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NASA Performance Touring (NASA PT)

Official 2009 National Rules

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Version 4.1 December 8, 2008

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1 Definitions and Claims

NASA Performance Touring (NASA PT) is an automobile competition series focused on road course competition, and shall function as an advertising and marketing tool for the series sponsors, the independent sponsors of each team, as well as the official sanctioning body of the series. The trade name, “NASA Performance Touring (NASA PT)”, and these rules are the property of the National Auto Sport Association, Incorporated[®]; located at P.O. Box 21555, Richmond, CA 94820; 510-232-NASA (6272).

2 Sanctioning Body

The NASA PT series is sanctioned by the National Auto Sport Association (NASA). All events are governed by these rules, applicable addendums, prima facie rules, as well as those found in the latest version of the *NASA Club Codes and Regulations*[©] (CCR).

3 Intent

The intent of these rules is to provide mandates to ensure that all vehicles are modified within clearly established limits, so as to ensure an even platform, in which a contest of driving skill may provide the most talented drivers with great rewards. These rules provide the NASA series administration a guideline to use when making decisions regarding NASA PT. The intent of the rules and safety considerations will be the overriding factors in making such decisions, as opposed to a constrained interpretation of the rules based on phraseology or verbiage. The rules shall be applied in a logical manner that seeks to provide competitors a safe and fair venue for competition.

If a modification is not specifically allowed by the rules, it is prohibited. A permitted item cannot be modified to perform either a prohibited function, or the function of an item that would otherwise be assessed points under the modification rules. Vehicle legality is the sole responsibility of the driver.

4 Purpose

NASA PT provides a venue for spirited on-track competition with a high degree of both safety and convenience. NASA PT, along with its sister series, NASA ST and SU provide a home for nearly every type of racecar to compete in a fair and logical competition environment.

5 The Classes

5.1 General Car Classification

5.1.1 Base Classes and Modification Points

NASA PT consists of 6 competition classes, PTA, PTB, PTC, PTD, PTE, and PTF. In addition, there are two classes (G & H) that are listed for purposes of base classing only. There will be no competition in either of these classes in 2009. Stock (OEM) vehicles are defined for classification purposes in Section 5.2 as those equipped at their original year, make, model and equipment level specifications, without factory options. Unless otherwise specified in the base class listing, a vehicle's base trim package/model (U.S. Domestic Market), without factory upgrades or options, will be used for purposes of base classing and modification points assessment. The vehicles that are specifically listed and classed below that were never available for retail sale in the U.S.A. will use the base trim package of the vehicle in its primary domestic market. All other non-USDM models need to be assessed by the National PT Director for base classification. Stock (OEM) cars in Classes A to H, and "STSU" (Super Touring, Super Unlimited) are listed as follows below under their base classification in Section 5.2 (*** denotes a seven (7) point initial assessment, and ** denotes a fourteen (14) point initial assessment that gets added to the total number of modification points for the purpose of upclassing**).

Cars may be upclassed as defined below in Section 5.3 based on vehicle modifications. **All factory options and other modifications by the factory that are not included in the basic trim package of a model** (or in the non-basic trim package specifically listed below in 5.2 to assign a PT base class), **must be assessed modification points as in Section 5.3**. OEM special edition cars that are not listed under the base classifications need to be verified with National PT Director to determine the correct base class, or whether they will simply be assessed modification points for all factory upgrades compared to their standard counterparts. New cars will be classified as they enter competition on a provisional basis. The National PT Director will determine the classifications, and they will be posted on the Performance Touring website <http://performancetouring.com> in the Rules section. Any changes to base classifications, rules revisions or additions, approved motor swaps, and Technical Bulletins will also be released on the Performance Touring website <http://performancetouring.com> in the Rules section, and will supercede these rules. Links to these sections will also be provided in the Performance Touring forum at www.nasaforums.com.

