	135i Coupe inc'l M-Sport	2004	2013	3373	300	300	5.0	69.2	T60
BMW	135is	2013		3373	320	317	7.5	74.6	T70
BMW	318i	1990	1991	2657	134	127	0.0	26.2	T30
BMW	318is	1990	1991	2602	134	127	0.0	28.0	T30
BMW	318ti	1993	2000	2745	140	129	0.0	26.4	T30
BMW	318ti with S52 swap	1991	1991	2602	240	236	0.0	65.7	T60
BMW	320i	2013		3295	180	184	5.0	39.8	T30
BMW	323ci	2000		3153	170	181	0.0	34.8	T30
BMW	325i	1991	1991	2854	168	164	0.0	39.2	T30
BMW	325i	1992	1995	3087	189	181	0.0	41.6	T40
BMW	325i	2001	2005	3241	184	175	0.0	35.9	T30
BMW	325is	1992	1995	3087	189	181	2.5	44.1	T40
BMW	328is	1996	1999	3120	190	206	2.5	46.6	T40
BMW	328iX	2012	2019	3498	240	255	5.0	56.3	T50
BMW	330Ci	2003	2003	3285	228	221	2.5	52.6	T50
BMW	330Ci ZHP	2003	2005	3285	235	222	5.0	56.5	T50
BMW	330i	2006	2006	3417	255	221	5.0	57.4	T50
BMW	330i Sports Package	2001	2005	3318	225	216	5.0	53.5	T50
BMW	335d RWD Sedan	2007	2011	3781	265	425	5.0	66.5	T60
BMW	335i RWD Coupe	2007		3571	300	300	5.0	66.4	T60
BMW	335i RWD Sedan	2006	2009	3594	300	300	5.0	66.1	T60
BMW	335xi	2008	2008	3814	300	295	5.0	62.7	T60
BMW	340XI	2017		3802	320	332	5.0	67.1	T60
BMW	528i	1995	2000	3252	190	210	2.5	44.2	T40

BMW	530i	2000	2003	3472	228	220	2.5	49.0	T40
BMW	535i	1985	1988	3249	182	214	-10.0	30.3	T30
BMW	540i	1996	2003	3803	282	320	2.5	59.6	T50
BMW	E30 M3	1987	1991	2866	192	170	5.0	51.0	T50
BMW	E36 M3 (3.0)	1995	1995	3175	240	225	10.5	65.1	T60
BMW	E36 M3 (3.2)	1997	1999	3175	240	236	10.5	66.0	T60
BMW	E46 M3	2001	2006	3415	333	269	10.0	75.4	T70
BMW	E90 M3	2007	2008	3704	414	295	10.0	79.9	T70
BMW	F80 M3	2015	2018	3540	425	406	15.0	91.1	T90
BMW	F82 M4 GTS coupe	2016	2020	3494	493	443	15.0	95.8	T90
BMW	F82/83 M4	2015	2020	3530	425	406	15.0	91.2	T90
BMW	F82/83 M4 Competition	2015	2020	3530	444	450	20.0	98.4	T90
BMW	G82/83 M4	2021		3690	473	406	15.0	92.2	T90
BMW	G82/83 M4 Competition	2021		3746	503	479	20.0	99.8	T90
BMW	M Coupe	1998	2000	3131	240	236	5.0	61.2	T60
BMW	M Coupe	2001	2002	3131	315	261	5.0	72.2	T70
BMW	M Roadster	1998	2000	3084	240	236	2.5	59.6	T50
BMW	M Roadster	2001	2002	3084	315	261	2.5	70.4	T70
BMW	M2	2016		3455	365	343	12.5	83.4	T80
BMW	M2 Competition	2019	2020	3472	405	406	12.5	88.1	T80
BMW	M2 CS	2020	2020	3455	444	406	15.0	93.0	T90
BMW	M235i	2016		3650	320	330	10.0	74.0	T70
BMW	M3 CSL	1995	1995	2950	240	225	10.5	69.1	T60
BMW	M5	1985	1988	3417	256	243	-2.5	51.8	T50
BMW	M5	1989	1995	3858	311	266	0.0	56.6	T50
BMW	M5	1998	2003	4026	394	368	2.5	70.1	T70
BMW	M5	2005	2010	4090	500	380	5.0	79.2	T70
BMW	M5	2011		4288	560	402	5.0	81.1	T80
BMW	M6	1983	1989	3565	256	243	0.0	51.8	T50
BMW	M6	2005	2010	3770	500	380	5.0	82.2	T80
BMW	M6	2012		4242	560	402	5.0	81.5	T80
BMW	Z3 1.9L	1996	1996	2690	138	133	0.0	28.1	T30
BMW	Z3 2.3L	2000	2000	2899	170	181	0.0	41.1	T40
BMW	Z3 2.8	2000	2000	2910	193	206	0.0	49.3	T40
BMW	Z4 3.0si	2006	2008	3086	255	220	5.0	63.1	T60
BMW	Z4 M Roadster	2006	2008	3197	330	262	7.5	75.3	T70

BMW	Z4 sDrive 30i 4 cyl turbo	2020		3287	255	295	12.5	72.4	T70
BMW	Z4 sDrive M40i 6 Cyl	2021		3457	382	369	12.5	85.6	T80
BMW	Z8	1999	2003	3494	400	370	7.5	81.4	T80
Bugatti	Veyron	2005	2011	4162	987	922	17.5	111.2	T110
Cadillac	ATS-V Coupe	2016	2017	3760	464	445	15.0	92.1	T90
Cadillac	ATS-V Sedan V6	2016	2019	3803	335	285	15.0	76.2	T70
Cadillac	CTS-V	2004	2007	3850	400	395	-2.5	68.4	T60
Cadillac	CTS-V	2009		4250	556	551	0.0	79.4	T70
Chevrolet	Camaro LS	2010		3750	312	278	2.5	61.5	T60
Chevrolet	Camaro RS	1994	1997	3473	200	225	0.0	41.2	T40
Chevrolet	Camaro RS	1998	2001	3349	190	225	2.5	43.9	T40
Chevrolet	Camaro SS	2010		3860	426	420	2.5	75.8	T70
Chevrolet	Camaro SS	2018		3685	455	455	7.5	85.1	T80
Chevrolet	Camaro SS 1LE	2017		3743	455	455	15.0	92.0	T90
Chevrolet	Camaro SS L99 Automatic	2010	2013	3913	400	410	2.5	73.3	T70
Chevrolet	Camaro Z28	1994	1997	3473	275	325	0.0	61.4	T60
Chevrolet	Camaro Z28	1998	2001	3459	284	322	2.5	64.9	T60
Chevrolet	Camaro Z28	2014	2015	3856	505	481	7.5	86.5	T80
Chevrolet	Camaro ZL1	2017		3886	650	650	10.0	96.6	T90
Chevrolet	Camaro ZL1	2012	2015	4118	580	556	7.5	88.9	T80
Chevrolet	Camaro ZL1 1LE	2019		3886	650	650	15.0	101.6	T100
Chevrolet	Corvette	1986	1986	3200	230	330	5.0	65.4	T60
Chevrolet	Corvette (C5) Coupe/Convertible	1997	2000	3230	345	350	10.0	82.4	T80
Chevrolet	Corvette (C5) Coupe/Convertible	2001	2004	3230	350	360	10.0	83.1	T80
Chevrolet	Corvette (C5) Z06	2001	2001	3130	385	385	15.0	92.4	T90
Chevrolet	Corvette (C5) Z06	2002	2004	3116	405	400	15.0	94.2	T90
Chevrolet	Corvette (C6) Coupe Z06	2006	2007	3133	505	470	15.0	100.0	T100
Chevrolet	Corvette (C6) Coupe Z06	2008	2008	3161	506	470	15.0	99.8	T90
Chevrolet	Corvette (C6) Coupe Z06	2009	2013	3199	506	470	15.0	99.5	T90
Chevrolet	Corvette (C6) Coupe Z51	2005	2007	3179	400	400	13.5	91.7	T90
Chevrolet	Corvette (C6) Coupe Z51	2008	2009	3216	430	424	13.5	93.6	T90

