



SPORTS CAR CLUB

2001 RULES, REGULATIONS AND CAR CLASSIFICATIONS

REVISION: 2001-00



2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

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NOTE ON RULE CHANGES

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

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

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

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I. GENERAL

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

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II. ENTRY PROCEDURE

- A. To enter a COM event, entrants must fill out the appropriate registration form in full and present it to the event Registrar along with the appropriate fees. ~~Registration forms are generally mailed out 6 weeks prior to the event. In order to be as fair as possible to those with slow mail service, registration for an event opens approximately one week after the mailing, and this date appears on the registration form. All registrations received before the official opening date will be considered to have arrived on the opening date. These entries will be randomly selected and if the event should sell out prior to the entire collection being processed, the random order that they are drawn in will determine status on a waiting list.~~
- B. REFUNDS FOR EVENTS ARE ONLY GIVEN IF YOU HAVE CANCELED WITH THE REGISTRAR BY THE CUTOFF DATE SPECIFIED ON THE REGISTRATION CONFIRMATION. Entrants who are registered for both days of a two day event and who experience a mechanical breakdown on the first day which prevents them from participating on the second day, may obtain a refund for the second day provided they notify the Registrar prior to the end of the first day.
- C. A driver may enter two or more cars in one or more classes but must pay an ENTRY FEE FOR EACH.
- D. A LATE ENTRANT is one who shows up after registration closes at 8:15am. The registration, tech inspection, and actual running of a late entrant will be at the discretion of the Event Chairman (or Chief Instructor during Drivers' School). If allowed to run, a \$25 LATE PENALTY FEE will be charged to the entrant.

III. CLASSIFICATIONS OF AUTOMOBILES

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

IV. TIME TRIAL POINTS AND GUIDELINES

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

2 points for competing in the events PLUS:

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

There must be sufficient cars within a class before (the) lowest finishing car receives points. For example: in a class of three cars, 1st place receives 9 points plus entry; 2nd place receives 7 points plus entry; 3rd place receives only the 2 entry points. There must be six cars within a class before fifth place receives 3 points (1 point plus entry).

- B. An entrant must be a member of COMSCC to participate in a Driver's School or Time Trial. An exception to this rule is made for Canadian participants at COM events held in Canada. In order to be ELIGIBLE FOR YEAR-END OVERALL OR CLASS CHAMPIONSHIP (1st, 2nd, 3rd, or 4th), a driver must have entered at least (3) events during the current year in the same class.
- C. There may be NO MORE THAN TWO DRIVERS FOR A PARTICULAR CAR in a particular class participating for trophies. Additional drivers may run, but not for trophies or for points in class. The contending drivers must be made known at Registration.

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

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

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

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

- E. Drivers may count only one (1) car in each class for points. POINTS EARNED in each class may count towards each INDIVIDUAL CLASS CHAMPIONSHIP, but points from only one (1) class finish may be counted towards the year end DRIVER CHAMPIONSHIP. A maximum of two (2) participation points per event will be allowed toward the DRIVER CHAMPIONSHIP, and a maximum of two (2) participation points per class will be allowed toward the individual CLASS CHAMPIONSHIP.
- F. IF TIME TRIALS ARE CANCELED due to circumstances beyond the control of COM Sports Car Club (e.g., weather and/or track conditions), two participation points will be awarded to those who have registered at the track, whether or not they have had the opportunity to run. Should an event be delayed or canceled, COM is not required to provide a refund nor should a participant expect to receive a refund. However COM will make every effort to provide a partial refund for any funds in excess of the overhead costs incurred by COM Sports Car Club.
- G. Should a competitor go off course between pit release of the car and the actual starting point of the clock, such run shall be considered a DNF.

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

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

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

- I. Only times taken by Timing and Scoring during Timed Runs will be considered for a class record. Competitors who believe that they have set a new class record must present their car for inspection by a steward (or event chair in the absence of a steward) for inspection, to verify compliance with class requirements. Information necessary to show original configuration (shop manual) is the competitor's responsibility. The Points Keeper will record the lap records.

J. Any car exceeding the maximum decibel limit of the track where the time trial is taking place shall be disqualified.

V. FLAGS

A. Command Flags

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

B. Informational Flags

1. DIAGONAL RED AND YELLOW STRIPES (OIL OR DEBRIS) -- Slippery track conditions. Caution.
2. WHITE -- Caution: Emergency, official vehicle, or competitor vehicle at slow speed on the course. The vehicles being protected by the white flag may be passed provided the pass is done in a safe manner.

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3. BLUE (Blue with diagonal yellow stripe) -- Another vehicle is catching you and/or following closely. Be aware! Do not change your line. If the vehicle is faster than you, it is recommended that you indicate which side you prefer to be passed on by motioning with your hand in that direction.

VI. CAR REQUIREMENTS

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

A. Tires and Wheels

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

B. Brakes

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

C. Suspension

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

D. Engine Compartment

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

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E. Automobile Exterior

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

F. Vehicle Interior

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

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

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

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

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

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- a. Cars weighing up to 1500 lbs., use 1 1/2 inch OD by .120 wall thickness mild steel or 1.375 inch OD by .090 wall thickness alloy steel
- b. Cars between 1501 and 2500 lbs., use 1 1/2 inch OD by .120 inch wall thickness mild steel 1.625 inch OD by .095 wall thickness alloy steel
- c. Cars over 2500 lbs should be 2.25 inch by .120 inch wall thickness, or 2.00 inch by .180 inch wall thickness, or 2.125 inch by .162 inch wall thickness mild steel or 2.00 inch OD by .095 inch wall thickness alloy steel.

Roll bars shall conform to Sports Car Club of America (SCCA) Solo I & Solo II guidelines as described in the Solo I & II rule book.

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

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

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

G. Miscellaneous

1. AUTOMOBILES INVOLVED IN AN INCIDENT causing damage must be inspected by the Tech Inspector and/or Event Stewards before being allowed back on the track.
2. All in car video equipment must be inspected and approved by Tech.

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3. Track imposed maximum sound limits will be in effect at COM events for all classes. Sound limit at Bridgehampton is 85 dB static in the paddock and 100dB on the track. Sound limit at NHIS is 103 Db at 50 feet while under power on the track, and unmuffled cars are not to be run before 8:00 am. Should these limits be changed by the track management, the new limits shall override these limits.