Once a vehicle exceeds the limits of the PTA class (by initial base class, upclassing due to modification points, or "Adjusted" weight/horsepower ratio), it will be classed in either Super Touring 2 (ST2), Super Touring 1 (ST1), or Super Unlimited (SU) based on the criteria set forth in the NASA Super Touring and Super Unlimited Rules. The ST/SU rules define the term "Adjusted" Power/Weight Ratio, and the method of calculation (see Appendix A). **The minimum "adjusted" weight/power ratio for any car in PTA to PTF is 8.70:1, regardless of how many points it has, or which base class it begins in.**

Some NASA race classes and NASA guest classes for purpose-built racecars have been assigned a PT competition classification in 5.2.1. Provided that a vehicle complies with all of the rules for its race class, it is exempt from upclassing in Section 5.3. If the vehicle does not comply with all of the rules of its race class (including tires), then it will need to be re-classified by the National PT Director. Purpose built racecars and kit cars that do not have a base classification may run in the Super Unlimited class. However, some could possibly be classed into lower level classes on an individual basis as they present for competition. Competitors seeking base classification of their vehicle should contact the National PT Director by e-mail (greg@nasa-tt.com). New cars will be classified as they enter competition on a provisional basis.

All cars with engine swaps, aftermarket forced induction, an upgraded or modified turbocharger/supercharger, increased number of camshafts, non-OEM heads, **or a ported rotary engine**, need to be evaluated by the NASA National PT Director to determine the correct base class.

5.1.2 Minimum Adjusted Weight/Power Ratios for each Class

Each class has been assigned a minimum “Adjusted” weight/power ratio. Regardless of how many points a car has, or which base class it begins in, it may not exceed the minimum “Adjusted” weight/power ratio for its competition class. Any vehicle found competing with an “Adjusted” weight/power ratio less than the minimum level assigned below will be disqualified, and additional penalties (Section 6.4) may be assessed.

PTA	8.70:1
PTB	10.25:1
PTC	12.00:1
PTD	14.25:1
PTE	16.50:1
PTF	19.50:1

The “Adjusted” weight/power ratio is calculated using the actual chassis dynamometer maximum horsepower of the vehicle, the minimum competition weight (with driver), and other factors such as body type, transmission type, and tire type and size. The method used to calculate the “Adjusted” weight/power ratio is fully described in Appendix A (as well as in the Super Touring Rules). These minimum “Adjusted” weight/power ratios are not a substitute for base classing followed by calculation of modification points to determine the final competition class. They are an additional limitation placed on vehicles to help achieve a level platform for competition in each class.

Dynamometer testing procedures are outlined in 5.3.2. However, it is noteworthy that dynamometer tests must be conducted on a Dynojet Model 248 or 224 for front and rear wheel drive vehicles, and on a Dynojet, Mustang, Dyno Dynamics, or Dynapack for AWD cars, in a commercial facility that offers dynamometer testing as part of their business and is open to the public. **It is not a requirement for all drivers to submit Dyno testing results, or for that matter, to have their vehicles Dyno tested before competition.** However, each driver/owner is responsible for ensuring that the vehicle is compliant with the above “Adjusted” weight/power restrictions. If the driver/owner is unsure of the chassis dynamometer maximum horsepower of the vehicle, or if the car is close to the limit for its class, NASA recommends that the driver/owner do appropriate testing of the vehicle before competition.

5.2 Base Classifications

5.2.1 Approved NASA Racecar and Guest Racecar Competition PT Classes

These NASA racecar and guest racecar classifications are valid provided that the car meets all of the requirements and restrictions of its own class rules, including tire size and brand if applicable. **As well, specific restrictions and specifications that must be adhered to are listed for some of the below models in Appendix C (see Appendix C for details).**

<u>Race Class</u>	<u>PT Class</u>
Allison Legacy	PTC (see Appendix C)
Baby Grand	PTA
Factory Five Challenge	PTA
Legends (all)	PTC
Panoz '97-'99 GTRA	PTB (see Appendix C)
Pro Challenge Road Race	PTA (see Appendix C)
RSR	PTB
Spec Racer Ford	PTB
Thunder Roadster	PTA (see Appendix C)