Chevrolet	Corvette (C6) Coupe/Convertible	2005	2007	3179	400	400	12.5	90.7	T90
Chevrolet	Corvette (C6) Coupe/Convertible	2008	2013	3208	430	424	12.5	92.6	T90
Chevrolet	Corvette (C6) Grand Sport Coupe	2010	2013	3289	430	424	15.0	94.3	T90
Chevrolet	Corvette (C7) Coupe Z06	2014	2019	3550	625	635	20.0	108.0	T100
Chevrolet	Corvette (C7) Coupe Z06 Aero pack	2014	2019	3550	625	635	22.5	110.5	T110
Chevrolet	Corvette (C7) Coupe Z51	2014	2019	3444	460	460	17.5	97.7	T90
Chevrolet	Corvette (C7) Coupe/Convertible	2014	2019	3347	455	460	15.0	95.9	T90
Chevrolet	Corvette (C7) Grand Sport	2017	2019	3445	460	465	20.0	100.3	T100
Chevrolet	Corvette (C8)	2020		3640	490	465	22.5	102.4	T100
Chevrolet	Corvette (C8) Z06	2023		3750	670	470	27.5	113.1	T110
Chevrolet	Corvette (C8) Z51	2020		3640	490	465	25.0	104.9	T100
Chevrolet	SS Sedan	2016		3946	415	415	2.5	74.1	T70
Datsun	240Z	1973	1973	2355	150	146	-2.5	42.2	T40
Datsun	280Z	1975	1978	2692	170	177	-2.5	43.1	T40
Dodge	Challenger Hellcat	2015		4469	707	650	5.0	89.4	T80
Dodge	Challenger SRT8	2011		4170	470	470	0.0	74.3	T70
Dodge	Neon ACR	1995	1999	2463	150	133	0.0	39.5	T30
Dodge	Neon Sport	2000	2005	2567	132	130	-2.5	26.4	T30
Dodge	Neon Sport (SOHC)	1997	1997	2491	132	130	-2.5	28.9	T30
Dodge	Neon SRT-4	2000	2005	2970	215	245	0.0	55.9	T50
Dodge	Shelby Charger Turbo	1987	1987	2500	175	175	-15.0	36.3	T30
Dodge	Viper GTS	1996	2002	3383	450	490	10.0	91.0	T90
Dodge	Viper GTS	2013		3431	640	560	15.0	103.2	T100
Dodge	Viper RT/10	1992	1995	3284	400	465	10.0	88.9	T80
Dodge	Viper SRT-10	2003	2006	3357	500	525	12.5	96.4	T90
Dodge	Viper SRT-10	2008	2010	3408	600	560	12.5	99.8	T90
Dodge	Challenger Hellcat Redeye	2019		4443	797	707	5.0	92.4	T90
Ferrari	250 GTO	1962	1964	2425	302	246	-5.0	70.6	T70
Ferrari	308 GTB/GTS	1977	1985	2778	240	209	2.5	63.1	T60

Ferrari	328 GTB/GTS	1985	1990	2806	270	225	5.0	70.2	T70
Ferrari	Enzo	2002	2004	3010	651	485	22.5	113.0	T110
Ferrari	F355 Berlinetta	1994	1999	2976	380	286	12.5	88.2	T80
Ferrari	F360 Modena	1999	2005	3197	400	275	15.0	89.1	T80
Ferrari	F40	1987	1992	2400	478	425	12.5	102.3	T100
Ferrari	F430	2004	2009	3197	483	343	17.5	98.4	T90
Ferrari	F458 Italia	2010		3274	562	398	17.5	102.1	T100
Fiat	500 Abarth	2008		2500	133	130	-2.5	29.0	T30
Ford	Escort ZX2	1998	1998	2531	130	127	-2.5	26.1	T30
Ford	Fiesta ST	2015		2742	197	202	0.0	53.3	T50
Ford	Focus Coupe	2008	2011	2588	140	136	-2.5	30.2	T30
Ford	Focus RS	2016		3459	350	350	12.5	82.5	T80
Ford	Focus SE	2000	2004	2546	100	125	-2.5	9.6	T30
Ford	Focus Sedan	2008	2011	2623	140	136	-2.5	29.1	T30
Ford	Focus ST	2012		3223	252	270	5.0	63.9	T60
Ford	Focus SVT	2002	2004	2769	170	145	-2.5	36.7	T30
Ford	Focus ZX3	2000	2004	2551	130	135	-2.5	27.2	T30
Ford	Focus ZX4 S/SE/SES	2005	2007	2677	136	133	-2.5	25.2	T30
Ford	Focus ZX4 ST	2005	2007	2677	151	154	0.0	37.1	T30
Ford	GT	2005	2006	3351	550	500	12.5	97.8	T90
Ford	Mustang	1964	1965	2562	271	312	-25.0	48.8	T40
Ford	Mustang Boss	2012	2013	3632	444	380	5.0	80.5	T80
Ford	Mustang Boss 302	1969	1970	3384	290	290	-22.5	39.9	T30
Ford	Mustang Cobra	1996	1998	3404	305	300	-5.0	59.3	T50
Ford	Mustang Cobra	1999	2001	3430	320	317	0.0	66.3	T60
Ford	Mustang Cobra	2003	2004	3665	390	390	0.0	72.1	T70
Ford	Mustang Cobra GT-40	1994	1995	3524	240	285	-5.0	48.3	T40
Ford	Mustang Cobra R	1995	1995	3354	280	343	-5.0	59.6	T50
Ford	Mustang Cobra R	2000	2000	3589	385	385	0.0	72.4	T70
Ford	Mustang GT	1994	1995	3276	215	285	-7.5	46.1	T40
Ford	Mustang GT	1996	1997	3277	215	285	-7.5	46.1	T40
Ford	Mustang GT	1998	2004	3324	260	302	-5.0	55.4	T50
Ford	Mustang GT	2005	2009	3555	300	320	0.0	62.7	T60
Ford	Mustang GT	2010	2010	3533	315	325	0.0	64.8	T60
Ford	Mustang GT	2011	2014	3543	412	390	0.0	74.8	T70

Ford	Mustang GT	2015	2017	3705	435	400	7.5	82.3	T80
Ford	Mustang GT	2018		3705	460	420	7.5	84.2	T80
Ford	Mustang GT (Roush Stage 3)	2000	2001	3506	360	375	0.0	71.2	T70
Ford	Mustang GT Performance Package 1	2018		3705	460	420	10.0	86.7	T80
Ford	Mustang GT Performance Package 2	2018		3705	460	420	12.5	89.2	T80
Ford	Mustang LX	1987	1993	3250	225	300	-7.5	49.3	T40
Ford	Mustang Mach-1	2021		3829	480	420	12.5	89.1	T80
Ford	Mustang SVO	1984	1986	3048	205	248	-7.5	45.4	T40
Ford	Mustang SVT Cobra	1993	1993	3255	235	280	-7.5	49.2	T40
Ford	Mustang V6	2005	2009	3350	210	240	-2.5	44.8	T40
Ford	Mustang V6	2010	2010	3401	210	240	-2.5	43.8	T40
Ford	Mustang V6	2011		3401	305	280	0.0	63.3	T60
Ford	Shelby GT	2007	2008	3475	325	330	0.0	66.8	T60
Ford	Shelby GT350 Base (non-Track Pack)	2016	2020	3796	526	429	10.0	89.3	T80
Ford	Shelby GT350 Base (with Track Pack)	2016	2020	3796	526	429	12.5	91.8	T90
Ford	Shelby GT350 R	2016		3718	526	429	15.0	95.0	T90
Ford	Shelby GT500	2005	2009	3920	500	480	5.0	83.2	T80
Ford	Shelby GT500	2010	2010	3940	540	510	2.5	82.9	T80
Ford	Shelby GT500	2011	2012	3871	550	510	5.0	86.3	T80
Ford	Shelby GT500	2013	2014	3871	662	630	5.0	91.7	T90
Ford	Shelby GT500	2020		4059	760	625	7.5	95.4	T90
Ford	Shelby Mustang GT350 Convertible	1969	1970	3600	290	385	-22.5	41.9	T40
Ford	Shelby Mustang GT500	1967	1967	3370	355	420	-22.5	51.5	T50
Honda	Civic 3dr non-Si	1992	1992	2178	102	98	-5.0	15.0	T30
Honda	Civic CX	1991	1995	2094	70	91	-5.0	-8.6	T30
Honda	Civic Cx w/ K24A swap	1991	1995	2094	197	171	-5.0	59.7	T50
Honda	Civic DX	1995	1995	2231	102	98	-5.0	12.8	T30
Honda	Civic DX	1996	1996	2262	127	107	-5.0	27.1	T30
Honda	Civic DX	1998	1998	2339	106	103	-5.0	12.3	T30
Honda	Civic DX	2003	2003	2416	115	110	-5.0	16.4	T30