VII. DRIVER REQUIREMENTS

- A. Drivers must be at least 18 years of age. Due to constantly changing insurance regulations and state laws, drivers under 21 years of age may be required to produce a signed and notarized release form. Please contact registration well in advance of event for further information and appropriate forms if necessary.
- B. Anyone taking medication must so indicate on his/her entry form.
- C. A Driver Competition Log (DCL) will be issued to each driver at his/her first event upon producing a valid State Driver's license.
- D. A driver will be classified as a novice until his/her Driver Competition Log is signed by the Chief Instructor. Before being allowed to compete in a Time Trial, a driver must be approved to solo by his/her individual Instructor.
- E. Drivers and passengers must wear a minimum M90 (SA90 recommended) Snell approved safety helmet at all times while on the course.
- F. In Street Stock and Showroom Stock classes, drivers must wear, as a minimum, long sleeves (NOT NYLON), long pants and suitable footwear. Cleated shoes, heavy boots and sandals are not permitted. Fire resistant suits and gloves and suitable footwear are recommended in all cars. In Street Prepared and Prepared Cars, all drivers are required to wear a minimum of a single layer fire resistant full-length suit and gloves and suitable footwear. NYLON CLOTHING IS NOT ALLOWED.
- G. All open cars must have and use arm restraints. Students must provide arm restraints for their instructor.

In an open car, drivers must have goggles or face shield in place while on course; if vehicle is equipped with a stock windshield, eyeglasses, or sunglasses will be accepted.

- H. Passing

Passing is allowed only in those areas defined at the Driver's Meeting.

Drivers being overtaken by other cars are expected to:

- 1. Remain on "the line"
- 2. Signal to the overtaking driver which side he/she would prefer the pass to be performed on

If the passing driver does not receive a point-by signal within a reasonable length of time, he/she may inform corner workers with a "pit-in/catch" signal (closed fist extended outside the driver's window). Corner workers will call Control upon acknowledgment of the signal and Control will then make a Black Flag decision, possibly directing the unyielding driver into the pits for consultation.

A point-by signal is only an acknowledgment of the presence of the passing car and an indication of the preferred side for the pass to take place. It is in no way a command for the passing driver to execute the pass. The passing driver must use his/her discretion regarding the safety of the situation.

It is always the responsibility of the passing driver to execute a safe pass within the defined passing zone. Should a driver execute a pass without having received a point-by and cause what is deemed by the Stewards as an unsafe situation, proper disciplinary actions will be taken.

VIII. PIT AND PADDOCK CONDUCT

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- A. Consumption or influence of alcoholic beverages and/or intoxicating drugs before the completion of the last run of the day (or end of driver's school) will cause immediate disqualification. This rule includes drivers, crew, officials, guests, and workers.
- B. Unsafe, reckless, or unsportsmanlike driving or behavior anywhere on the course, in the pits, on the access roads, or any other area within COM's jurisdiction is grounds for immediate disqualification.
- C. Bicycles, skateboards, and ATVs are not permitted in the main paddock area.
- D. All pets must be leashed at all times.
- E. Shirts, long pants and shoes are required in pit lane and on track.
- F. Per insurance and track regulations, NO ONE UNDER 18 is allowed in the pits or on the track while the track is open.
- G. A driver is responsible for the actions of his pit crew and guests, including A, B, C, D, E, and F above.
- H. No cars are allowed to loiter in pit lane.

IX. SHOWROOM STOCK

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

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

Cars are classified in five (5) classes based on performance potential, using the SCCA Showroom Stock specifications as a guideline. Cars not listed in the SCCA Showroom Stock classification will be reviewed by the Event Stewards during Tech Inspection to insure proper classification.

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

Showroom Stock automobiles will compete in an "AS DELIVERED" configuration with preparations and modifications allowed ONLY as follows:

CAR INTERIOR

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

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EXTERIOR -- WHEELS AND TIRES

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

RUNNING GEAR

A. BRAKES

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

B. SUSPENSION

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

C. ELECTRICAL SYSTEM

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

D. ENGINE AND DRIVE TRAIN

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

SHOWROOM STOCK UNLIMITED (SSU)

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Generally all showroom stock production cars considered too competitive for SSGT

BMW V8

Chevrolet Corvette (all IRS except ZR1)

Dodge Stealth Turbo, Viper (except ACR)

Ferrari, All models (except F40, F50, 328 and 348 Challenge)

Lamborghini, All models

Lotus Esprit 4-cyl turbo and 8-cyl turbo

Mazda RX7 Twin Turbo

Maserati, All models

Mitsubishi 3000 GT VR4 Turbo

Nissan 300ZX V6 Twin Turbo

Pantera

Porsche 911 (993) normally aspirated 1990 and up (except RS and RSR), 928

Toyota Supra Twin Turbo

SHOWROOM STOCK GT (SSGT)

Generally All SCCA SSGT Cars

BMW 328, Z3 2.8L, 535, 633, 635 (except M3 6-cyl, M5, M6)

Chevrolet Camaro V8 (except SS Ram Air, 1LE, SLP)

Chrysler Corp., mass-produced FWD Intercooled Turbo (except Shelby GLH intercooled turbo)

Corvette (solid rear axle)

Datsun/Nissan 280ZX Turbo, 300ZX Turbo

Dodge Stealth normally aspirated

Ford Mustang V8 (except Cobra and Saleen)

Mazda RX7 Turbo

Mercury Capri 302

Mitsubishi 3000 GT normally aspirated

Nissan 300ZX V6 normally aspirated

Pontiac Trans Am

Porsche 911 NOC (except RS, RSR), 944 Turbo (except Turbo S), 944S, 944S2, 968, Boxster

Saab 9000 Aero

Toyota Supra 3.0 turbo, MR2 turbo

Volvo 5-cyl turbo

SHOWROOM STOCK A (SSA)

Generally All SCCA SSA Cars

Acura Legend, Integra GSR 1.7, Integra VTEC

Alfa Romeo Sprint Veloce, Sports Sedan, GTV-6, Milano 3.0

Audi V6 and 1.8L turbo

BMW 325E, 325iS, 525, Z3 4cyl, (except M3 4-cyl)

Chevrolet Beretta GTZ, Camaro 6 cyl, Monza 2+2

Datsun/Nissan Z cars NOC

Dodge Shelby Charger Turbo, Omni GLH Turbo

Eagle Talon turbo

Ford 302 Mustang II, Mach I, Cobra II, Turbo 2.3, T-bird Turbo, T-bird SC, '89 Cougar

Ford Taurus SHO, Probe turbo and V6

Honda Prelude VTEC, Del Sol VTEC

Mazda RX7 IRS, MX6GT

Merkur XR4Ti

Mitsubishi Eclipse turbo, Galant VR4, Mirage 16v Turbo

Nissan 200SX 3.0

Oldsmobile Starfire Firenza, 305, Quad 4

Peugeot 505 Turbo '88 and newer

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Plymouth Laser Turbo
Pontiac Trans Am NOC, '88 Fiero V6
Porsche 944 8v, 924S, 924
Saab 900, 9000 16v Turbo
Toyota Celica 4WD Turbo, Supra, 2.8, MR2SC
Volvo 4 cyl Turbo
VW Golf, Jetta, Corrado V6; Corrado G60

SHOWROOM STOCK B (SSB)