5.2.2 Base Classification Table and Listed Base Weights

Any tube-frame, never street legal, monocoque purpose-built racecar, vehicle not approved by the DOT, TUV or Japanese government for street use, or production vehicle that does not retain the original front clip, floorpan, and sub-frame, or is converted (partially or wholly) to a tube-frame design, that is not otherwise classed below or in Appendix C, will default to the Super Unlimited class until evaluated by the National PT Director for possible homologation into another class. **Individual cars may be approved for classing or re-classing by the National PT Director using the vehicle's actual dynamometer measured maximum chassis horsepower and torque, and the minimum competition weight of the vehicle (with driver).**

Make	Model	Class	Weight	Make	Model	Class	Weight
Acura	CL 2.2L	3064	PTG	Austin	Mini Cooper 1071S	1512	PTF
Acura	CL V6	3470	PTF*	Austin	Mini Cooper 1275S	1433	PTF**
Acura	CL-S	3510	PTE	BMW	135i Coupe ('08)	3370	PTC*
Acura	CL-S (6 spd)	3446	PTE	BMW	2002 ('68-'74)	2282	PTG**
Acura	Integra 1.6L ('86-'89)	2300	PTF	BMW	2002 ('75-'76) (2403 lb)	2403	PTG*
Acura	Integra 1.8L (non-VTEC)	2529	PTF*	BMW	2002tii	2225	PTE
Acura	Integra GS-R	2667	PTE	BMW	318 1.8L (E30)(pre-'92)	2657	PTF*
Acura	Integra Type-R	2600	PTD	BMW	318 (E36)('92-'98)(1.8L & 1.9L)	2933	PTG**
Acura	NSX 3.0L ('91-'96)	3047	PTC**	BMW	318 ti ('95-'99)	2778	PTF*
Acura	NSX	3153	PTC**	BMW	323 ('98-'00)(2.5L)	3153	PTF*
Acura	RL ('05-'07)	3984	PTE	BMW	325e (121 hp)	2780	PTG**
Acura	RL (pre'05)	3920	PTG**	BMW	325 (E30)('87-'91)(168hp)	2855	PTF**
Acura	RSX	2734	PTF**	BMW	325ic ('92)(168 hp)	2990	PTF*
Acura	RSX-S	2770	PTD	BMW	325 ('92-'95)(189 hp)	3087	PTF**
Acura	TL ('04-'05)	3465	PTE*	BMW	325 ('01-'06)(2.5L184 hp)	3197	PTF**
Acura	TL 3.2L ('06-'07)	3580	PTE	BMW	325i ('06)(3.0L 215hp)	3285	PTE
Acura	TL 3.5L ('07)	3559	PTE**	BMW	328 2.8L ('96-'00)	3197	PTF**
Acura	TL (pre '04)	3487	PTF*	BMW	328 ('07-'08) (3.0L 230 hp)	3351	PTE
Acura	TL-S	3558	PTE	BMW	330 ('01-'06)(225hp)	3285	PTE
Acura	TSX ('04-'07)	3257	PTF**	BMW	330 ('06)(255hp)	3417	PTE**
Alfa Romeo	1600 Spider	2250	PTF	BMW	335 3.0L ('07-'08)	3571	PTD**
Alfa Romeo	2000 Spider	2288	PTE	BMW	5 series (<226hp)(RWD)(inc '07)	3494	PTF**