Honda	Civic DX Coupe	2006	2006	2593	140	128	-2.5	28.5	T30
Honda	Civic Hatchback	1988	1991	2127	70	89	-5.0	-11.4	T30
Honda	Civic Hatchback DX	1990	1991	2127	92	89	-5.0	7.7	T30
Honda	Civic Si	1992		2326	125	106	-2.5	26.2	T30
Honda	Civic Si	2006	2011	2899	192	139	2.5	43.8	T40
Honda	Civic Si	2012		2895	201	170	2.5	50.0	T50
Honda	Civic Type R	2017		3150	306	295	12.5	80.2	T80
Honda	CRS Si	1987	1987	1953	91	93	-2.5	19.0	T30
Honda	CRX Si	1985	1986	1883	108	100	-2.5	33.5	T30
Honda	CRX Si	1988	1988	2011	108	100	-2.5	28.4	T30
Honda	S2000	1999	2003	2870	240	153	7.5	61.7	T60
Honda	S2000 2.2L	2004	2009	2870	237	162	10.0	64.5	T60
Honda	S2000 CR	2008	2009	2765	237	162	12.5	69.1	T60
Hyundai	Genesis Coupe	2010	2011	3315	210	217	7.5	53.1	T50
Hyundai	Genesis coupe R Spec 2.0T	2010	2012	3300	210	235	5.0	52.8	T50
Hyundai	Genesis coupe R Spec 2.0T	2013	2015	3300	275	275	5.0	66.0	T60
Hyundai	Genesis coupe R Spec 3.8	2013	2016	3389	348	295	5.0	73.4	T70
Hyundai	Genesis Coupe R Spec 3.8	2011	2012	3389	306	266	10.0	72.8	T70
Hyundai	Veloster N	2019		3036	250	260	5.0	66.1	T60
Hyundai	Veloster N w/pref package	2019		3036	275	260	7.5	71.7	T70
Infiniti	G35 Coupe	2003	2006	3420	280	269	2.5	61.9	T60
Jaguar	F Type S Coupe	2015	2016	3514	380	339	7.5	78.7	T70
Jaguar	X Type sportwagon	2005	2005	3747	227	206	0.0	39.6	T30
Jaguar	XKR	2003	2006	3785	390	399	2.5	73.6	T70
Jaguar	XKR-S	2006		3968	550	502	5.0	85.4	T80
Lamborghini	Aventador	2011		3470	690	510	15.0	103.6	T100
Lamborghini	Gallardo LP 560-4	2012		3109	552	398	15.0	100.6	T100
Lamborghini	Murcielago LP 670-4	2009	2010	3671	661	490	15.0	101.2	T100
Lexus	IS300	2001	2005	3255	215	218	0.0	48.0	T40
Lexus	LFA	2011	2012	3263	552	354	12.5	96.0	T90
Lotus	Elise	2005	2007	2006	190	138	7.5	70.1	T70
Lotus	Esprit	1996	1998	3043	350	295	5.0	78.0	T70
Maserati	Gran Turismo S	2008	2012	4100	434	360	10.0	79.4	T70
Mazda	3	2012		2866	148	135	-2.5	24.7	T30

Mazda	MazdaSpeed MX5	2004	2005	2529	178	166	5.0	55.2	T50
Mazda	Mazdaspeed Protege	2003	2003	2843	170	160	0.0	39.5	T30
Mazda	Mazdaspeed3	2007	2007	3153	263	280	0.0	62.1	T60
Mazda	Mazdaspeed6	2006	2007	3589	274	280	0.0	56.7	T50
Mazda	Miata NA 1.6	1989	1993	2222	116	100	2.5	29.2	T30
Mazda	Miata NA 1.8	1994	1997	2293	128	114	2.5	35.5	T30
Mazda	Miata NB	1999	2005	2447	140	125	2.5	37.5	T30
Mazda	MX-5 NC	2006	2015	2525	170	140	5.0	49.9	T40
Mazda	MX-5 ND	2016	2018	2332	155	148	7.5	54.6	T50
Mazda	MX-5 ND	2019		2318	181	151	7.5	61.9	T60
Mazda	RX7	1981	1983	2350	101	107	-5.0	10.0	T30
Mazda	RX-7	1986	1988	2700	146	138	0.0	31.9	T30
Mazda	RX-7 (non-turbo)	1989	1991	2787	160	140	0.0	34.8	T30
Mazda	RX-7 Turbo	1986	1988	2850	182	183	0.0	45.6	T40
Mazda	RX-7 Turbo	1993	1995	2858	255	217	7.5	69.4	T60
Mazda	RX-8	2003	2008	3051	238	159	5.0	55.7	T50
Mazda	RX-8	2009	2011	3065	232	159	7.5	56.8	T50
Mercedes	190E	1990	1993	2987	130	146	0.0	18.2	T30
Mercedes	GTR Pro	2020		3650	577	516	27.5	111.6	T110
Mercedes Benz	e500 Wagon	2006	2006	4231	302	339	0.0	54.8	T50
Mercedes-Benz	CLK 55 AMG	2002	2002	3500	345	376	5.0	75.1	T70
Mercedes-Benz	SLS AMG	2011		3600	363	480	12.5	86.4	T80
MG	Midget	1971	1971	1701	54	67	-7.5	-19.4	T30
MINI	Cooper	2001	2006	2519	115	111	2.5	20.3	T30
MINI	Cooper	2006		2568	118	114	2.5	21.0	T30
MINI	Cooper S	2005	2005	2678	168	162	5.0	48.4	T40
MINI	Cooper S	2006		2679	172	177	5.0	51.4	T50
Mini	Cooper S JCW	2004		2678	200	177	5.0	57.8	T50
Mini	JCW GP	2013	2013	2624	211	207	10.0	68.8	T60
Mitsubishi	Eclipse GST	1995	1999	2767	210	214	-5.0	51.4	T50
Mitsubishi	Eclipse GSX	1995	1999	3157	210	214	2.5	51.0	T50
Mitsubishi	Eclipse GT	2000	2005	3053	200	205	-2.5	45.2	T40
Mitsubishi	Eclipse GT-6	2006	2006	3472	263	260	-2.5	53.2	T50
Mitsubishi	Galant VR4	1992	1996	3200	237	228	-5.0	48.9	T40
Mitsubishi	Galant VR4	1996	2003	3400	276	271	-2.5	56.8	T50
Mitsubishi	Lancer Evo I	1992	1993	2730	244	228	2.5	65.9	T60

