



PREPARED CATEGORY

X PREPARED (XP)

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

1. Bodywork and Structure

- a. Chassis components attached by removable fasteners (e.g., bolt-on sub-frames) may be modified or replaced without penalty.
- b. Front hoods, engine covers, trunk lids, hatches, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware, including latches and hinges, may be modified, removed, or replaced. Fenders may be flared as per Section 17.2. Unibody fender may be replaced as described in Section 17.2.S. Non-metallic fender liners may be modified, replaced, or re-moved. Body panels may be attached with removable fasteners (e.g., Dzus®).
- c. Aerodynamic Aids – Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both. Wings, and any component thereof, may not extend beyond the vehicle width as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 0" (0.0 mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm²) each and the number of endplates is limited to a maximum of 2. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the wing's point of attachment to the body of the vehicle. In the event that a convertible/roadster with no roof or a targa-top with no rear window retains the OE windshield frame with a windshield of any material that meets Section 17.2.K.1, the top of the windshield frame shall be

considered the top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car. Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq. ft. (1114.8 cm²). Front splitters are allowed and shall be installed parallel to the ground (within $\pm 3^\circ$ fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above. The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.

- d. Steering wheel, pedals, and driver's seat must be completely to the left or right of vehicle centerline.
- e. Exhaust may exit through the bodywork. Rocker panels may be modified for exhaust routing.
- f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.
- g. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.
- h. Non-OE replacement bodies are allowable for the Factory Five Roadster/Challenge Car and Superformance MKIII. Replacement bodies must not confuse the identity of the vehicle.
- i. Minimum track width is 55" (139.7cm).

2. Wheels

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

3. Shock Absorbers and Springs

- a. Section 17.5.B, which restricts the type of shocks authorized by 17.5.C.3, does not apply.
- b. Active/reactive suspension systems incur a minimum weight adjustment, including standard parts.

4. Brakes

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

5. Suspension Control

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



XP (CONTINUED)

6. Electrical System

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

7. Engine and Drivetrain

- a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.
- b. Drivetrain and related systems (e.g., induction, ignition, fuel, electrical, cooling, oiling) and components (e.g., mounts, clutch, flywheel) are unrestricted except as noted.
- c. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).
- d. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.
- e. Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

8. Minimum Weights

- a. Engine Classifications
 - i. 4-stroke cycle and 2-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
 - ii. Turbocharged or supercharged versions of all engines will be classified on a basis of 1.6 times the actual displacement.
 - iii. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed above.
Example: Weight for a RWD car with a 1796 cc Turbo engine and 51% of the weight on the rear axle is 1300 + [(1.796 x 1.6) x (200 + 20)] = 1932 lbs.

Forced Induction Engine Displacement (lbs.)

FWD.....1300 + 150 per liter
 RWD.....1300 + 200 per liter
 AWD.....1300 + 250 per liter

Normally Aspirated Engine Displacement less than 4.0L (lbs.)

FWD.....1200 + 150 per liter
 RWD.....1200 + 200 per liter
 AWD.....1200 + 250 per liter

Engine Displacement of 4.0L or Greater (lbs.)

FWD..... 1600 + 50 per liter

RWD..... 1600 + 100 per liter
 AWD.....1600 + 150 per liter
 Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments (lbs.)

ABS (anti-lock braking system).....+ 50
 TSC (traction/stability control).....+ 50
 Active/reactive suspension.....+ 100
 Greater than 51% of weight on rear axle..... + 20 per liter

- c. Regardless of the Minimum Weight Calculations above (b), no car with a supercharged or turbocharged engine shall weigh less than the following minimum weights (lbs.):

FWD.....*normally-aspirated: 1425.....forced-induction: 1625*
 RWD.....*normally aspirated: 1550.....forced-induction: 1900*
 AWD.....*normally-aspirated: 1675..... forced-induction: 1925*

Backdraft

RT3 (all)

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

FACTORY FIVE RACING

**Roadster & Challenge Car
Type 65 Coupe**

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

MOSLER

**MT900S
MT900R XP**

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

NOBLE

**M12
M12GTO
M400**

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

ROSSIGN

Q1

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



XP (CONTINUED)

SHELBY

Cobra (1963-67)

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

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

TVR

Griffith Series 200 & Series 400

C PREPARED (CP)

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

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

Engine Coolant flow direction is unrestricted. US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain standard.