Alfa Romeo	2600 Spider	2683	PTF**	BMW	5 series (RWD)('08)	3500	PTE
Alfa Romeo	Milano 2.5L ('87-'89)	2907	PTF*	BMW	540	3803	PTE**
Alfa Romeo	Milano 3.0L ('87-'89)	2907	PTE	BMW	M Coupe/Roadster (240hp)	3131	PTD
Audi	A3 2.0T (200 hp)('06-'07)	3263	PTF**	BMW	M Coupe (315 hp)	3141	PTC**
Audi	A3 3.2 AWD (250 hp)('06-'07)	3660	PTE*	BMW	M Roadster (315 hp)	3141	PTC**
Audi	A4 1.8T (150 hp)('97-'00)	2992	PTF	BMW	M3 (E30)(pre-'89)	2733	PTE**
Audi	A4 1.8T (150 hp)(AWD)('97-'99)	3241	PTF	BMW	M3 (E30)('89-'91)	2865	PTE*
Audi	A4 1.8T (170 hp)	3252	PTF	BMW	M3 (E36)('95-'99)	3175	PTD*
Audi	A4 2.0T (197 hp)('05-'07)	3428	PTF*	BMW	M3 (E46)('01-'06)	3415	PTC**
Audi	A4 2.0T AWD (200 hp)('05-'07)	3549	PTF**	BMW	M5 E28,E34('85-'93)	3788	PTD*
Audi	A4 2.8L (190 hp)	3263	PTF**	BMW	M5 E39 ('00-'03)	3792	PTC**
Audi	A4 3.0L (220 hp)	3462	PTF**	BMW	M5 E60 ('06-'08)	4012	PTA
Audi	A4 3.2L (255 hp)(AWD)('07)	3671	PTE**	BMW	M6	3570	PTE*
Audi	A6 2.7T (AWD)	3958	PTE	BMW	M6 ('06-'08)	3909	PTA
Audi	A6 4.2L ('00-'04)(AWD)	4024	PTE*	BMW	MINI Cooper ('01-'04)	2315	PTF
Audi	A6 4.2L ('05-'06)(AWD)	4145	PTE**	BMW	MINI Cooper ('05-'08)	2546	PTG**
Audi	A6 4.2L ('07)(AWD)	4222	PTD	BMW	MINI Cooper S ('02-'04)	2513	PTE**
Audi	A8 4.2L (AWD)('97-'03)	4068	PTE**	BMW	MINI Cooper S ('05-'08)	2678	PTE**
Audi	A8 4.2L (AWD)('03-'06)	4288	PTE**	BMW	MINI Cooper Works ('06-'07)	2720	PTD*
Audi	A8 4.2L (AWD)('07)	4288	PTD	BMW	Z3 4-cyl	2701	PTF*
Audi	A8 6.0L (AWD)('05-'07)	4729	PTC	BMW	Z3 6-cyl (2.5L)	2932	PTE
Audi	Coupe (110 hp)	2507	PTG**	BMW	Z3 6-cyl (2.8L)	2943	PTE*
Audi	Coupe (164 hp)	3174	PTG**	BMW	Z3 6-cyl (3.0L)	2943	PTD
Audi	RS 4 (4.2L) (AWD)('07)	3957	PTB*	BMW	Z4 2.5L	2932	PTE
Audi	S4 ('03-'07)(AWD)	3869	PTC	BMW	Z4 3.0L ('03-'05)	3000	PTD
Audi	S4 (pre '03)(AWD)	3593	PTD	BMW	Z4 3.0L (215 hp)('06-'08)	3020	PTE*
Audi	S8 ('01-'03)(AWD)	4068	PTD**	BMW	Z4 3.0L (255 hp)('06-'08)	3108	PTD*
Audi	TT (180 hp)('00-'06)	2822	PTE	BMW	Z4 M ('06-'08)	3197	PTB
Audi	TT (225 hp)('02-'06)(AWD)	3220	PTD	BMW	Z8	3500	PTB*
Audi	TT (250 hp)('04-'06)(AWD)	3351	PTD	Cadillac	Catera	3762	PTG**
Austin	Mini 1L (<40hp)	1358	PTG	Cadillac	CTS 2.8L ('05-'07)	3509	PTF*
Austin	Mini 1L, 1.1L (40 to 47hp)	1450	PTG	Cadillac	CTS 3.6L ('03-'07)	3509	PTE*
Austin	Mini Cooper (55hp)	1576	PTG	Cadillac	CTS-V ('04-'07)	3847	PTC**