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

SHOWROOM STOCK C (SSC)

Generally All SCCA SSC Cars
AMC Spirit
BMW 1600cc
Buick Opel Isuzu, Skylark, 1.8 HO or 2.0
Chevrolet Chevette, Monza, 4 cyl, Cavalier 4 cyl, Citation 4 cyl
Datsun/Nissan 210, 310, 510, 610, 710, and F-10, 200SX 2.2 5 spd.
Dodge Colt, 1600, Omni, Challenger 2.5, 024 1.7, Neon SOHC
Fiat X1/9, 128 Sedan, Strada 1500, 5 spd.
Ford Fiesta, EXP 1.6 HO (non-turbo), Pinto, Escort GT 16V and 4 cyl.
Geo Prism GSI, Storm GSI
Honda Civic, Civic Si, CVCC, Accord, CRX (Carbureted and Non-Si)
Isuzu I-Mark Coupe
Mazda Protege, 808, 1600, GLC, GLC Sport, 626, 323, Miata 1.6L

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Mercury Bobcat 2.3, LN7 1.6 HO, Lynx, Tracer LTS
MGB, Midget 1500
Oldsmobile Firenza, 1.8 SOHC, 2.0, Omega 4 cyl
Plymouth Horizon, TC-3, Arrow 1600, GT, Champ 1.6
Pontiac 4 cyl
Renault LeCar, Alliance, Encore, GTA
Saab 99 and 900 8-valve normally aspirated
Subaru normally aspirated
Toyota Corolla, Corona, Starlet 1.3 5spd., Celica, GTS, GT, ST, GT Liftback
Triumph 4-cyl
VW Rabbit, Golf, GTI, Scirocco, all 8 valve

X. STREET STOCK

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

Kit cars and limited production cars modified by the manufacturer or aftermarket companies and resold through authorized original OEM suppliers (Saleen, Callaway, BMW Motorsport, Ford SVT etc) are not considered Street Stock.

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

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

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

PERFORMANCE MODIFICATIONS ARE NOT ALLOWED EXCEPT AS LISTED IN THIS SECTION:

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

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

The edge of the tread is defined as that point on the tire that intersects with a 45 degree angle drawn from a line perpendicular to the centerline of the wheel. This shall be measurable by placing one edge against the wheel sidewall of a template consisting of two straight edges having an included angle of 135 degrees."
3. A. Any anti-sway bar(s) may be added, substituted, or subtracted.

B. Springs of any origin may be used, provided they fit without any changes in chassis or spring mounting points and provided original spring outside diameter is maintained. Spring spacers/shackles may be added to adjust ride height. Spring perches which are adjustable by means of a threaded collar are allowed. In vehicles using torsion bar suspensions, the diameter (but not the length) of the torsion bars may be changed.

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- C. Any shock absorbers may be used provided they attach to the original mounting points. The number of shock absorbers must remain as stock.
- D. Any plastic (Urethane, Delrin etc.) may be used in place of rubber suspension bushings.
- E. Updating and backdating of braking system is allowed within the same manufacturer as long as it is completely bolt-on without adapter plates or brackets. Brake pad/lining material is unrestricted. Brake lines may be replaced with steel or Teflon lined metal braided hose.

- 4. Aftermarket aerodynamic devices are prohibited with the exception of front air dams/spoilers and rear spoiler, unless a factory option. Front air dam must be fixed and positioned no lower than bottom of wheel. Rear spoiler must offer unobstructed rearward view while driving.

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

- 5. A. Any air cleaner may be used. Original carburetor or fuel injection throttle body (or OEM equivalents with same flow rate) must be used, but may be modified. In all cases, intake manifold must remain stock as delivered.
- B. In cars using computers, aftermarket chips may be substituted. Ignition coil may be upgraded. Any ignition may be used as long as the stock spark trigger (distributor) is used.
- 6. A. Aftermarket headers may be used. Muffler use is required, but type is unrestricted. Exhaust must exit behind rear wheels and outside the body. Exhaust tubing size is unrestricted. Catalytic converters must be used in cars originally equipped with them. Non-stock replacement of the catalytic converter is allowed.
- B. Exhaust systems must meet the required dB levels set by the track.
- C. Turbocharged and supercharged cars will be moved up one class from the normally aspirated version, unless otherwise specified.
- 7. A. An approved five point or better safety harness system is required.
- B. Rollbars and rollcages are highly recommended. See section VI.F.3 No tubes shall pass through the firewall or be attached further rearward than the rear of the rear wheels. Such bars and cages may be bolted or welded into the automobile. No openings between fuel container and passenger compartment are allowed.
- C. Any after market seats or steering wheel may be used. Gauges may be added. Aftermarket shifters may be used.
- D. Removal of ignition lock/switch is allowed at the discretion of the driver.
- E. Oil coolers and pressure accumulators (Accusump) are allowed.
- F. Bolt-on chassis stiffeners are allowed.
- G. Updating and backdating of differentials is allowed within the same manufacturer. Any aftermarket limited-slip differential may be used provided ratios are among those available on OEM differentials. **WELDED OR LOCKING DIFFERENTIALS ARE PROHIBITED.**
- H. Camber/caster plates or eccentric bushings/bearings for the purpose of adjusting camber/caster are allowed provided that the stock suspension mounting points are retained and not modified. No modifications to the stock strut towers are allowed.
- I. Brake ducts are allowed.

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- J. Batteries may be relocated from their original location provided they are securely mounted.
8. Actual class assignment of a specific vehicle shall be as indicated below in this rulebook. Any specific vehicle not assigned to a Street Stock class in this rulebook shall be evaluated and classified by the Event Stewards.

STREET STOCK GT (STGT)

All SSU cars modified to Street Stock rules
Corvette ZR1
Dodge Viper ACR
Ferrari F40, F50, 328 and 348 Challenge
Porsche 911 RS and RSR

STREET STOCK 1 (ST1)

All SSGT cars modified to Street Stock rules
BMW M3 6-cyl, M5, M6
Camaro SS Ram Air, 1LE, SLP
Firebird WS6 Ram Air
Mustang Cobra (including R and 4-cam)
Porsche 944 Turbo S
Saleen Mustang
Shelby GLH intercooled turbo

STREET STOCK 2 (ST2)

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

STREET STOCK 3 (ST3)

All SSB cars modified to Street Stock rules

STREET STOCK 4 (ST4)

All SSC cars modified to Street Stock rules

XI. STREET PREPARED

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

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

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

MODIFICATIONS ARE ALLOWED EXCEPT AS FOLLOWS:

1. Engine blocks may be obtained from any manufacturer.
Number of cylinders used must have been offered in that particular car.
2. Engine must be located in the original engine compartment. Firewall sheet metal must be left as stock.
3. Cars must be equipped with street running gear, e.g., operating wipers and wiper motor; head and tail lights; interior consisting of stock dash board, door panels, side panels. Rear seat, all carpet, and headliner may be removed.
4. Stock glass windshield and rear glass must be used.
5. Silhouette of car must remain as delivered.
6. Composite panels may replace hood, fenders, bumpers, doors, and trunk lid as long as stock appearance is maintained. Cars using composite doors must have tubing of the same size and thickness as the rollbar/rollcage, running from shoulder height (while seated) forward to at least 85% of the door opening.
7. 100% of stock frame or sub-frames must be retained.
8. Tires must be DOT approved, with no undertread showing (For safety reasons), and either be listed in THE TIRE GUIDE or be available in three or more rim diameters. RECAPS ARE NOT ALLOWED.