Naturally aspirated cars using US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation's brands as listed below:

Ford: Ford, Mercury, and Lincoln

General Motors: Chevrolet, Pontiac, Oldsmobile, GMC, and Buick

Chrysler: Chrysler, Dodge, and Plymouth

Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is $\pm\frac{1}{2}$ " (± 12.7 mm). Alternate material (e.g., aluminum) engine blocks may be used on US-produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced-induction engines be swapped into cars that the combination was not offered.

Engine displacement changes are allowed.

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate

cylinder head(s) shall be of the same configuration (number of valves per cylinder and valve actuation method - e.g., OHV or OHC) as the original and shall be direct replacement type.

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

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

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then an addition of 2" (50.8 mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc.

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non-OE or modified OE ABS incurs an ABS weight adjustment.

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal. *Modifications to the OE ABS which also modify the OE traction/ stability system are not allowed.*

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

Minimum weight without driver (lbs.):

- V8 engines greater than 5100 cc.....3000
- V8 engines equal to or less than 5100 cc.....2700
- 6-cyl engines, maximum 4500 cc.....2450
- Turbocharged 6-cyl engines, maximum 4500 cc.....2550
- 4-cyl engines (all).....2450

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

Wheels may be replaced with a wheel having any diameter and any width without weight adjustments.



CP (CONTINUED)

AMC

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

CHEVROLET

- Camaro (1967-69)
- Camaro (1970-81)
- Camaro (1982-92)
- Camaro (1993-02)

CHEVROLET

- Corvaire & Corvaire Turbo (1960-64); weight (lbs.): 1850
- Corvaire & Corvaire Turbo (1965-69); weight (lbs.): 1850
- Monza (1975-80)

CHRYSLER, DODGE & PLYMOUTH

- 300 (all) (2006-17)
- A-body – Valiant, Dart, Duster, Demon, etc., (1963-67), & Barracuda (1965-69)
- Dakota 2WD (1987-96)
- Dakota 2WD (1997-2004)
- Challenger (non-supercharged) (2008-17)
- Charger (non-supercharged) (2006-17)
- E-body – Barracuda & Challenger (1970-74)

FORD & MERCURY

- Maverick & Comet (6-cyl & 8cyl) (1970-77)
- Mustang (6-cyl & 8-cyl) (1964-69)
- Mustang (6-cyl & 8-cyl) (1969-73)
- Mustang II (6-cyl & 8-cyl) (1974-78)
- Mustang (6-cyl & 8-cyl) (1979-93)
- Mustang Turbo & SVO (4-cyl) (1979-93)
- Mustang (w/o IRS) (1994-04)
- Air may be ducted to the intake airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.*
- Mustang (S197 chassis, non-supercharged) (2005-14)
- Thunderbird (V6 & TurboCoupe) (1983-88)
- Thunderbird (V6 & SuperCoupe) (1989-97)

GENERAL MOTORS (CADILLAC, CHEVROLET, GMC, OLDSMOBILE, & PONTIAC

- Chevelle, El Camino, Tempest, etc. (A-body) (1964-67)
- Chevelle, Cutlass, El Camino, GTO, etc. (A-body) (1968-72)
- CTS & CTS-V (2003-07)
- LeMans, Cutlass, Chevelle, El Camino, etc. (A-Body) (1973-77)
- Malibu, Cutlass, El Camino, etc. (A-body) (1978-81)
- Monte Carlo, Grand Prix, Regal, El Camino, etc. (A-body) (1982-88)
- S10, S15, & Sonoma (6-cyl) (1982-93)
- S10 & Sonoma (6-cyl) (1994-04)

MERCURY

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

MERKUR

- XR4Ti (1985-88)

PONTIAC

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

SALEEN

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

SHELBY

- GT350 & GT500 (1965-70)

YENKO

- Stinger (1965-69); weight (lbs.): 1850

"CATCH-ALL":

- US Sedan (6-cyl or 8-cyl, NOC)

D PREPARED (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes, and track dimensions are as per Section 17.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum of 12" is permitted.

WEIGHT FORMULAS (LBS):

- Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667 cc: 1.06 x displacement (cc)
 - Engines with 3 or 4 valves per cylinder and displacement greater than 1667 cc: 0.91 x displacement (cc) + 250 lbs.
 - Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)
- Engines with 2v/cyl are permitted a displacement change of +10% via bore and/or stroke changes only and with the weight formula accounting for the increased displacement.