Make	Model	Class	Weight	Make	Model	Class	Weight
Cadillac	STS (4.6 V8) AWD ('05)	4295	PTD	Chrysler	Conquest Tsi (turbo)	3050	PTF**
Cadillac	STS (V6)('05-'07)	3858	PTF**	Chrysler	Crossfire (215hp) ('04-'07)	3010	PTE
Cadillac	STS (V8)('05-'07)	3940	PTE**	Chrysler	Crossfire SRT6 ('05-'06)	3240	PTC**
Cadillac	STS-V ('06-'07)	4233	PTC*	Chrysler	PT Cruiser	3147	PTG
Cadillac	XLR ('04-'07)	3647	PTD**	Chrysler	PT Cruiser GT	3364	PTF**
Cadillac	XLR-V 4.4L V8 ('07)	3810	PTB	Datsun	510 (96 hp)	2040	PTF*
Caterham	Super 7 (240 hp)	1150	STSU	Datsun	510 (L20B swap)	2150	PTF**
Chevrolet	Aveo ('04-'07)	2365	PTG*	Datsun	1600 Roadster ('66-'70)(96hp)	2030	PTF
Chevrolet	Camaro 3.1L	3105	PTG*	DeTomaso	Pantera	3300	PTC*
Chevrolet	Camaro 3.4L	3306	PTG*	Diasio	D962R	1400	PTR
Chevrolet	Camaro 3.8L	3307	PTF*	Dodge	Caliber RT 2.4L AWD ('07-'08)	3308	PTF
Chevrolet	Camaro 5.0L carb (170 hp)('87)	3250	PTF**	Dodge	Caliber SRT4 2.4L Turbo ('07-'08)	3200	PTD**
Chevrolet	Camaro SS ('98-'02)	3433	PTD**	Dodge	Charger 3.5L ('06-'07)	3800	PTF**
Chevrolet	Camaro SS ('96-'97)	3439	PTD*	Dodge	Charger 5.7L ('06-'07)	4031	PTD*
Chevrolet	Camaro Z28 ('98-'02)	3439	PTD*	Dodge	Charger SRT8 ('06-'07)	4160	PTC
Chevrolet	Camaro Z28 (pre '98)	3441	PTE**	Dodge	Magnum RT	4180	PTE*
Chevrolet	Cavalier	2617	PTF	Dodge	Magnum RT AWD	4393	PTE**
Chevrolet	Cavalier Z24	2611	PTF*	Dodge	Magnum SRT8	4260	PTC
Chevrolet	Cobalt 2.2L ('05-'08)	2991	PTG*	Dodge	Neon DOHC Coupe	2625	PTF
Chevrolet	Cobalt 2.4L ('06-'08)	2991	PTF	Dodge	Neon DOHC Sedan	2625	PTF
Chevrolet	Cobalt SS 2.0L (S/C)('05-'07)	2991	PTE*	Dodge	Neon SOHC Coupe	2450	PTF
Chevrolet	Cobalt SS (turbo)('08)	2975	PTC*	Dodge	Neon SOHC Sedan (1st gen)	2450	PTF
Chevrolet	Corvair (140hp)	2500	PTF**	Dodge	Neon SOHC Sedan (2nd gen)	2525	PTF
Chevrolet	Corvair (95,100hp)	2500	PTG	Dodge	Neon SRT4 ('03-'05)	2970	PTE*
Chevrolet	Corvair Corsa Turbo	2500	PTE*	Dodge	Neon SRT4 ACR	2900	PTE**
Chevrolet	Corvair Monza GT Spyder	2570	PTF**	Dodge	Shelby Charger (110hp)	2296	PTG**
Chevrolet	Corvette '63-'82 (>200, <330 hp)	3200	PTD	Dodge	Shelby Charger (146hp)	2500	PTF*