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

9. External body modifications to fender wells are not allowed although rolling of the inner fender lip and enlarging or removal of the inner wheel well is allowed as long as stock outer appearance is retained.
10. Any aerodynamic device may be added as long as they are fixed and immovable.
11. Fuel cell (tank) must be separated from the passenger compartment by a metal bulkhead. All fuel and oil lines passing through the passenger compartment must be either steel tubing or steel braided hose (Aeroquip, Earls, etc.).
12. Exhaust must meet dB level set by the track.
13. Turbo charged and super charged cars will be moved up one class.
14. Roll bars are mandatory. Rollcages are highly recommended. ~~No rollbars/rollcage tubing may go through the firewall.~~

STREET PREPARED A (SPA)

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

STREET PREPARED B (SPB)

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Generally all 6 cylinder normally aspirated and 4 cylinder turbo cars prepared to Street Prepared rules.
BMW M3 4-cyl
Mazda 13B normally aspirated
Porsche 944, 968

STREET PREPARED C (SPC)

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

XII. PREPARED

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

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

1. SAFETY

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

2. GENERAL

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

FORMULA PREPARED

SCCA Formula Ford, CSR, DSR, SCA (Formula Cars determined to have a performance potential greater than Formula Ford will run for FTD trophy only.)

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

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

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Porsche 944 turbo

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

Generally all 6 cylinder normally aspirated and 4 cylinder turbo cars prepared to Prepared rules

SCCA GT2

SCCA DP, EP, Formula 440

Mazda 13B normally aspirated

Porsche 944, 968

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

Generally all 4 cylinder cars prepared to Prepared rules

SCCA GT3

SCCA GT4, Formula Vee, FP, GP, HP, GT5 & Sports Renault

Mazda 12A normally aspirated, MX3 1.8L 6-cyl

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XIII. SPECIAL AWARDS

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

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

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

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

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

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

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

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

1982	Trisha Blethen	1988	Dan Sheppard	1994	Kevin Rosenberg
1983	Denise Cayon & Steve Hooper	1989	Chris Demers	1995	Ed Dennison
1984	Kent Backe	1990	David Dennis	1996	Cathy Clark
1985	Dave Burden	1991	Elizabeth Ames	1997	Herb DaSilva
1986	Dave Laughlin	1992	Grove Marcy	1998	Kevin Foote
1987	Ed Funk	1993	Katie Richmond	1999	Dave & Annette Woodle

THE BRITISH CUP presented annually to the COM member for their competitive spirit in a British sports car, (Excluding Sports Racers and Formula cars).

It was a very competitive year in 1978 among the British car fanatics. There was a great deal of unseen effort to keep the cars alive in a time when there were not too many parts. Lee Auclair and Pete Flanagan thought it would be a great idea to award those efforts.

Lee and Diane Auclair had the dinosaur champagne bucket in their attic -- an old wedding present which they decided to donate as part of the trophy. Pete Flanagan arranged to have it mounted. The result is our coveted British Cup, awarded to the British car driver accumulating the most points (or is it oil spots) through the year.

1978	Tony Martin (Triumph TR6)	1987	Dick Davis (MG Midget, "The Yellow Peril")	1992	Royal Thurston III (Lotus Esprit Turbo)
1979	Paul Poirier (MG Midget)				
1980	Tony Martin (Triumph TR6)	1988	Dick Davis (MG Midget, "The Yellow Peril")	1993	Royal Thurston III (Lotus Esprit Turbo)
1981	Shiela Bushey (MGB)				
1982	Paul Poirier (MG Midget)	1989	Dick Davis (MG Midget, "The Yellow Peril")	1994	Fred Myers (Triumph TR4)
1983	Irv Perkins (Mini Cooper)			1995	Fred Myers (Triumph TR4)
1984	Glenn Kus (MG Midget)	1990	Royal Thurston, III (Lotus Esprit Turbo)	1996	Fred Myers (Triumph TR4)
1985	Jack Dice (A-H Sprite)			1997	Fred Myers (Triumph TR4)
1986	Michael French (MG Midget, 1991 "The Yellow Peril")	1991	Royal Thurston, III (Lotus Esprit Turbo)	1998	Walt Armstrong (TVR)
				1999	Mark Wheatley (Triumph TR4)

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

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

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

1983	Jim Taylor (Datsun 280Z)	1993	Toru Kawamura (Toyota Supra)
1984	Judy Saykin (Datsun B210)	1994	Stephen Tier (Nissan Sentra SE-R)
1985	Mark Bowen (Dodge Colt Turbo)	1995	Madison Bolden (Mazda RX-7)
1986	Mark Freeman (Datsun 240Z)	1996	Brian Cleary (Mitsubishi Eclipse GSX)
1987	John Parent (Acura Integra/Mitsubishi Starion)	1997	Bruce Allen (Mazda RX-7)
1988	Dave Hottle (Mazda RX7)	1998	David Foote (Toyota Supra Turbo)
1989	Chris Demers(Acura Integra)	1999	Eric Lavery (Acura Integra R)
1990	Peter Evans (Toyota Supra)		
1991	Chong-Liang Soo (Mazda RX7)		
1992	Bruce Allen (Mazda RX7)		

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

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

The award was designed with passenger cars in mind. The existence of German-made formula cars is acknowledged, but these cars are not considered to be eligible for the trophy at this time.

This award was donated to the club by Dave Burden who received the various emblems from area car dealerships (Tulley-BMW, Cavanaugh Brothers, Nault's and Nashua Auto).