DP (CONTINUED)

WEIGHT ADJUSTMENTS (LBS):

- 51% or more of weight on the rear axle: +0.015 x displacement (cc)
- Solid Axle: -50
- Wheel width greater than 10" up to 11": +50
- Wheel width greater than 11" up to 12": +100
- Alternate Engine Allowance: + 0.10 x displacement (cc)

ALFA ROMEO

- 1600 GTV (1974)
- Alfetta GT (1976-79)
 - Alternate cylinder head: 19510.01053.04
- Giuletta Sprint & Spider (1570 cc)
- Giulia 1300 & 1300 Ti (1964-71)
- GT 1300 Junior & GTA Junior (1966-77)
- GTA (bore & stroke: 78 mm x 67.5 mm)

ALFA ROMEO

- GTV 1750 & 2000 (1967-77)
 - Alternate cylinder head: 19510.01053.04 (twin plug) +100 lbs.
- Junior Z
- Spider Duetto 1750 Spider Veloce (1779 cc) (1969-70)
 - Alternate body part: Niki Lauda Edition Spoiler
- Spider 2000 & Spider 2000 Veloce (1962 cc) (1971-76)
 - Alternate body part: Niki Lauda Edition spoiler
- Sport Sedan
 - Alternate cylinder head: 19510.01053.04 (twin plug) +100 lbs.
- Sedan or sports car (RWD, NOC)

ALPINE

- A108
- A110 1100

AUSTIN-HEALEY & MG

- 100-4 (2660 cc)
 - Alternate part: louvered hood
- MGA
 - Replace wood floorboards with metal.
- MGA Twin Cam
 - Replace wood floorboards with metal.
- MGB & MGB-GT
- Midget & Sprite

BMW

- 1600 (1966-77)
- 2002, 2002ti, & 2002tii (1968-76)
- 2000ti (1966-72)
- 320i
- 3 Series E21 (4-cyl) (1975-83)
- 3 Series E30 (4-cyl) (1984-93)
- 3 Series & M3 (8v & 16v, E30 chassis)
- 530i (1975-78)
- Z3 (4-cyl)

Sedan (RWD, NOC)

CHEVROLET

Vega & Cosworth Vega (1971-77)

DATSUN

1500 (SPL 310), 1600 (SPL 311/311U), & 2000 (SRL 311) Roadster

DODGE & PLYMOUTH

Colt & Champ (1971-78)

ELVA

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

FIAT & BERTONE

124 Spider (1600, 2000) & 124 Spider Abarth (1995 cc)
124 Coupe & Sedan (1966-74)
124 Sport Coupe (1592 & 1608 cc)
131 & Brava (1974-84)
850 (all, including Abarth)
X1/9

FORD & MERCURY

Anglia Super (1962-67)
Capri (non-US) (1969-77)

- Alternate 2.3L cylinder head: SVO M-6049-A230

Cortina (1964-68)
Escort Mexico
Escort Super & 1300 GT
Mustang II (2.3L) (1974-78)

- Alternate 2.3L cylinder head: SVO M-6049-A230

Mustang & Capri (4-cyl non-turbo) (1979-93)

- Alternate 2.3L cylinder head: SVO M-6049-A230

Pinto (1971-80)

- Alternate 2.3L cylinder head: SVO M-6049-A230
- Alternate body parts: spoiler D9FZ6440555-A; end piece D9FZ6428010-A or D9FZ6428011-A

ISUZU

I-Mark (1981-84)
Impulse (non-turbo) (1983-89)

JENSEN

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

LANCIA

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



DP (CONTINUED)

LOTUS

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

MAZDA

- 626 (RWD)
Cosmo (1976-78)
 Alternate cylinder head: E515-10-100B
- GLC (RWD) (1977-83)
 Alternate cylinder head: E515-10-100B
- MX-5 Miata (1.6L & 1.8L, non-turbo) (1990-2005)
- MX-5 Miata (2006-15)
- MX-5 Miata (2016-17)

MERCEDES

- 190E (1983-93)

MORGAN

- 4/4 MkIV (2138 cc)
 Replace wood floorboards with metal
- 4/4 MkV (2138 cc)
 Replace wood floorboards with metal