Mitsubishi	Lancer Evo II	1994	1995	2756	260	228	5.0	70.0	T70
Mitsubishi	Lancer Evo IX	2005	2007	3285	286	289	10.0	73.4	T70
Mitsubishi	Lancer Evo VII	2001	2003	3086	280	283	7.5	72.8	T70
Mitsubishi	Lancer Evo VIII	2003	2005	3241	271	273	10.0	71.3	T70
Mitsubishi	Lander Evo X	2008		3527	295	311	12.5	74.6	T70
Nissan	200SX SE	1995	1995	2366	115	108	-7.5	15.3	T30
Nissan	200SX SE	1996	1997	2348	115	108	-7.5	15.9	T30
Nissan	200SX SE	1998	1998	2418	115	108	-7.5	13.3	T30
Nissan	200SX SE-R	1995	1995	2535	140	132	-5.0	28.6	T30
Nissan	200SX SE-R	1996	1997	2491	140	132	-5.0	29.9	T30
Nissan	200SX SE-R	1998	1998	2586	140	132	-5.0	27.0	T30
Nissan	240SX	1989	1994	2698	155	160	-2.5	36.3	T30
Nissan	240SX	1995	1999	2762	155	160	0.0	37.1	T30
Nissan	350Z	2003	2005	3247	287	274	7.5	70.7	T70
Nissan	350Z	2006	2006	3339	300	260	7.5	70.0	T70
Nissan	350Z Nismo	2007	2008	3353	306	268	10.0	73.4	T70
Nissan	370Z Coupe	2009	2011	3272	332	270	7.5	74.8	T70
Nissan	370Z Nismo	2009	2014	3340	350	276	10.0	78.4	T70
Nissan	400Z	2023		3400	400	350	10.0	84.3	T80
Nissan	GT-R	2007	2010	3800	480	433	25.5	102.7	T100
Nissan	GT-R	2007	2010	3800	478	434	22.5	99.6	T90
Nissan	GT-R	2011	2012	3829	530	448	25.5	105.1	T100
Nissan	GT-R	2013	2019	3829	545	463	25.5	106.1	T100
Nissan	GT-R NISMO	2015	2019	3851	595	481	28.5	111.1	T110
Nissan	Juke	2011		2912	188	177	-5.0	39.9	T30
Nissan	Sentra SE	2000	2006	2544	145	136	-7.5	28.4	T30
Nissan	Sentra SE-R	1991	1994	2469	138	132	-5.0	29.8	T30
Nissan	Sentra SE-R	2000	2006	2746	165	175	0.0	42.7	T40
Nissan	Sentra XE	1991	1994	2386	115	108	-7.5	14.5	T30
Nissan	Skyline GT-R (R32)	1989	1991	3152	276	266	5.0	67.9	T60
Nissan	Skyline GT-R (R33)	1993	1998	3373	276	266	7.5	66.9	T60
Nissan	Skyline GT-R (R34)	1999	2002	3386	276	266	12.5	71.7	T70
Pontiac	Fiero GT	1988	1988	2790	135	160	-5.0	24.3	T30
Pontiac	Firebird TransAm	1996	1996	3477	305	335	0.0	65.1	T60
Pontiac	Firebird TransAm	2002	2002	3396	310	340	2.5	69.4	T60

Pontiac	Firebird TransAm TTA	1989	1989	3400	250	340	-5.0	55.4	T50
Pontiac	GTO	2004	2004	3725	350	365	0.0	67.4	T60
Pontiac	GTO	2005	2006	3725	400	400	0.0	72.4	T70
Pontiac	Solstice (also Saturn Sky)	2006	2010	2877	177	166	5.0	46.5	T40
Pontiac	Solstice GXP (Saturn Redline)	2007	2010	3031	260	260	5.0	67.5	T60
Porsche	912	1967	1967	2315	86	98	-10.0	-7.3	T30
Porsche	944	1982	1987	2790	143	137	2.5	30.4	T30
Porsche	911 (964)	1989	1994	3031	247	228	5.0	63.5	T60
Porsche	911 (993)	1995	1998	3020	272	243	7.5	70.6	T70
Porsche	911 3.2L	1986	1989	2756	214	195	2.5	58.1	T50
Porsche	911 Carrera (996)	1999	1999	2910	296	258	10.0	78.4	T70
Porsche	911 Carrera 2 (996)	2002	2002	3098	320	273	10.0	78.7	T70
Porsche	911 Carrera 3.6L (996)	2005	2005	3075	325	273	10.0	79.5	T70
Porsche	911 Carrera C4S	2020		3373	443	390	27.5	105.8	T100
Porsche	911 Carrera S	2012.5		3075	400	325	12.5	89.7	T80
Porsche	911 Carrera S (997)	2009	2009	3150	385	310	10.0	84.8	T80
Porsche	911 Carrera S 3.8L (996)	2005	2005	3131	355	295	10.0	82.3	T80
Porsche	911 GT2 (996)	2002	2004	3175	456	457	12.5	94.9	T90
Porsche	911 GT2 (997)	2008	2009	3175	530	505	12.5	98.6	T90
Porsche	911 GT2 (997)	2011	2011	3075	620	516	15.0	104.7	T100
Porsche	911 GT3	2015		3153	475	324	22.5	102.9	T100
Porsche	911 GT3 (996)	2004	2004	3043	380	284	12.5	87.3	T80
Porsche	911 GT3 (997)	2007	2007	3076	415	300	15.0	92.3	T90
Porsche	911 GT3RS (997)	2010	2011	3020	450	317	17.5	97.9	T90
Porsche	911 GTS	2012	2012	3430	408	310	15.0	88.2	T80
Porsche	911 Turbo (930)	1986	1989	2976	282	289	5.0	72.5	T70
Porsche	911 Turbo (965)	1989	1994	3274	315	332	7.5	76.1	T70
Porsche	911 Turbo (993)	1996	1997	3307	408	398	10.0	87.3	T80
Porsche	911 Turbo (996)	2002	2002	3388	415	415	12.5	89.8	T80
Porsche	911 Turbo (997)	2007	2007	3495	480	460	12.5	93.1	T90
Porsche	914-6 GT	1973	1973	2200	130	131	5.0	45.3	T40
Porsche	924 S	1988	1988	2734	160	155	-2.5	36.1	T30
Porsche	928 GT	1990	1991	3505	330	317	0.0	66.3	T60
Porsche	928 GTS	1993	1995	3593	350	369	0.0	69.1	T60

Porsche	944 S2	1989	1991	2998	208	207	2.5	53.1	T50
Porsche	944 Turbo	1986	1988	2998	220	243	2.5	58.5	T50
Porsche	944 Turbo	1989	1989	2998	250	258	2.5	64.1	T60
Porsche	Boxster	1997	1999	2822	201	181	5.0	55.3	T50
Porsche	Boxster	2000	2002	2778	217	192	5.0	60.4	T60
Porsche	Boxster	2003	2004	2778	228	192	7.5	64.8	T60
Porsche	Boxster	2005	2006	2855	240	199	7.5	65.9	T60
Porsche	Boxster	2007	2008	2855	245	201	7.5	66.8	T60
Porsche	Boxster	2009	2011	2943	255	214	7.5	67.7	T60
Porsche	Boxster S	2000	2002	2855	250	225	7.5	69.3	T60
Porsche	Boxster S	2003	2004	2999	258	229	10.0	70.7	T70
Porsche	Boxster S	2005	2006	2965	280	236	10.0	74.5	T70
Porsche	Boxster S	2007	2008	2965	295	251	10.0	77.0	T70
Porsche	Boxster S	2009	2011	2987	310	265	10.0	79.0	T70
Porsche	Carrera (997)	2005	2008	3075	325	273	10.0	79.5	T70
Porsche	Carrera GT	2004	2007	3000	612	435	15.0	103.9	T100
Porsche	Cayenne GTS	2013	2014	4597	420	380	-2.5	61.5	T60
Porsche	Cayenne Turbo	2003	2006	5200	450	460	-5.0	58.3	T50
Porsche	Cayman	2006	2008	2866	245	201	10.0	69.1	T60
Porsche	Cayman	2009	2012	2932	265	221	10.0	72.2	T70
Porsche	Cayman	2014	2016	2888	275	213	10.0	73.7	T70
Porsche	Cayman	2017		2943	300	280	10.0	79.4	T70
Porsche	Cayman GT4	2016		2955	385	309	15.0	92.1	T90
Porsche	Cayman GTS	2018		3031	365	309	10.0	84.8	T80
Porsche	Cayman S	2006	2008	2954	295	251	10.0	77.2	T70
Porsche	Cayman S	2009	2011	2976	320	273	10.0	80.4	T80
Porsche	Cayman S	2015	2016	2910	325	273	10.0	81.8	T80
Porsche	Cayman S	2017		2987	350	309	10.0	84.3	T80
Porsche	Panamera Turbo	2010	2016	4343	500	516	7.5	83.0	T80
Saab	900 Turbo	1990	1993	2967	175	195	-2.5	40.1	T40
Saab	9000 Aero	1993	1997	3250	225	258	-2.5	51.0	T50
Saab	9-3 Vector	2002	2003	3285	210	221	-5.0	41.7	T40
Saab	9-3 Viggen	1999	2002	2987	230	258	0.0	59.0	T50
Saab	9-5 Aero	2000	2002	3470	250	258	-2.5	51.1	T50
Saab	9-5 SE	1999	2003	3280	170	207	-5.0	30.5	T30
Saleen	S7	2000	2004	2750	500	525	17.5	106.5	T100
Saleen	S7 Twin Turbo	2005	2009	2950	750	700	17.5	112.4	T110