1984	Manfred Moehring (Porsche 911)	1989	James Jordan (BMW)	1994	Rob Tucker (Porsche 914)
1985	Paul LeCain (Porsche 930)	1990	Steve Richard (BMW 2002)	1995	Sam McCleary (BMW M3)
1986	Roy Delonga (VW Scirocco)	1991	George Rogers (Porsche 911)	1996	David Foote (BMW M3)
1987	Ray Gadbois (Porsche 911)	1992	Taku Innoue (Ruf Porsche)	1997	David Foote (BMW M3)
1988	Elizabeth Ames (Porsche 944)	1993	Pete Janssen (VW Rabbit)	1998	Kevin Holmes (BMW M3)
				1999	Robert Goldfarb (Porsche 968)

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

1996	Frank Perron (Plymouth Cuda)	1998	Glenn Seward (Chevy Corvette)
1997	Doug Seward (Chevy Corvette)	1999	David Woodle (Chevy Corvette)

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

1985	Sharon Morgan	1991	Dean Clark	1997	John Brennan
1986	Elizabeth Ames	1992	John Muyskens	1998	Angie Duval
1987	Red Lindemann	1993	Dana Poli	1999	David Woodle
1988	Doug Valley	1994	Eric Folia		
1989	Kathy Demers	1995	Eric Folia		
1990	Al Viator	1996	Brian Cleary		

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

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

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

1988	Jamie Sheppard	1993	Roland Clark	1998	Lisa Hocking
1989	Sharon Morgan and Don Swaggart	1994	Donna Carlson	1999	Nicole Nestor &
1990	Roland Clark	1995	Mike French		Chris Aylward
1991	Norma Costa	1996	Kelley Wharff		
1992	Roland Clark	1997	Jim Schneit		

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

1990	Doug Valley	1996	Dean Clark
1991	Dennis Bauer and Lee Caldwell	1997	Kevin Rosenberg & Red Lindeman
1992	Kathy Demers	1998	Frank Cullen
1993	Doug Valley	1999	Bonnie Shields
1994	Pete Polli		
1995	Frank Perron		

PRESIDENTS CUP The Presidents Cup was initiated and donated by 1992 COM president Frank Perron for the purpose of recognizing the COM driver who best exhibited an impressive and consistent performance.

1992	Peter Polli	1998	Fred Sanford
1993	Chong Soo	1999	Paul Shearer
1994	Jonathan Barrow		
1995	Jeff McCarthy		
1996	Glenn Seward		
1997	Dave Galpin		

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

1998	Bruce Allen
1999	Stuart Greene

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

XIV. CURRENT TRACK RECORDS

Due to track changes at several of the tracks that COM runs, record-keeping was restarted for many tracks in 1999 and 2000.

NEW HAMPSHIRE INTERNATIONAL SPEEDWAY- NORTH OVAL/ SOUTH CHICANE (starting 10/99)

CLASS	NAME	TIME	DATE	CAR
F/P	Bruce Allen	1:15.118	Sep-00	Crossle Club Ford
P/A				
P/B				
P/C	Eric Folia	1:19.680	Sep-00	Mazda RX-3
SPA				
SPB				
SPC				
STGT	Dave Woodle	1:19.904	Sep-00	Chevrolet C4 Corvette
ST1	James Laughlin	1:22.382	Sep-00	Porsche 911
ST2	Ed Sawyer	1:24.541	Sep-00	Honda Prelude SI
ST3				
ST4				
SSU				
SSGT				
SSA	Dan Malek	1:27.147	Sep-00	Mustang SVO
SSB	Stephen dePenasse	1:33.139	Sep-00	Alfa Romeo GTV 2000
SSC	Mark Swineheart	1:39.392	Sep-00	Nissan Sentra

NEW HAMPSHIRE INTERNATIONAL SPEEDWAY- NORTH CHICANE/ SOUTH OVAL (starting 10/99)

CLASS	NAME	TIME	DATE	CAR
F/P	Ed Givler	1:08.500	Oct-99	Edge-Too F Super V
P/A	Bill Theodosopoulos	1:11.354	Oct-00	Chevy Camaro
P/B	Nelson Davis	1:18.300	Oct-99	Datsun 280Z
P/C	Rod Folia	1:13.200	Oct-99	Mazda RX3
SPA	Leos Kubec	1:11.766	Oct-00	Porsche Turbo
SPB	Dennis Cleary	1:14.400	Oct-99	Mitsu Eclipse Turbo
SPC	John Bellarose	1:19.500	Oct-99	BMW 318ti
STGT	Dave Woodle	1:14.989	Oct-00	Chevy Corvette
ST1	Matt Levine	1:15.892	Oct-00	BMW M3
ST2	Fred Ferguson	1:16.200	Oct-99	BMW M3 4-cyl
ST3	Stephen Tier	1:20.500	Oct-99	Nissan Sentra SE-R
ST4	Andy Duval	1:22.800	Oct-99	VW Rabbit GTI
SSU	Dave Woodle	1:15.811	Apr-00	Chevy Corvette
SSGT	Robert Goldfarb	1:21.000	Oct-99	Porsche 968
SSA	Dan Malek	1:20.700	Oct-99	Ford Mustang SVO
SSB	Tom Ryan	1:25.400	Oct-99	Toyota MR2
SSC	Charles Kremer	1:28.092	Apr-00	Mazda Miata

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

NEW HAMPSHIRE INTERNATIONAL SPEEDWAY- NORTH CHICANE/ SOUTH CHICANE (starting 10/99)
(note that conditions 8/00 varied from wet to inundated)

CLASS	NAME	TIME	DATE	CAR
F/P	Bruce Allen	1:51.590	Aug-00	Crossle Club Ford
P/A				
P/B	Bill Miskoe	1:52.085	Aug-00	Datson 280Z
P/C	Eric Folia	1:29.876	Aug-00	Mazda RX3
SPA	Eric Woodman	1:32.520	Aug-00	Ford Mustang
SPB	Dan Baldwon	1:39.202	Aug-00	Datsun 240Z
SPC	Rob Goldfarb	1:39.755	Aug-00	Mazda Miata
STGT	Dave Woodle	1:54.111	Aug-00	Chevrolet Corvette
ST1	Al Legerlotz	1:33.469	Aug-00	BMW 328is
ST2	Fred Sanford	1:33.131	Aug-00	Acura Integra R
ST3	Chris Tier	1:36.793	Aug-00	Volvo 242
ST4				
SSU	Dean Clark	1:31.584	Aug-00	Chevy Corvette LT-1
SSGT	Tom Krueger	1:43.893	Aug-00	BMW M3 6-cyl
SSA	Jack Rich	1:37.326	Aug-00	Audi TT
SSB	Stephen dePenasse	1:38.981	Aug-00	Alfa GTV 2000
SSC	Charles Kremer	1:47.060	Aug-00	Mazda Miata

MOSPORT PARK From 2000 (new configuration starting in 2000)