NISSAN & DATSUN

- 200SX (S10 chassis) (1977-79)
 Alternate cylinder head: 11041-22010, 11041-
 U0600-A, 11041-U0602-SV, 11041-21901, or
 11041-N7120
- 200SX (S110 chassis) (1980-83)
 Alternate cylinder head: 11041-22010, 11041-
 U0600-A, 11041-U0602-SV, 1041-21901, or 11041-
 N7120
 Alternate engine: L20B or NAPS-Z
- 200SX (S12 chassis) (1984-88)
 Alternate cylinder head: 11041-N7120.
 Engine: L20B or NAPS-Z
- 210 (1397 & 1488 cc) (1979-82)
- 210 (B310 chassis; 1.4 L) (1978-82)
 Alternate cylinder head: 11041-H2303 or 11041-
 H5704
- 240SX (1989-98)
 Alternate engine: L20B with cylinder head 11041-
 N7120/22010 or 11041-V9182/U0600A
 Hood may be modified for engine clearance.
- 510 (PL510) (1595 cc)

- 510 (PL510 chassis; 1.6 L, 1.8 L, & 2.0 L) (1968-73)
 Alternate cylinder head: 11041-22010, 11041-
 U0600-A, 11041-U0602-SV, 11041-21901, or
 11041-N7120
- 510 (A10 chassis) (1979-81)
 Alternate cylinder head: 11041-22010, 11041-
 U0600-A, 11041-U0602-SV, 11041-21901, or
 11041-N7120
- 610 (1973-76)
 Alternate cylinder head: 11041-22010, 11041-
 U0600-A, 11041-U0602-SV, 11041-21901, or
 11041-N7120
- 710 (1974-77)
 Alternate cylinder head: 11041-22010, 11041-
 U0600-A, 11041-U0602-SV, 11041-21901, or
 11041-N7120
- 720 (2WD) (1980-86)
- 810 (1976-80)
- 810 Maxima (1981-83)
- B110 (1171, 1237, 1288, 1397, & 1488 cc) (1970-73)
- B210 (1171, 1237, 1288, 1397, & 1488 cc) (1974-78)
 Alternate cylinder head: 11041-H2300, 11041-25720,
 11041-H1001, 11041-18001, 11041-H2303, 11041-
 H5704, or 11041-H9204

OPEL

- Ascona & Ascona SportWagon (1900 cc) (1971-75)
- GT 1900
- GT 1100
- Kadett (1100 & 1900 cc) (1964-72)
- Manta Sport Coupe & Manta Rallye (1900 cc) (1971-75)

PONTIAC

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

PORSCHE

- 356, except Carrera and 1500, 1600
- 1300
- 912 & 912E (1600 & 1971 cc)
- 914 (4-cyl)
 Cylinder barrels of alternate material allowed
- 924 (1984 cc, non-turbo)
 Alternate cylinder: 933.104.302.50

SATURN

- Sky (non-turbo)

SUNBEAM

- Alpine



DP (CONTINUED)

TOYOTA

- Celica (non-turbo) (1970-77)
- Celica (non-turbo) (1978-81)
- Celica (non-turbo) (1982-85)
- Corolla (non-turbo) (1968-70)
- Corolla (1588 cc) (1971-74)
- Corolla (non-turbo) (1971-74)
- Corolla (non-turbo) (1975-79)
- Corolla (non-turbo) (1980-83)
- Corolla (non-turbo, RWD) (1984-87)
- MR2 (1587 cc, non-supercharged) (1985-89)
- MR2 (2164 cc, non-turbo) (1991-95)
- MR2 Spyder (1794 cc) (2000-05)
- Starlet (non-turbo, 2WD) (1981-84)
 - Alternate engine: 4A-G 1.6L w/ cylinder head 11101-16010 or 11101-16030

TRIUMPH

- GT6 (1998 cc)
- Spitfire 1147
- Spitfire 1296 MkIII
- Spitfire 1296 MkIV
- Spitfire 1493
- TR-2 & TR-3
- TR-4 & TR-4A (beam axle)
- TR-4A (IRS)
- TR-7 (1998 cc)
 - Alternate rear spoiler: V-775

TURNER

- 950S
- 1500
 - Alternate crankshaft: 125 E

TVR

- 1800
- Vixen S2 (1599 cc)
 - Alternate cylinder head: Pierce aluminum casting

VOLKSWAGEN

- Beetle (1300) (1965-66)
- Beetle (1300, 1500, & 1600) (1967-69)
- Beetle (1600) (1970-77)

VOLVO

- 122S (1956-70)
 - Alternate part: front axle cross member
 - Alternate engine kit: 2127 cc
- 142S & 142E (1967-74)
 - Alternate part: front axle cross member
 - Alternate engine kit: 2174 cc
- P-1800 (1780 cc)
- P-1800 (1982 cc)
- Sedans (RWD, NOC)

“CATCH-ALL”:

- Other (4-cyl N/A, RWD, NOC)

E PREPARED (EP)

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum width of 12” is permitted.