Scion	FR-S	2013	2016	2758	200	151	5.0	55.1	T50
Scion	tC	2005	2010	2970	160	163	0.0	33.6	T30
Smart	Fortwo	2007		1808	70	68	-10.0	-8.8	T30
Subaru	BRZ	2022		2815	228	184	7.5	63.4	T60
Subaru	BRZ	2013	2017	2760	200	151	7.5	55.6	T50
Subaru	BRZ	2017	2020	2777	205	156	7.5	56.9	T50
Subaru	BRZ Performance Pack	2017	2020	2777	205	156	9.0	58.4	T50
Subaru	Forester	1998	1998	3040	165	162	-12.5	20.7	T30
Subaru	Forester 2.5 XT	2004	2005	3270	210	235	-5.0	43.3	T40
Subaru	Impreza 2.5 RS	2000	2001	2845	165	162	0.0	38.3	T30
Subaru	Impreza L	1998		2795	137	145	-5.0	21.9	T30
Subaru	Impreza Sport	2017		3015	152	145	0.0	26.4	T30
Subaru	Impreza WRX	2022		3525	271	258	6.3	62.1	T60
Subaru	Impreza WRX	2002	2005	3085	227	217	0.0	53.4	T50
Subaru	Impreza WRX	2008	2008	3142	224	226	0.0	52.6	T50
Subaru	Impreza WRX	2011	2014	3208	265	244	2.5	61.7	T60
Subaru	Impreza WRX	2015	2021	3364	268	258	5.0	63.0	T60
Subaru	Impreza WRX STi	2004	2004	3263	300	300	10.0	75.8	T70
Subaru	Impreza WRX Sti	2005	2005	3298	300	300	10.0	75.3	T70
Subaru	Impreza WRX Sti	2006	2006	3351	300	300	10.0	74.5	T70
Subaru	Impreza WRX STi	2008	2014	3384	305	290	10.0	74.1	T70
Subaru	Impreza WRX STi	2015	2018	3386	305	290	10.0	74.0	T70
Subaru	Legacy 2.5 GT	1994	1999	3130	165	162	-5.0	25.9	T30
Subaru	Legacy 2.5 GT Spec B	2006	2006	3400	250	250	-2.5	51.7	T50
Tesla	Model 3 Long Range RWD	2018		3838	271	307	2.5	56.9	T50
Tesla	Roadster Sport 2.5	2008	2012	2723	288	295	7.5	79.6	T70
Toyota	86	2022		2815	228	184	7.5	63.4	T60
Toyota	86	2017	2020	2777	205	156	7.5	56.9	T50
Toyota	86 Spec Ed (perf pack)	2017	2020	2777	205	156	9.0	58.4	T50
Toyota	Celica GT-S	1985	1989	2703	135	125	-5.0	19.8	T30
Toyota	Corolla GT-S (AE86)	1987	1987	2200	112	97	-10.0	14.6	T30
Toyota	Matrix	2010		2865	132	128	-5.0	13.8	T30

Toyota	Matrix S	2010		3360	158	162	-5.0	17.4	T30
Toyota	Matrix XRS	2010		3220	158	162	-5.0	21.1	T30
Toyota	MR2	1990	1999	2599	135	145	0.0	32.2	T30
Toyota	MR2 N/A	1987	1989	2350	115	110	-2.5	21.4	T30
Toyota	MR2 Supercharged	1988	1988	2494	145	140	-2.5	35.6	T30
Toyota	MR2 Sypder	2000	2007	2195	138	125	5.0	47.2	T40
Toyota	MR2 Turbo	1990	1999	2782	200	200	0.0	52.9	T50
Toyota	Supra 2.0	2021		3181	255	295	12.5	74.1	T70
Toyota	Supra 3.0	2020		3397	335	365	12.5	82.7	T80
Toyota	Supra 3.0	2021		3400	382	368	12.5	86.2	T80
Triumph	TR4	1961	1965	2130	100	127	-15.0	13.9	T30
Triumph	TR6	1969	1976	2491	106	133	-17.5	2.4	T30
Triumph	TR7 Convertible	1979	1979	2469	85	101	-10.0	-14.2	T30
Triumph	TR7/8 Convertible	1979	1980	2654	137	165	-7.5	27.4	T30
Ultima	GTR	2006		2183	534	528	27.5	122.1	T110
Ultima	GTR720	2006		2183	720	580	27.5	125.7	T110
Volkswagen	Golf GTI	1998	1998	2565	115	122	-5.0	14.1	T30
Volkswagen	Golf GTI 1.8T	2000	2000	2906	150	155	-2.5	28.1	T30
Volkswagen	Golf GTI 1.8T	2002	2002	2935	180	174	-2.5	39.4	T30
Volkswagen	Golf R	2015		3340	292	280	7.5	70.2	T70
Volkswagen	Golf R32	2004	2004	3256	241	236	5.0	59.2	T50
Volkswagen	Golf R32	2008	2008	3547	250	236	7.5	58.1	T50
Volkswagen	GTI Coupe	2007	2009	3161	200	207	0.0	45.6	T40
Volkswagen	Jetta 2.0T	2006	2006	3259	200	207	-2.5	41.0	T40
Volkswagen	Jetta 2.5L	2005	2005	3230	150	170	-2.5	21.9	T30
Volkswagen	Jetta SE	2011		3018	170	177	-2.5	35.1	T30
Volkswagen	Jetta VR6 GLS	2002	2002	3113	174	181	-5.0	32.0	T30
Volkswagen	New Beetle GLS 1.8T	2000	2000	2875	150	162	-2.5	30.2	T30
Volkswagen	Rabbit 2.5L Coupe	2007	2007	3072	150	170	-2.5	26.2	T30
Volkswagen	Rabbit GTI	1984	1984	1990	90	100	-10.0	11.4	T30
Volkswagen	Scirocco 16V	1984	1984	2530	123	120	-10.0	13.9	T30
Volkswagen	Mk7 GTI	2015	2021	3116	220	258	5.0	60.1	T60
Volkswagon	Golf TDI	1991	1999	2450	108	173	-5.0	26.7	T30
Volkswagon	Jetta GLI-S	2019		3217	228	258	5.0	59.6	T50
Volkswagon	Mk6 Golf GTI	2010	2014	3100	200	207	2.5	49.4	T40
Volkswagon	Mk7 GTI-S	2015		3116	220	258	5.0	60.1	T60

Volkswagon	Mk8 Golf R	2022		3360	315	310	10.0	76.4	T70
Volvo	V60 Polestar	2017		3966	362	347	7.5	72.3	T70

IX. Appendix B - Special Awards

COMSCC Special Awards are awarded annually to COMSCC members in good standing by either summing points earned throughout the season or by vote of the COMSCC Board of Directors, depending on the description of each award. For awards based solely on points earned throughout the season, the winner shall be calculated based on the summation of Participation Points and Finishing Points earned throughout the season, irrespective of class (i.e. drivers may accrue points towards Special Awards across multiple classes). No events shall be dropped in calculating points for Special Awards. Further, if a driver completes multiple time trials at a single COMSCC event, only the highest points total of Participation and Finishing Points will be counted towards the Special Award calculations; all other entries from the event will be discarded.