CLASS	NAME	TIME	DATE	CAR
F/P	Bruce Allen	1:40.920	Oct-00	Crossle Club Ford
P/A	Fred Myers	1:35.861	Oct-00	Chevrolet Corvette
P/C	Matt Miskoe	1:50.382	Oct-00	Nissan 300ZX
P/C	Mark Wheatley	1:46.583	Oct-00	Triumph TR-4
SPA	Jack Rosen	1:49.614	Oct-00	Factory Five Cobra
SPB	Doug Campbell	1:41.954	Oct-00	Mitsubishi Eclipse GSX
SPC	Tim Estes	1:45.690	Oct-00	VW Rabbit GTI
STGT	N/A			
ST1	Matt Levine	1:43.355	Oct-00	BMW M3 6-cyl
ST2	N/A			
ST3	Christopher Tier	1:54.937	Oct-00	Volvo 240
ST4	N/A			
SSU	William Whitney	1:51.403	Oct-00	Chevrolet Corvette
SSGT	N/A			
SSA	Dan Malek	1:49.938	Oct-00	Mustang SVO
SSB	N/A			
SSC	N/A			

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

SUMMIT POINT (starting at inaugural event, May 2000)

CLASS	NAME	TIME	DATE	CAR
F/P	Bruce Allen	1:25.263	May-00	Crossle Club Ford
P/A				
P/B	Bill Miskoe	1:34.650	May-00	Datsun 280Z
P/C				
SPA	Leos Kubec	1:24.690	May-00	Porsche 911SC
SPB	Doug Campbell	1:27.101	May-00	Mitsubishi Eclipse Turbo
SPC	Rob Goldfarb	1:33.653	May-00	Mazda Miata
STGT	Dave Woodle	1:28.162	May-00	Chevrolet Corvette
ST1	John Brennen	1:28.209	May-00	Toyota MR2 Turbo
ST2	Fred Sanford	1:35.637	May-00	Acura Integra R
ST3	Victor Gangi	1:36.534	May-00	Acura Integra
ST4				
SSU	Jeff Glassman	1:29.426	May-00	Chevy Corvette
SSGT				
SSA	Dan Malek	1:33.015	May-00	Ford Mustang SVO
SSB	Tom Ryan	1:42.952	May-00	Toyota MR2
SSC				

WATKINS GLEN - LONG COURSE

CLASS	NAME	TIME	DATE	CAR
F/P	Bruce Allen	2:16.307	Jul-00	Crossle Club Ford
P/A	David Foote	2:05.623	Aug-99	Ford Taurus
P/B	Nelson Davis	2:25.278	Aug-99	Datsun 280Z
P/C	Mark Wheatley	2:32.932	Aug-99	Triumph TR-4
SPA	Jack Lambert	2:18.971	Aug-99	Mazda RX-7 gen III
SPB	Brian Cleary	2:18.964	Aug-99	Mitsubishi Eclipse GSX gen I
SPC	Rob Goldfarb	2:24.374	Jul-00	Mazda Miata
STGT	George MacGown	2:44.175	Aug-99	BMW Z3
ST1	John Brennan	2:20.741	Aug-99	Toyota MR2
ST2	Eric Lavery	2:22.903	Aug-99	Acura Integra R
ST3	Stephen Tier	2:30.201	Aug-99	Nissan Sentra SE-R
ST4	Christopher Goddard	2:33.993	Aug-99	VW Rabbit GTI
SSU	David Woodle	2:24.700	Aug-99	Chevrolet Corvette
SSGT	David Cook	2:26.643	Aug-99	Ford Mustang
SSA	Richard Noonan	2:27.930	Aug-99	Eagle Talon TSi gen I
SSB	Fred Sanford	2:36.848	Aug-99	Mazda Miata
SSC	N/A			

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

LIME ROCK PARK

CLASS	NAME	TIME	DATE	CAR
F/P	Bruce Allen	63.277	Nov-00	Crossle Club Ford
P/A	Frank Nolfi	62.137	Mar-96	Rotus 7
P/B	Bill Miskoe	71.67	Mar-96	Datsun 240Z
P/C	Rod Folia	66.946	Mar-96	Mazda RX3
SPA	Leos Kubec	62.604	Nov-00	Porsche 911 Turbo
SPB	Doug Campbell	63.451	Nov-00	Mitsubishi Eclipse GSX gen I
SPC	Rod Folia	67.775	Mar-95	Mazda RX3
STGT	Mick Lafata	63.203	Mar-96	Porsche 993
ST1	David Cook	64.685	Mar-96	Ford Mustang 5.0L
ST2	Martin Greene	69.940	Mar-96	Mazda RX7 gen II
ST3	Fran Dance	67.718	Mar-95	VW Rabbit
ST4	Andrew Appleton	74.735	Mar-96	VW Rabbit
SSU	Dean Clark	65.829	Mar-96	Corvette LT1
SSGT	David Foote	65.024	Mar-96	BMW M3 6-cyl
SSA	Jack Palczynski	67.042	Mar-96	BMW M3 4-cyl
SSB	Stephen Tier	70.041	Mar-95	Nissan Sentra SER
SSC	Larry Simmers	69.735	Mar-96	Toyota MR2

MT TREMBLANT - LONG COURSE

CLASS	NAME	TIME	DATE	CAR
F/P	N/A			
P/A	David Galpin	1:49.991	Aug-97	Modified
P/B	Mark Saviet	1:58.060	Aug-98	Datsun 260Z
P/C	Ralph Warren	2:01.348	Aug-97	BMW M3 4-cyl
SPA	Joe Traut	1:59.460	Aug-98	Unique Cobra
SPB	Brian Cleary	1:57.564	Aug-99	Mitsubishi Eclipse GSX gen I
SPC	Ralph Warren	2:02.462	May-98	BMW M3 4-cyl
STGT	John Campbell	2:04.149	May-98	Nissan 300ZX TT
ST1	John Brennan	2:02.356	May-98	Toyota MR-2 Turbo
ST2	Eric Lavery	2:02.906	Aug-99	Acura Integra R
ST3	Stephen Tier	2:08.924	May-98	Nissan Sentra SER
ST4	Christopher Goddard	2:12.140	Jun-99	VW Rabbit
SSU	David Foote	1:59.592	May-98	Toyota Supra TT
SSGT	David Foote	2:04.178	Aug-97	BMW M3 6-cyl
SSA	Kevin Holmes	2:05.934	Aug-97	BMW M3 4-cyl
SSB	Fred Sanford	2:12.650	Aug-98	Mazda Miata
SSC	Charles Kremer	2:18.150	Aug-98	Mazda Miata

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

MT TREMBLANT - SHORT COURSE

CLASS	NAME	TIME	DATE	CAR
F/P	Frank Nolfi	1:14.560	May-96	Formula Mazda
P/A	Frank Nolfi	1:16.571	May-95	Rotus 7
P/B	Bill Miskoe	1:28.820	May-96	Datsun 240Z
P/C	Pat Berardino	1:28.740	May-95	Dodge Charger
SPA	Frank Perron	1:23.260	May-96	Plymouth Cuda
SPB	Bruce Allen	1:21.798	May-95	Mazda RX-7 gen II
SPC	Scott Carlson	1:24.950	May-96	Volvo 140
STGT	N/A			
ST1	Nelson Shepard	1:31.271	May-95	Ford Mustang
ST2	Ralph Humburg	1:26.070	May-96	Alfa Romeo Milano
ST3	Madison Bolden	1:26.741	May-95	Mazda RX-7 gen I
ST4	David Richmond	1:32.330	May-96	Honda Civic
SSU	Dean Clark	1:22.645	May-95	Corvette LT1
SSGT	David Foote	1:26.400	May-96	BMW M3 6-cyl
SSA	Jeff McCarthy	1:25.728	May-95	Ford Probe GT
SSB	Richard Noonan	1:27.431	May-95	Toyota MR2
SSC	John Parent	1:28.498	May-95	Honda Civic