WEIGHT FORMULAS (LBS.):

- Piston Engines: 1.00 x displacement (cc)
- Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: 1.06 x displacement (cc)
- Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs.
- Engines with 2-valves per cylinder: 1.00 x displacement (cc)
- Level 2 (Limited Prep) vehicles: 1.00 x displacement (cc)

WEIGHT ADJUSTMENTS (LBS):

- Wheels greater than 10” wide up to 11” wide: +50
- Wheels greater than 11” wide up to 12” wide: +100
- Alternate Engine Allowance +0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

ACURA

- Integra (1986-89)
- Integra (1990-93)
 - Alternate engine: 1590 cc
- Integra (1994-2001)
- RSX (2002-06)
- Sedans (N/A, FWD, NOC)

AUDI

- 4000S (non-turbo, FWD) (1980-87)
- Sedans (N/A, FWD, NOC)

AUSTIN & MORRIS

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



EP (CONTINUED)

CHEVROLET, PONTIAC, BUICK, OLDSMOBILE, & CADILLAC EQUIVALENTS

- Beretta (4-cyl & V6) (1987-96)
- Citation (1980-85)
- Nova (FWD) (1985-88)
- Sonic (non-turbo) (2012-17)
- Spectrum (1985-88)
- Sprint (non-turbo) (1985-91)

CHRYSLER, PLYMOUTH, DODGE, EAGLE, & MITSUBISHI

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

FIAT

- 128 Coupe SL & 3P (1290 cc) (1969-79)
- 500 (2011-15)

FORD & MERCURY

- Escort (1997-2002)
- Escort, EXP, Lynx, & LN7 (1982-88)
- Escort GT & ZX-2 (1991-96)
- Escort GT (1981-90)
- Festiva (1984-97)
- Fiesta (1976-83)
- Focus (1998-2010)
- Probe (non-turbo) (1989-92)
- Probe (non-turbo) (1993-97)

HONDA

- Accord (4-cyl, non-turbo)
Alternate cylinder head: 12100-P05-010 or 12100-P05-020
- Civic (1170 cc)
- Civic (1237 cc)
- Civic (1488 cc) (1980-83)
Alternate cylinder head: 12100-664-010 (2v per cyl)
- Civic (1984-87)
Alternate cylinder head: 1342 cc - 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488 cc - 12100-PE3-010 or 121-XA1-0084
- Civic & CRX (1988-91)
- Civic (1992-95)
- Civic (non-Si) (1996-2000)
- Civic Si (1.6L DOHC VTEC) (1999-2000)

- Civic (2001-05)
- Civic (2006-10)
- CRX (1984-87)

Alternate cylinder head: 1342 cc - 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488 cc - 12100-PE3-010 or 12100-XA1-0084

Alternate body parts: Mugen front bumper/spoiler, front fender, rear fender, & rear bumper

- DelSol (1993-96)
- Fit (2007-18)
- Prelude (1978-2001)

Alternate cylinder head: 12100-PC7-000, 12100-PC7-010, or 12100-PC7-020

HYUNDAI

- Sonata (1989-2005)

INFINITI

- I30 (1996-2001)
- I35 (2002-04)

ISUZU

- I-Mark (1985-89)
- Impulse (non-turbo) (1990-92)
- Stylus (1991-93)

LANCIA

- Beta (1975-82)
- Zagato (1975-82)

MAZDA

- 323 & GLC (non-turbo, FWD) (1980-95)
- 626 (non-turbo, 2WD) (1982-2002)
- Mazda2 (2011-15)
- MX-6 (non-turbo, 2WD) (1988-97)
- Sedan (N/A, FWD, NOC)

MINI

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

MITSUBISHI

- Cordia (non-turbo, FWD) (1982-90)
Alternate Specification: No split shift
- Eclipse – see Chrysler
- Galant (non-turbo) (1998-2002)
- Mirage – see Chrysler