Chevrolet	Corvette '63-'82 (>330,<425 hp)	3200	PTC*	Dodge	Shelby Charger GLHS (turbo)	2550	PTE
Chevrolet	Corvette '63-'82 (>425 hp)	3400	PTB	Dodge	Shelby Lancer	3000	PTF
Chevrolet	Corvette '63-'82 (200hp)	3200	PTF**	Dodge	Shelby Omni GLH (146 hp)	2500	PTF*
Chevrolet	Corvette C4 ('85-'91)	3223	PTD**	Dodge	Shelby Omni GLHS	2540	PTE
Chevrolet	Corvette C4 ('92-'96) (LT1)	3203	PTC*	Dodge	Stealth (DOHC)	3153	PTE
Chevrolet	Corvette C4 (LT4 option) (330 hp)	3350	PTC**	Dodge	Stealth (SOHC)	3086	PTF
Chevrolet	Corvette C5 (inc. FRC w/o Z51)	3246	PTB*	Dodge	Stealth Turbo ('91-'93)(AWD)	3803	PTD
Chevrolet	Corvette C5 (all w/ Z51)	3173	PTA	Dodge	Stealth Turbo ('94-'96)(AWD)	3671	PTC
Chevrolet	Corvette C6 ('05-'07)(Z51 ok)	3179	PTA*	Dodge	Stratus 4-cyl	3192	PTG
Chevrolet	Corvette C6 ('08)(LS3)	3217	STSU	Dodge	Stratus RT	3219	PTF
Chevrolet	Corvette GS	3350	PTC**	Dodge	Viper	3410	STSU
Chevrolet	Corvette Z06 ('01-'04)	3118	PTA*	Dodge	Viper ACR	3325	STSU
Chevrolet	Corvette Z06 ('06-'08)	3130	STSU	Dodge	Viper Comp. Coupe	2995	STSU
Chevrolet	Corvette ZR-1	3500	PTB	Eagle	Talon 2.0L (135-140hp)	2739	PTG**
Chevrolet	Impala SS ('04-'05)	3606	PTF*	Eagle	Talon Turbo ('90-'94)	2789	PTE
Chevrolet	Impala SS ('06-'08)	3711	PTE*	Eagle	Talon Turbo ('95-'98)	2866	PTE*
Chevrolet	Impala SS ('94-'96)	4036	PTF*	Eagle	Talon Turbo AWD ('90-'94)	3108	PTE*
Chevrolet	Monte Carlo 3.9L LTZ ('06)	3501	PTF**	Eagle	Talon Turbo AWD ('95-'98)	3153	PTE*
Chevrolet	Monte Carlo SS 3.8L ('04-'05)	3391	PTE	Ferrari	308	3159	PTD
Chevrolet	Monte Carlo SS 5.3L ('06-'07)	3490	PTD	Ferrari	328	2803	PTC**
Chevrolet	Monte Carlo SS (pre '04)	3333	PTF	Ferrari	355	2975	PTA*
Chevrolet	S10 Extreme (180hp)	3216	PTF	Ferrari	360	3064	STSU
Chrysler	300 (3.5L) ('05-'07)	3650	PTF*	Ferrari	430	3197	STSU
Chrysler	300C (5.7L)('05-'07)	4066	PTE**	Ferrari	550	3726	STSU
Chrysler	300C (5.7L) (AWD)('05-'07)	4273	PTE**	Ferrari	612	4056	STSU
Chrysler	300C SRT8 ('05-'07)	4160	PTC	Ferrari	348 (<305 hp)	3233	PTC*
Chrysler	Cirrus 4-cyl	3141	PTG*	Ferrari	348 (320 hp)	3071	PTB
Chrysler	Conquest (turbo)	2900	PTF**	Ferrari	360 Challenge	2822	STSU