BRIDGEHAMPTON

CLASS	NAME	TIME	DATE	CAR
F/P	Doug Valley	1:51.754	Jul-95	Reynard Formula Ford
P/A	Glenn Seward	1:51.500	Jul-97	Corvette
P/B	Davie Knorte	1:59.700	Jul-96	????
P/C	Eric Folia	1:58.240	Jul-97	Mazda RX-3
SPA	Mick Lafata	1:53.470	Jul-97	Porsche 993
SPB	Brian Cleary	1:54.220	Jul-96	Mitsubishi Eclipse GSX gen I
SPC	Joe Traut	2:02.540	Jul-96	VW Rabbit GTI
STGT	Mike Savosky	1:55.856	Jul-95	Nissan 300ZX TT
ST1	David Cook	1:56.130	Jul-96	Ford Mustang 5.0L
ST2	Martin Greene	2:00.400	Jul-97	Mazda RX-7 gen II
ST3	Paul Roane Jr.	2:04.170	Jul-96	????
ST4	Andrew Appleton	2:10.630	Jul-97	VW Rabbit
SSU	James Golden	1:57.393	Jul-95	Corvette
SSGT	David Foote	1:56.700	Jul-97	BMW M3 6-cyl
SSA	Paul Zaros	2:02.266	Jul-95	Dodge Omni GLHT
SSB	Rick Noonan	2:06.030	Jul-97	Toyota MR2
SSC	John Parent	2:05.843	Jul-95	Honda Civic

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

POCONO

CLASS	NAME		TIME	DATE	CAR
F/P	Doug Valley	1:02.27	Sep-95	Reynard Formula Ford	
P/A	Tom Safar II	0:56.92	Sep-95	Corvette	
P/B	N/A				
P/C	Dennis Leary	1:05.04	Sep-95	Rotary Midget	
SPA	Frank Perron	1:02.76	Sep-95	Plymouth Cuda	
SPB	Bruce Allen	1:06.16	Sep-95	Mazda RX-7 gen II	
SPC	Fran Dance	1:10.08	Sep-95	VW Rabbit	
STGT	Peter Herzog	1:05.95	Sep-95	Mazda RX-7 gen III	
ST1	N/A				
ST2	N/A				
ST3	Al Menderino	1:10.64	Sep-95	Toyota Corolla	
ST4	N/A				
SSU	N/A				
SSGT	Sam McCleary	1:04.79	Sep-95	BMW M3 6-cyl	
SSA	Frank Cullen	1:12.24	Sep-95	VW Corrado G60	
SSB	Eric Lavery	1:11.01	Sep-95	Peugeot 405 Mi16	
SSC	Brad Addison	1:18.06	Sep-95	VW Rabbit GTI	

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

XV. PREVIOUS TRACK RECORDS

The following track records were “retired” due to track changes or time trial format changes.

NEW HAMPSHIRE INTERNATIONAL SPEEDWAY- NORTH CHICANE/ SOUTH CHICANE (1995-1999)

CLASS	NAME	TIME	DATE	CAR
F/P	Chris Demers	1:17.399	Oct-97	Reynard Formula Ford
P/A	Dave Galpin	1:13.980	Oct-97	Modified
P/B	John Marsha	1:27.480	Apr-95	????
P/C	Gregory Loupis	1:22.608	Oct-97	BMW 320i
SPA	Paul Formanek	1:20.647	Apr-98	427 Cobra
SPB	Brian Cleary	1:21.633	Apr-98	Mitsubishi Eclipse GSX gen I
SPC	Mark Filip	1:25.951	Apr-99	VW Scirocco
STGT	Mick Lafata	1:22.590	Apr-96	Porsche 993
ST1	Jack Lambert	1:24.040	Apr-96	Mazda RX7 gen III
ST2	Kevin Holmes	1:25.137	Apr-98	BMW M3 4-cyl
ST3	Stephen Tier	1:28.065	Apr-98	Nissan Sentra SER
ST4	Angie Duval	1:31.198	Apr-99	VW Rabbit
SSU	Art Pistey	1:22.800	Apr-96	Nissan 300ZX TT
SSGT	David Foote	1:25.120	Apr-96	BMW M3 6-cyl
SSA	Kevin Holmes	1:27.522	Oct-97	BMW M3 4-cyl
SSB	Stephen Tier	1:30.110	Sep-96	Nissan Sentra SER
SSC	John Parent	1:31.777	Apr-95	Honda Civic

NEW HAMPSHIRE INTERNATIONAL SPEEDWAY- NORTH CHICANE/ SOUTH OVAL (1995-1999)

CLASS	NAME	TIME	DATE	CAR
F/P	Jim Bryant	1:08.520	Jun-96	85 March
P/A	Jim Yeames	1:10.570	Jun-96	Camaro
P/B	Mark Saviet	1:14.490	May-98	Datsun 260Z
P/C	Gregory Loupis	1:17.120	May-98	BMW 320i
SPA	Taku Innoue	1:11.330	Jun-96	RUF Porsche BTR
SPB	Bruce Allen	1:16.075	Jun-97	Mazda RX-7 gen II
SPC	Ralph Warren	1:18.480	May-98	BMW M3 4-cyl
STGT	Mick Lafata	1:16.636	Jun-95	Porsche 993
ST1	Ron Savenor	1:17.012	Oct-95	Porsche 911
ST2	Fred Ferguson	1:19.280	May-99	BMW M3 4-cyl
ST3	Madison Bolden	1:21.549	Oct-95	Mazda RX-7 gen I
ST4	Andy Duval	1:23.160	May-99	VW Rabbit GTI
SSU	Art Pistey	1:17.450	Jun-96	Nissan 300 ZX TT
SSGT	Sam McCleary	1:17.740	Jun-96	BMW M3 6-cyl
SSA	Jack Palczynski	1:21.130	Jun-96	BMW M3 4-cyl
SSB	Stephen Tier	1:23.781	Jun-95	Nissan Sentra SER
SSC	John Parent	1:24.864	Jun-95	Honda Civic

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

NEW HAMPSHIRE INTERNATIONAL SPEEDWAY- NORTH OVAL/ SOUTH CHICANE (1995-1999)