NISSAN/DATSUN

- NX (B13 chassis) (1991-93)
- Pulsar (N12 chassis) (1983-86)
Alternate cylinder head: 11041-15M00
- Pulsar (N13 chassis; 16v) (1987-90)
Alternate cylinder head: 11041-15M00
Alternate engine: A14
- Sentra (B11 chassis) (1983-86)
Alternate cylinder head: 11041-15M00
- Sentra (B12 chassis; 1.6 L) (1987-90)
Alternate cylinder head: 11041-15M00
Alternate engine: L16



EP (CONTINUED)

Sentra (B13 chassis; 2.0 L) (1991-94)
 Alternate cylinder head: 11041-H5704
 Sentra & 200SX (B14 chassis) (1995-99)
 Versa (2010-15)
 Sedan (N/A, FWD, NOC)

PEUGEOT

405 (non-turbo) (1987-91)

RENAULT

Alliance, Encore, R-9, & R-11 (1982-89)
 Alternate cylinder head: 77005972627
 LeCar & R-5 (non-turbo, FWD) (1978-96)
 Alternate cylinder head: 7700597627
 (firewall/bulkhead modifications when using
 alternate head)
 R17 Gordini (1971-77)
 Sedan (FWD, NOC)

SAAB

93 & 96 Sedan (843 cc, 2-stroke)
 96 (non-turbo, FWD) (1960-80)
 99 (non-turbo, FWD) (1969-84)
 900 (non-turbo, FWD) (1979-94)
 Sonett (1498 & 1699 cc)
 Sedan (non-turbo, FWD, NOC)

SATURN

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

SUBARU

GL Coupe (non-turbo, FWD) (1980-89)
 Sedan (non-turbo, FWD, NOC)

SUZUKI

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

TOYOTA

Celica (non-turbo, FWD) (1986-89)
 Celica (non-turbo, FWD) (1990-93)
 Celica (non-turbo, FWD) (1994-99)
 Celica (non-turbo) (2000-05)
 Corolla (non-turbo, FWD) (1984-87)
 Corolla (non-turbo, FWD) (1988-92)
 Alternate engine: 4A-C
 Corolla (non-turbo) (1993-97)
 Corolla (non-turbo) (1998-2002)
 Corolla (non-turbo) (2003-08)
 Paseo (non-turbo) (1991-97)
 Tercel (non-turbo) (1980-82)
 Tercel (non-turbo, FWD) (1983-86)
 Tercel (non-turbo) (1987-90)
 Tercel (non-turbo) (1991-94)
 Tercel (non-turbo) (1995-99)
 Yaris (2007-17)
 Sedans (non-turbo, FWD, NOC)

VOLKSWAGEN

Corrado (16v, non-supercharged) (1988-95)
 Corrado VR6 (1992-95)
 Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis)
 (1975-92)
 Golf & Jetta (A2 chassis) (1985-93)
 Golf, GTI, & Jetta (A3 chassis; 1.8 L & 2.0 L non-turbo)
 (1993-98)
 Golf, GTI, & Jetta (A4 chassis; 2.0 L non-turbo)
 (1999-2005)
 Golf, GTI, & Jetta (A5 chassis; 2.5 L 5-cyl) (2006-09)
 New Beetle (2.0 L non-turbo & 2.5 L 5-cyl) (1998-2010)
 Sedan (N/A, FWD, NOC)
 Yugo (1986-92)

“CATCH-ALL”:

Other (4-cyl N/A, FWD, NOC)

Level 2 (Limited Preparation) Vehicles

This list of vehicles and the allowances below was developed from Level 2 (Limited Prep) vehicles listed in the Club Racing GCR under Production Category. The goal is for these cars to be less expensive and easier to prepare but allow them to be fully competitive with the cars currently in Prepared class E (EP).

The following vehicles are classed in EP with the Level 2 (Limited Prep) allowances per Section 17, Prepared Category, and the specifications listed below.