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	1967 Ken Duclos
1968 Lynn Cozza	1969 Bob & Nancy Scovill
1970 Monty Wells	1971 Barbara Leduc
1972 Judi & Duke Sheaff	1973 Ken Hablow
1974 Judi Sheaff	1975 Sue Meyer
1976 Bob Moreau	1977 Lee Auclair
1977 Lee Auclair	1979 Michael Caldwell
1980 Bill Swenson	1981 Cathie Denomme
1982 Don Denomme	1983 Cathie & Don Denomme
1984 Trisha Blethen & Cathie Denomme	1985 Barbara Platt
1986 Denise Cayon	1987 Dave Burden
1988 Sharon Morgan	1989 Dave Burden
1990 Dave Hottle	1991 Norma Costa
1992 Frank Perron	1993 Elizabeth Ames
1994 Liz Valley	1995 Emily Cullen
1996 Mike French & Frank Perron	1997 Grove Marcy
1998 Cathy Clark	1999 Paul Shearer
2000 Rob Goldfarb	2001 Chris Aylward
2002 Bill Miskoe	2003 Herb DaSilva
2004 Dan Malek	2005 Christopher Tier
2006 William Fitzmaurice	2007 Paul Shearer
2008 Bruce Allen	2009 John Spain
2010 Robert Brooks	2011 Will Martins
2012 Bill Hosselbarth	2013 Tom Cannon
2014 Rebecca Harvey	2015 Nick Fontana
2016 James Ray	2017 Tom Cannon
2018 Roe Cole	2019 Bonnie Berry
2020 Bob Steenson	2021 Troy Velazquez

Andy Smith Jr., Mark Swinehart Sportsmanship Award

Awarded to the COM member who has shown the greatest sportsmanship. (Renamed in 2020)

Andy Smith, Sr., was a 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.

Mark Swinehart has been a recipient of this award multiple times and is a perennial nominee regarding his sportsmanship. As of this writing, Mark is the longest serving currently active member of COM Sports Car Club having competed in more than 135 events (more than any other member). Mark has set such an example over the years that in 2020, the COM Board of Directors voted to add his name to the title.

1969 Gerry Robinson	1970 George Mamary
1971 Noel Poduje	1972 Neil Flaherty
1973 Earl Maclean	1974 Duke Sheaff & Phil Valpey
1975 Peter Valpey	1976 Casey Schild
1977 Choppy Wicker	1978 Peter Flanagan
1979 Yale Rachlin	1980 Rad Nutting
1981 Al Doty	1982 Michael Wilson
1983 Bill Kinirey, Glen Kus, & Paul Poirier	1984 Mal & Mary Taylor
1985 Dave Laughlin	1986 Lunch Box Racing (Bill Hastie & Radu Tennebaum)
1987 Mark Freeman	1988 Doug Kelly
1989 Frank Perron	1990 Peter Evans & Jeff Curtis
1991 Michael Forte	1992 Douglas Valley
1993 Pete Polli	1994 Donna Carlson
1995 Stuart Greene	1996 Andrew Appleton
1997 Frank Cullen	1998 Glenn Seward
1999 Christopher Tier	2000 Jason Stockwell
2001 Mark Swinehart	2002 Lou Milinazzo
2003 Chris Connacher	2004 Brian Formel
2005 Don Pierce	2006 Lester Seal
2007 Michael Geldart	2008 Jason Howes
2009 David Boutelle	2010 Mark Swinehart & Troy Velazquez
2011 Thom McPherson	2012 Chris Parsons
2013 Dana Johnston	2014 Bob Cairns & Dave Lemoine
2015 Troy Velazquez	2016 Greg Hosselbarth
2017 Lester Seal & Bob Cairns	2018 Dan Baldwin and Sash Dias
2019 Jake Wile	2020 Sam Pollard
2021 Scott Rosnick	

Arthur Kelley Memorial Award

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	1983 Denise Cayon & Steve Hooper
1984 Kent Backe	1985 Dave Burden
1986 Dave Laughlin	1987 Ed Funk
1988 Dan Sheppard	1989 Chris Demers
1990 David Dennis	1991 Elizabeth Ames
1992 Grove Marcy	1993 Katie Richmond
1994 Kevin Rosenberg	1995 Ed Dennison
1996 Cathy Clark	1997 Herb DaSilva
1998 Kevin Foote	1999 Dave & Annette Woodle
2000 Fred Sanford	2001 Bruce Allen
2002 Debbie Stohn	2003 Dan Malek
2004 Mark Swinehart	2005 Carl Fossum
2006 Nate Hine	2007 Bill Hosselbarth
2008 Sam Webster	2009 Will Martins
2010 Fred Ferguson	2011 Richard Murphy
2012 Jeff Wasilko	2013 Peter Fontana
2014 Nick Fontana	2015 Paul Giurlando
2016 Chris Parsons	2017 Nick Fontana
2018 Nelson Barros	2019 Sash Dias and Tom Cannon
2020 Jon Cowen	2021 Bob Steenson

The William F. McMahon British Cup

Awarded to the season's highest points scoring driver of a British automobile. (Renamed for Bill McMahon – 2018)

Bill McMahon was long standing member of COM, competing in 41 TT events with 16 of those finishing on the podium. Bill won class championships in 2009, 2010, and 2013, receiving this very award, and was also an honored recipient of the Racing Against Leukemia Award within the same time period – 2009, and 2011. Bill passed away in 2018 after an extended battle with cancer. He was an example of courage in the face of adversity, showing all of us that one doesn't just stop following their path because of some bumps in the road.

This trophy, originally a wedding gift, was donated in 1978 by Lee and Diane Auclair and mounted by Pete Flanagan.

1978 Tony Martin (Triumph TR6)	1979 Paul Poirier (MG Midget)
1980 Tony Martin (Triumph TR6)	1981 Shiela Bushey (MGB)
1982 Paul Poirier (MG Midget)	1983 Irv Perkins (Mini Cooper)
1984 Glenn Kus (MG Midget)	1985 Jack Dice (AH Sprite)
1986 Michael French (MG Midget)	1987 Dick Davis (MG Midget)
1988 Dick Davis (MG Midget)	1989 Dick Davis (MG Midget)
1990 Royal Thurston, III (Lotus Esprit Turbo)	1991 Royal Thurston, III (Lotus Esprit Turbo)
1992 Royal Thurston, III (Lotus Esprit Turbo)	1993 Royal Thurston, III (Lotus Esprit Turbo)
1994 Fred Myers (Triumph TR4)	1995 Fred Myers (Triumph TR4)
1996 Fred Myers (Triumph TR4)	1997 Fred Myers (Triumph TR4)
1998 Walt Armstrong (TVR)	1999 Mark Wheatley (Triumph TR4)
2000 Mark Wheatley (Triumph TR4)	2001 No Award
2002 No Award	2003 Andrzej Brzezinski (Lotus Esprit)
2004 Michael Fridmann (Lotus Esprit)	2005 Mark Chase (Mini Cooper S)
2006 Bruce Allen/Mark Chase/Lance Woodley	2007 Lester Seal (Locost)
2008 James Hartnett (MINI)	2009 Bill McMahon (Austin Healy 3000 Mk III)
2010 Bill McMahon (Austin Healy 3000 Mk III)	2011 Dan D'Arcy (Lotus Elise)
2012 Dan D'Arcy (Lotus Elise)	2013 Bill McMahon (Austin Healy 3000 Mk III)
2014 Howard Roundy (Lotus Elise)	2015 Dan D'Arcy (Lotus Elise)
2016 Bruce Allen (Lotus Exige Cup 240)	2017 Dan D'Arcy (Lotus Elise / Lotus Exige Cup 255)
2018 Dan D'Arcy (Lotus Elise / Lotus Exige Cup 255)	2019 Howard Roundy (Lotus Elise)
2020 Dan D'Arcy (Lotus Exige Cup 255)	2021 Howard Roundy (Lotus Elise)