CLASS	NAME	TIME	DATE	CAR
F/P	Dennis Sawyer	1:12.178	May-99	Ralt RT-1
P/A	Glenn Seward	1:16.740	Oct-98	Corvette
P/B	Mark Saviet	1:18.390	Oct-98	Datsun 260Z
P/C	Ralph Warren	1:23.654	Aug-97	BMW M3 4-cyl
SPA	Bruce Allen	1:18.212	May-99	Lotary 7
SPB	Dennis Cleary	1:20.910	Oct-98	Mitsubishi Eclipse GSX gen1
SPC	Mark Filip	1:23.123	May-99	VW Scirocco
STGT	Leos Kubec	1:20.770	Oct-98	Porsche 911 Turbo
ST1	James Laughlin	1:23.690	Oct-98	Porsche 911
ST2	Eric Lavery	1:24.638	May-99	Acura Integra R
ST3	Stephen Tier	1:27.915	May-99	Nissan Sentra SE-R
ST4	Angie Duval	1:30.810	Oct-98	VW Rabbit
SSU	David Foote	1:23.010	Oct-98	Toyota Supra TT
SSGT	Bruce Corwin	1:25.280	Oct-98	Porsche 968
SSA	Christopher Tier	1:29.590	Oct-98	Volvo 240 Turbo
SSB	Fred Sanford	1:30.041	May-99	Mazda Miata
SSC	Seth Allen	1:35.879	May-99	VW GTI

MOSPORT PARK Through 1999 (new configuration starting in 2000)

CLASS	NAME	TIME	DATE	CAR
F/P	N/A			
P/A	Dave Galpin	1:34.969	Apr-99	Chevy Cavalier
P/B	Mark Saviet	1:39.930	Jul-98	Datsun 260Z
P/C	Mark Wheatley	2:05.851	Apr-99	Triumph TR-4
SPA	Bruce Allen	1:44.339	Apr-99	Mazda RX-7 gen II
SPB	Brian Cleary	1:39.296	Apr-99	Mitsubishi Eclipse GSX gen I
SPC	Sean Hines	1:57.840	Apr-99	VW Golf GTI
STGT	N/A			
ST1	Jeff McCarthy	1:44.071	Apr-99	BMW M3 6-cyl
ST2	Michael Boekdrucke	1:43.430	Apr-99	BMW M3 4-cyl
ST3	Stephen Tier	1:46.980	Apr-99	Nissan Sentra SE-R
ST4	Kevin Rosenberg	1:53.000	Jul-98	BMW 1600
SSU	David Foote	1:38.620	Jul-98	Toyota Supra TT
SSGT	Robert Goldfarb	1:48.770	Apr-99	Porsche 968
SSA	Paul Stebbins	1:50.040	Jul-98	Taurus SHO
SSB	Fred Sanford	1:54.463	Apr-99	Mazda Miata
SSC	Seth Allen	2:06.391	Apr-99	VW GTI

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

NHIS NORTH CHICANE - SOUTH OVAL 3 LAP TRACK RECORDS

CLASS	NAME	TIME	DATE	CAR
SSU	Sam McCleary	3:48.95	Jun-93	Corvette ZR1
SSGT	Martin Greene	4:08.07	Oct-93	Mazda RX7
SSA	Jeff McCarthy	4:07.65	Oct-94	Ford Probe GT
SSB	Stephen Tier	4:12.27	Oct-94	Nissan Sentra
SSC	Jonathan Brand	4:25.20	Oct-94	VW GTI
STGT	Taku Innoue	3:40.57	Oct-93	Ruf Porsche 930 Turbo
ST1	Peter Polli	3:47.99	Oct-93	Corvette
ST2	Art Pistey	3:51.39	Oct-94	Nissan 300ZX
ST3	Scott Carlson	4:00.53	Oct-94	Volvo 142
ST4	Dave Richmond	4:15.61	Jun-94	Honda Civic
P/H	Art Pistey	3:11.67	Jun-94	Nissan 300ZX
P/A	Matt BenDaniel	3:36.66	Oct-94	Citation CF
P/B	Frank Nolfi	3:39.43	Jun-93	Rotus 7 2.3L
P/C	Dick Harding	3:48.88	Jun-93	Mazda RX3

NHIS NORTH CHICANE - SOUTH CHICANE 3 LAP TRACK RECORDS

CLASS	NAME	TIME	DATE	CAR
SSU	Sam McCleary	4:12.56	Oct-92	Corvette ZR1
SSGT	Stephen Smith	4:31.70	Oct-94	BMW M3
SSA	Stuart Greene	4:26.93	Oct-94	Mitsubishi Eclipse
SSB	Eric Lavery	4:33.04	Oct-94	Peugeot 405
SSC	Mark Hutchinson	4:46.45	Oct-94	VW GTI
STGT	Taku Innoue	3:58.47	Oct-92	Ruf Porsche 930 Turbo
ST1	Doug Valley	4:11.03	Oct-94	Ford Mustang
ST2	Art Pistey	4:12.97	Oct-94	Nissan 300ZX
ST3	Andy Kierstead	4:29.70	Oct-94	Mazda RX7
ST4	Dave Richmond	4:36.67	Oct-94	Honda Civic
P/H	Jim Bryant	3:48.61	Oct-92	March 85C
P/A	Matt BenDaniel	3:54.49	Oct-94	Citation CF
P/B	Mark Amabile	4:07.77	Oct-92	Datsun 240Z
P/C	Elizabeth Ames	4:24.01	Oct-92	Porsche 924

2001 RULES, REGULATIONS, AND CAR CLASSIFICATIONS

BRIDGEHAMPTON 1 LAP TRACK RECORDS

CLASS	NAME	TIME	DATE	CAR
SSU	Sam McCleary	1:53.24	Jul-93	Corvette ZR1
SSGT	James Freeman	1:55.96	Jul-94	Aston Martin
SSA	Paul Zaros	2:04.63	Jul-93	Dodge Omni GLH
SSB	Stephen Tier	2:04.50	Jul-94	Nissan Sentra
SSC	Jonathan Branch	2:14.52	Jul-94	VW GTI
STGT	Taku Innoue	1:45.22	Jul-93	Ruf Porsche 930 Turbo
ST1	Frank Perron	1:49.91	Jul-93	Plymouth Cuda
ST2	Chong Liang Soo	1:58.31	Jul-93	Mazda RX7
ST3	Rod Folia	1:59.23	Jul-94	Mazda RX3
ST4	Greg Allen	2:12.03	Jul-93	Toyota Corolla
P/H	N/A			
P/A	Jonathan Barrow	1:50.87	Jul-94	Formula Ford
P/B	Frank Nolfi	1:50.85	Jul-93	Rotus 7 2.3L
P/C	John Forte	1:58.06	Jul-93	BMW 2002