Permitted optional carburetors, for single carburetor cars, are:

- A. Weber 32DGV, 32DGAV, or 32DGEV
- B. Weber 32/36DGV, 32/36DGAV, or 32/36DGEV
- C. Weber 32/36DFV, 32/36DFAV, or 32/36DFEV
- D. Weber 34DAT, 34DATR, 34DATRA, or 34DMTR
- E. Holley-Weber 5200

MAKE

- *Model - Intake/Exhaust Valve Size (max.)*
 - *Engine displacement - Induction*
 - *Additional specifications*

FORD

- Fiesta (1978-80) - 1.41”/1.24”
 - 1598 cc - (1) 40DCN, 40DCNF, or 40IDF carburetor
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”
- Festiva (1988-93) - 1.26”/1.10”
 - 1324 cc - carburetor or fuel injection
 - Compression ratio (max.): 10.5:1; valve lift (max.): 0.450”

GEO

- Metro 13BA (1989-94) - 1.42”/1.18”
 - 1298 cc - fuel injection
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450”



EP (CONTINUED)

HONDA

- Civic, Civic Si, CRX, & CRX Si (1984-87) - 1.07"/1.30"
 - 1488 cc - carburetor or fuel injection
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.390"
- Civic, (all) & CRX (all) (1988-91) - 1.14"/0.98"
 - 1493cc - fuel injection
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.390"
 - 1590cc - fuel injection
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.390"

RENAULT

- Alliance/Encore (1984-87) - 1.50"/1.28"
 - 1721 cc - fuel injection
 Compression ratio (max.): 10.5:1; valve lift (max.): 0.450"

SUZUKI

- Swift GA (1989-94) - 1.42"/1.18"
 - 1298 cc - fuel injection
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450"

VOLKSWAGEN

- Golf (GTI, GT, GL) (non-turbo) - 1.57"/1.30"
 - 1780 cc - fuel injection
 - Compression ratio (max.): 11.5:1; valve lift (max.): 0.420"
- Jetta (1985-91) - 1.57"/1.30"
 - 1780 cc - fuel injection
 - Compression ratio (max.): 11.5:1; valve lift (max.): 0.420"
- Rabbit (1981-84) - 1.34"/1.22"
 - 1715 cc - fuel injection
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450"
- Rabbit GTI (8v engine) (1983-84) - 1.57"/1.30"
 - 1780 cc - fuel injection
 - Compression ratio limited (max.): 12.0:1; valve lift (max.): 0.420"
- Rabbit - 1.34"/1.22"
 - 1588 cc - (1) 40DCN or 40DCNF carb w/32mm chokes or fuel inj
 - Compression ratio (max.): 11.0; valve lift (max.): 0.450"
- Scirocco (1981-84) - 1.34"/1.22"
 - 1715 cc - fuel injection
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450"
- Scirocco (8v engine) (1983-88) - 1.57"/1.30"
 - 1780 cc - fuel injection
 - Compression ratio (max.): 12.0:1; valve lift (max.): 0.420"

- Scirocco - 1.34"/1.22"
 - 1457 cc - (1) 40DCN, 40DCNF, or 40IDF carb w/32mm chokes or fuel inj
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450"
 - 1471 cc - (1) 40DCN, 40DCNF, or 40IDF carb w/32mm chokes
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450"
 - 1588 cc - (1) 40DCN or 40DCNF carb w/32mm chokes or fuel inj
 - Compression ratio (max.): 11.0:1; valve lift (max.): 0.450"

F PREPARED (FP)

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum width of 12" is permitted.

WEIGHT FORMULAS (LBS.):

- Piston Engines: 0.750 x displacement (cc)
- Rotary Engines: 0.700 x specified displacement (cc)
- Forced Induction: + 0.450 x displacement (cc)
- Peripheral Port Rotary: + 0.050 x displacement (cc)

WEIGHT ADJUSTMENTS (LBS.):

- 51% or more of weight on rear axle: +0.040 x displacement (cc)
- Wheel width greater than 10" up to 11": +50
- Wheels greater than 11" wide up to 12" wide: +100
- AWD: + 0.100 x displacement (cc)
- FWD: - 0.100 x displacement (cc)
- Solid Drive Axle: - 0.050 x displacement (cc)
- Alternate Engine Allowance: +0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs. (except that cars using 17.10.R, Engine Swap Allowance, must not weigh less than 2100 lbs.) or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

ACURA

NSX (1990-2005)

ALFA ROMEO

GTV V6 (1981-86)



FP (CONTINUED)