The Japanese Cup

Awarded for 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 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)	1984 Judy Saykin (Datsun B210)
1985 Mark Bowen (Dodge Colt Turbo)	1986 Mark Freeman (Datsun 240Z)
1987 John Parent (Acura Integra/Mitsubishi Starion)	1988 Dave Hottle (Mazda RX7)
1989 Chris Demers(Acura Integra)	1990 Peter Evans (Toyota Supra)
1991 ChongLiang Soo (Mazda RX7)	1992 Bruce Allen (Mazda RX7)
1993 Toru Kawamura (Toyota Supra)	1994 Stephen Tier (Nissan Sentra SE-R)
1995 Madison Bolden (Mazda RX-7)	1996 Brian Cleary (Mitsubishi Eclipse GSX)
1997 Bruce Allen (Mazda RX-7)	1998 David Foote (Toyota Supra Turbo)
1999 Eric Lavery (Acura Integra R)	2000 Doug Campbell (Mitsubishi Eclipse)
2001 Marc Epstein (Mazda Miata)	2002 Christopher Tier (Nissan Sentra)
2003 Scott Swinehart (Nissan Sentra)	2004 Christopher Tier (Nissan Sentra/Mazda Miata)
2005 Michael Geldart (Nissan 350Z)	2006 Gordon Andrade (Mazda Miata)
2007 Joe Lu (Subaru WRX STi)	2008 Mark Epstein (Honda S2000)
2009 Mark Epstein (Honda S2000)	2010 Gordon Andrade (Mazda Miata)
2011 Chris Parsons (Nissan 370Z)	2012 Dave Wittmer (Mazda Miata)
2013 DJ McArdle (Nissan 370Z NISMO)	2014 Chad Fox (Acura Integra) & Derek Tangard (Mazda Miata)
2015 Rebecca Harvey (Mazda Miata)	2016 Dan Preston (Nissan 370Z)
2017 Sash Dias (Subaru BRZ) & Mark Swinehart (Mazda Miata)	2018 Dan Baldwin (Subaru BRZ)
2019 Micah Spielvogel (Mazda Miata)	2020 Roe Cole (Honda S2000)
2021 Matt Daniels (Mazda Miata)	

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 BOD 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. 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)	1985 Paul LeCain (Porsche 930)
1986 Roy Delonga (VW Scirocco)	1987 Ray Gadbois (Porsche 911)
1988 Elizabeth Ames (Porsche 944)	1989 James Jordan (BMW)
1990 Steve Richard (BMW 2002)	1991 George Rogers (Porsche 911)
1992 Taku Innoue (Ruf Porsche)	1993 Pete Janssen (VW Rabbit)
1994 Rob Tucker (Porsche 914)	1995 Sam McCleary (BMW M3)
1996 David Foote (BMW M3)	1997 David Foote (BMW M3)
1998 Kevin Holmes (BMW M3)	1999 Robert Goldfarb (Porsche 968)
2000 Leos Kubec (Porsche 911)	2001 Michael T Campbell (VW GTI)
2002 Fred Ferguson (BMW M3)	2003 James Price (Porsche 930 turbo)
2004 Mark Litzerman (BMW M3)	2005 Mike Demopoulos (BMW M3)
2006 Mike Demopoulos (BMW M3)	2007 Mike Demopoulos (BMW M3)
2008 Kurt Hissong (BMW M3)	2009 Mike Demopoulos (BMW M3) & Greg Loupis (BMW 328is)
2010 Fred Ferguson (BMW E30 M3)	2011 Nick Derosa (BMW E36 M3)
2012 Nick Fontana (BMW E36 M3)	2013 Nick Derosa (BMW E36 M3)
2014 Scott Rosnick (BMW 318ti)	2015 Dave Lemoine (BMW E36 M3)
2016 Jon Cowen (BMW E36 M3)	2017 Dave Lapierre (Cayman GT4) & Jake Wile (BMW E36 M3)
2018 Victor Larin (BMW E46 M3)	2019 Dan Baldwin (Porsche Cayman)
2020 Dan Durusky (Porsche Cayman S)	2021 Jon Cowen (BMW E36 M3)

The Laura Fleming American Iron Award

For competitive spirit in an American V8 powered automobile. Awarded to the driver of an American V8 powered car that accumulated the most points throughout a season. (Renamed for Laura Fleming - 2018)

Laura embodied all the best things about COM, both on track as a driver, and in our paddock as a positive influence on the people around her. Laura achieved an impressive number of wins, logged two FTD performances and one TT lap record in her yellow Corvette (T-90 Class - Pocono) against stiff competition during her time with the club. Laura passed away during the summer of 2018 after her second battle with cancer, but her spirit lives on. The trophy was originally donated by Jim Yeames and Dave Galpin of Adhesive Engineering in 1996.

1996 Frank Perron (Plymouth Cuda)	1997 Doug Seward (Chevy Corvette)
1998 Glenn Seward (Chevy Corvette)	1999 David Woodle (Chevy Corvette)
2000 Eric Woodman (Ford Mustang)	2001 Alison and Nate Hine (Cobra Replica)
2002 Chris Connacher (Ford Mustang)	2003 Chris Connacher (Ford Mustang)
2004 Jack Rosen (FFR Cobra)	2005 Scott Rosnick (Ford Mustang)
2006 Dan D'Arcy (Ford Mustang Cobra)	2007 Doug Forman (Chevy Corvette Z06)
2008 Craig Herrick (Ford Mustang Cobra)	2009 Patrick McMahon (Ford Mustang)
2010 Bert Schmitz (Chevy Corvette)	2011 Bob Brooks (Chevy Corvette Z06)
2012 Craig Herrick (Ford Mustang Cobra)	2013 Bob Brooks (Chevy Corvette Z06)
2014 Bob Cairns (Chevy Corvette Z06)	2015 Stephen Tise Jr. (Ford Mustang Shelby GT)
2016 Jon Harris (Chevy Corvette Z06)	2017 Jon Harris (Chevy Corvette Z06)
2018 John French (Ford Mustang)	2019 Scott Florio (Chevy Camaro)
2020 Steve Amanti (Chevy Corvette Z06)	2021 Brandon Travassos (Chevy Corvette Z06)

Swedish Cup

For competitive spirit in a Swedish automobile.

2007 Eric Folia (Saab 9-3 Viggen)	2008 Paul Kalinoski (Saab 9000)
2009 No Award	2010 Joshua Menke (Saab 900)
2011 Rebecca Harvey	2012 No Award
2013 No Award	2014 No Award
2015 No Award	2016 No Award
2017 Jeff Wasilko (Big Red!)	2018 No Award
2019 No Award	2020 No Award
2021 Brandon Ganem (92-X Saabaru)	

The Stephen A. Hosker Miata Cup

Awarded to the season's highest points scoring Miata driver. (Renamed for Stephen Hosker – 2018)

Steve was a gentleman in the paddock and a fierce driver on track. Steve earned three class championships, participating in seventy events, achieving forty-two podiums with twenty of those being first place finishes, and three TT lap records (T-30 Mosport, Pocono, NHMS North Chicane).

Being the original owner of his 1990 Miata racecar, Steve was a strident champion of the NA Miata platform. The car transformed gradually into the now famous #232. Steve passed away during the summer of 2018 after a long battle with leukemia.