AUDI

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

TT

AUSTIN-HEALEY

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

BMW

1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-10)
3 Series (6-cyl 12v, E30 chassis) (1984-90)
3 Series (6-cyl 24v, E36 chassis) (1992-98)
3 Series (6-cyl all, E46 chassis) (1999-2005)
3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-13)

CHEVROLET

Sprint Turbo

CHRYSLER, PLYMOUTH, DODGE, EAGLE, & MITSUBISHI

Colt Turbo
Daytona & Laser (Turbo) (1984-89)
Omni Turbo
Shadow & Sundance (Turbo) (1987-94)
SRT-4 (Neon chassis) (2003-05)
Talon & Laser (Turbo, FWD & AWD) (1989-94)
Conquest & Starion Turbo

FERRARI

Dino 246
Dino 246 GT
308 (all)

HONDA

S2000 (2000-09)

ISUZU

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

JAGUAR

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

LEXUS

IS300 (2001-05)

LOTUS

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

MAZDA

MazdaSpeed Protégé (2003)
MazdaSpeed MX-5 Miata (2004-05)
MX-6 (12A Rotary; no peripheral port allowed) (1988-97)
MX-6 GT Turbo

RX-2 (1971-74)

12A engine - specified displacement (cc): 2292
No peripheral port allowed.

RX-3 (1971-78)

12A engine - specified displacement (cc): 2292
No peripheral port allowed.

RX-4 (12A or 13B) (1974-78)

12A engine - specified displacement (cc): 2292
No peripheral port allowed.

13B engine - specified displacement (cc): 2616
No peripheral port allowed.

RX-7 (1986-91)

13B engine - specified displacement (cc): 2616
Alternate engine: Renesis - specified displacement (cc): 2616
Bridge or peripheral porting allowed in all engines.

RX-7 (1979-85)

12A engine - specified displacement (cc): 2292
13B engine - specified displacement (cc): 2616
Alternate engine: Renesis - specified displacement (cc): 2616

Bridge or peripheral porting allowed in all engines.

RX-8 (bridge or peripheral porting allowed)

Renesis engine - specified displacement (cc): 2616
Alternate engine: 12A - specified displacement (cc): 2292
Alternate engine: 13B - specified displacement (cc): 2616

Bridge or peripheral porting allowed in all engines.

MINI

Cooper S (2002-13)

MITSUBISHI

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

MORGAN

Plus 8

NISSAN & DATSUN

240Z, 260Z, & 280Z (incl. 2+2) (1970-78)

Alternate part: headlight covers

280ZX (incl. 2+2) (1979-83)

Alternate part: headlight covers

300ZX (Z31 chassis) (1984-89)

Alternate part: headlight covers

300ZX (Z32 chassis; non-turbo) (1990-96)

Alternate part: rear facing hood scoop (3.5" max height)

350Z & 370Z (2003-17)



FP (CONTINUED)

PONTIAC

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

PORSCHE

- 911 (3.6L & under, non-turbo)
 - Alternate cylinder heads: twin spark plug
- 914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl air-cooled)
 - Alternate cylinder heads: twin spark plug
- 924 Turbo
- 924S (1986-88) & 944 (non-turbo, all) (1982-91)
 - Alt. cyl. head (2.5L only): #933.104.302.50 w/36 mm ex. valves
- 944 Turbo (1985-91)
- 968 (1992-95)
- Boxster & Cayman (986 & 987) (1996-2012)

SAAB

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

SATURN

- Sky Red Line

SUBARU

- Impreza (AWD) & WRX (all)
- SVX (1992-97)
- Sedan/Coupe (Turbo, NOC)

SUZUKI

- Swift Turbo

TOYOTA

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

TRIUMPH

- TR6 (1969-76)
- TR8 (215 c.i. or 4L)
- TR250 (1967-68)
- TVR
- 6-cyl

VOLKSWAGEN

- Corrado (1.8L Supercharged w/54 mm inlet restrictor) (1990-95)
- Golf, GTI, & Jetta (A3 chassis; TDI or VR6) (1993-98)

Golf, GTI, & Jetta (A4 chassis; 1.8T, TDI, or VR6) (1999-2005)

Golf, GTI, & Jetta (A5 chassis; 2.0T or TDI) (2006-10)
 New Beetle (1.8T or TDI) (1998-2010)
 R32 (3.2L V6, AWD) (2004)

“CATCH-ALL”:

Sedan (4-cyl forced induction or 6-cyl engine, NOC)

END PREPARED CATEGORY