Points, based on the COM scoring system, may be scored in any COMSCC class and must be scored in a Mazda powered Miata, but not necessarily in the same Miata or in the same class. The trophy was donated by former board member Nate Hine and former COM president John Spain.

2001 Lee Walsh	2002 Will Martins
2003 Will Martins	2007 Gordon Andrade
2008 Will Martins	2009 Will Strobel
2010 Gordon Andrade	2011 Jeff Wasilko
2012 Dave Wittmer	2013 Dave Wittmer
2014 Jeff Wasilko	2015 Greg Hosselbarth
2016 Chris Parsons & Jeff Wasilko	2017 Mark Swinehart
2018 Micah Spielvogel	2019 Micah Spielvogel
2020 Troy Velazquez	2021 Dennis Herrick

Most Improved Driver Award

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	1986 Elizabeth Ames
1987 Red Lindemann	1988 Doug Valley
1989 Kathy Demers	1990 Al Viator
1997 John Brennan	1998 Angie Duval
1999 David Woodle	2000 Doug Campbell
2001 Mark Epstein	2002 Dan Baldwin
1991 Dean Clark	1992 John Muyskens
1993 Dana Poli	1994 Eric Folia
1995 Eric Folia	1996 Brian Cleary
2003 Mike Campbell	2004 Matt Daniels
2005 Mario Bonacorsi	2006 Joseph Lu
2007 Sumner (Sam) Webster	2008 Ted Drofleff & Greg Hosselbarth
2009 Barry Gammon	2010 Jeff Baker
2011 Laura Fleming	2012 Paul Giurlando
2013 Peter Perrault	2014 Julie Wasilko
2015 John French & Mikhael El-Bayeh	2016 Kelly Greer
2017 Robert Smigiel	2018 Shervin Yeganeh
2019 Dennis Herrick	2020 Rodney Carriere
2021 Brandon Travassos	

Overall Driver Championship Award

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	1973 Larry Cashman
1974 Al Salerno	1975 Mike Caldwell
1976 Ray Gadbois	1977 Paul Perry
1978 Nate Danforth	1979 Nate Danforth & Rad Nutting
1980 Craig Olmstead	1981 Dick Harding
1982 Dick Harding	1983 David Laughlin
1984 Glenn Kus	1985 Dave Sherman
1986 Roy Delonga & Mike French	1987 Mark Hutchinson
1988 Mike Wilson, Dick Davis & Doug Valley	1989 Bruce Allen
1990 Peter Evans	1991 Sam McCleary & Rod Folia
1992 Sam McCleary	1993 Sam McCleary
1994 Doug Valle	1995 Pat Bernadino
1996 David Foote	1997 Dean Clark
1998 Kevin Holmes	1999 Eric Lavery
2000 Christopher Tier	2001 Dan Malek
2002 Christopher Tier & Dan Malek	2003 Scott Swinehart
2004 Christopher Tier	2005 Michael Geldart
2006 Michael Demopoulos	2007 Michael Demopoulos
2008 Joe Lu	2009 Greg Loupis
2010 Fred Ferguson	2011 Jeff Wasilko
2012 Dave Wittmer	2013 Dave Wittmer
2014 Chad Fox	2015 Nick Fontana
2016 Jeff Wasilko	2017 Jake Wile
2018 Dan Baldwin	2019 Sash Dias
2020 Dan Durusky	2021 Jon Cowen

Worker of The Year Award

To the COM member who has been the most outstanding worker during the year.

1988 Jamie Sheppard	1989 Sharon Morgan & Don Swaggart
1990 Roland Clark	1991 Norma Costa
1992 Roland Clark	1993 Roland Clark
1994 Donna Carlson	1995 Mike French
1996 Kelley Wharff	1997 Jim Schneit
1998 Lisa Hocking	1999 Nicole Nestor & Chris Aylward
2000 Dan Malek	2001 Chris Connacher & Brad Pelletier
2002 Mike Campbell	2003 Mike Campbell
2004 Bill Miskoe	2005 Wendy Fossum
2006 Andrew & Beth Lewman	2007 Mark Swinehart
2008 DJ McArdle	2009 Bill Hosselbarth
2010 Fred Ferguson & Bob Brooks	2011 Sam Webster
2012 Bill Hosselbarth	2013 Chris Parsons
2014 Peter Fontana	2015 Howard Roundy
2016 Bob Brooks	2017 Bonnie Berry
2018 Rebecca Harvey	2019 Stephan de Penasse
2020 Dennis Herrick and Bonnie Berry	2021 Bonnie Berry & Tom Cannon

Racing Against Leukemia Award

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. Presented by Team Yankee.

1990 Doug Valley	1991 Dennis Bauer and Lee Caldwell
1992 Kathy Demers	1993 Doug Valley
1994 Pete Polli	1995 Frank Perron
1996 Dean Clark	1997 Kevin Rosenberg & Red Lindemann
1998 Frank Cullen	1999 Bonnie Shields
2000 Bill Sarno	2001 Bill Sarno
2002 Dean Clark	2003 Chris Aylward
2004 Debbie Stohn	2005 Louis Ulm
2006 Alison Hine	2007 Mario Bonacorsi
2008 Dan Baldwin	2009 Bill McMahon
2010 Richard Murphy	2011 Bill McMahon
2012 Marc Epstein	2013 Mario Bonacorsi (posth.)
2014 Marc Epstein	2015 No Nominees
2016 Laura Fleming & Matt Leff	2017 Stephen Hosker
2018 Bob Cairns	2019 Dan Baldwin
2020 No Nominees	2021 No Nominees

Robert J. Goldfarb Memorial President's Cup

Given at the discretion of COM's President. 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.

1992 Peter Polli	1993 Chong Soo
1994 Jonathan Barrow	1995 Jeff McCarthy
1996 Glenn Seward	1997 Dave Galpin
1998 Fred Sanford	1999 Paul Shearer
2000 Bruce Allen	2001 Dan Malek
2002 Christopher Tier	2003 Paul Shearer
2004 Diana Westgate	2005 Will Martins and Raj Parthasarathy
2006 Paul Shearer	2007 Boe Kalinoski
2008 Carl Fossum	2009 Paul Shearer
2010 2010 COMSCC Board of Directors	2011 Will Martins
2012 Mark Swinehart	2013 Nick Fontana
2014 Chris Parsons	2015 Jeff Wasilko
2016 2009-2016 COMSCC Board of Directors	2017 Scott Rosnick
2018 David Lemoine	2019 Tom Cannon
2020 Roe Cole	2021 Will Martins

The Montgomery Wells Instructor Of The Year Award

Given at the discretion of COM's Chief Instructor. To the COM instructor who has performed this difficult but critical job with distinction. Monte Wells was one of COM's first Chief Instructors. In addition to many years of outstanding contributions to the club, Monte was also responsible for shaping the teaching style and TT competition format COM uses today.

1998 Bruce Allen	1999 Stuart Greene
2000 Christopher Tier	2001 Frank Cullen
2002 David Foote	2003 Don Pierce
2004 Dan Malek	2005 John Spain
2006 Will Martins	2007 Stephan De Pénasse
2008 Michael Demopoulos	2009 Gordon Andrade
2010 Lester Seal	2011 Nate Hine
2012 Carl Fossum	2013 Fred Ferguson
2014 Jeff Wasilko	2015 Troy Velazquez
2016 Lou Milanazzo	2017 Nick Fontana
2018 Dave Wittmer	2019 Ryan Catucci
2020 Dave Lemoine	2021 Scott Rosnick

Hard Luck Award

Presented to the driver that kept on going despite his car's best efforts to stop him or her. The award was initially created after Gordon Andrade had an 'eventful' season with his NC Miata in 2014. The award includes a gift card from FastTrack Service.

2014 Gordon Andrade	2015 Mikhael El-Bayeh
2016 Nick & Peter Fontana	2017 Roe Cole
2018 Will Martins	2019 Stephan de Penasse
2020 Chris Taylor	2021 Scott Rosnick