Make	Model	Class	Weight	Make	Model	Class	Weight
Ferrari	456GT	3726	PTA*	Ford	Pinto 2.3L	2250	PTG*
Ferrari	575M	3815	STSU	Ford	Pinto 2.8L	2570	PTG*
Ferrari	Enzo	3009	STSU	Ford	Probe GT	2815	PTF*
Ferrari	F430	3197	STSU	Ford	Probe Turbo	2730	PTF*
Ferrari	Superamerica	3815	STSU	Ford	Sierra Cosworth 2.0L T (204 hp)	2756	PTE**
Ferrari	Testarossa	3660	PTA	Ford	Sierra Cosworth AWD (220 hp)	2816	PTD*
Fiat	124 Spider 1400	2083	PTG**	Ford	Shelby GT500 5.4L S/C ('07-'08)	3920	PTA*
Fiat	124 Spider 1600	2116	PTF*	Ford	Taurus GL	3326	PTH**
Fiat	124 Spider 1800	2116	PTF**	Ford	Taurus SHO	3379	PTF**
Fiat	124 Sport Spider 2000	2359	PTG*	Ford	Thunderbird Super Coupe/Turbo	3536	PTF**
Fiat	128 (55-60 hp)	1730	PTG	Ford	Thunderbird V6 (pre-'02)	3536	PTH**
Fiat	X1-9 1.3L	1940	PTG*	Ford	Thunderbird V8 ('02)	3775	PTF**
Fiat	X1-9 1.5L	2030	PTG**	Ford	Thunderbird V8 ('03+)	3775	PTE
Fiat	X1-9 2000	1973	PTB*	Ford	Thunderbird V8 ('90-'97)	3536	PTF*
Ford	Contour SVT	3126	PTF**	Geo	Metro 1.0L	1804	PTH**
Ford	Escort 1.9L	2356	PTH*	Geo	Metro 1.3L	1940	PTH**
Ford	Escort 2.0L	2457	PTG*	Geo	Prizm	2359	PTF
Ford	Escort GT (1.8L)	2375	PTF	Geo	Storm	2282	PTG
Ford	Escort ZX2	2400	PTF	Geo	Storm GSI	2480	PTF*
Ford	Escort ZX2 S/R	2450	PTF	Honda	Accord 2.0L (120hp)	2670	PTG*
Ford	EXP 1.6L ('82-'85)	2130	PTG	Honda	Accord 2.2L ('90-'97)(130hp)	2800	PTG*
Ford	F150 Lightning	4670	PTE*	Honda	Accord 2.3L	2976	PTG**
Ford	Festiva	1797	PTH**	Honda	Accord 2.4L ('03-'07)	3097	PTF
Ford	Focus (2.0L 16v) ('05-'08)	2580	PTF	Honda	Accord 2.7 V6 ('95-'97)	3219	PTF
Ford	Focus (2.0L 16v)('00-'04)	2651	PTG**	Honda	Accord 3.0 V6 ('03-'07)	3303	PTE
Ford	Focus (2.0L 8v)('00-'02)	2606	PTG	Honda	Accord 3.0 V6 ('98-'02)	3197	PTF*
Ford	Focus (2.3L 16v)('04)	2612	PTF	Honda	Civic 1.6L SOHC ('88-'91)	2291	PTF
Ford	Focus ST 2.3L 16v ('07)	2636	PTF*	Honda	Civic Base ('88-'91)	2127	PTG
Ford	Focus SVT (2.0L)('02-'04)	2750	PTF**	Honda	Civic Coupe 1.8L ('06-'08)	2586	PTF*
Ford	Focus ZX4 ST (2.3L)('05-'06)	2636	PTF*	Honda	Civic CX ('92-'95)	2094	PTG
Ford	GT	3485	STSU	Honda	Civic del Sol S (<107hp)	2302	PTG**
Ford	Mustang Cobra ('93-'95)	3354	PTE*	Honda	Civic del Sol Si (<128hp)	2414	PTF*
Ford	Mustang Cobra ('96-'98)	3393	PTC	Honda	Civic del Sol VTEC (DOHC 1.6L)	2522	PTE
Ford	Mustang Cobra ('99 & '01)	3285	PTC*	Honda	Civic DX 1.5L 16v ('88-'91)	2165	PTG**
Ford	Mustang Cobra R ('00)	3590	PTB*	Honda	Civic EX 1.6L ('96-'00)	2513	PTF
Ford	Mustang Cobra R ('93)	3248	PTD*	Honda	Civic EX 1.7L ('01-'05)	2597	PTF
Ford	Mustang Cobra R ('95)	3325	PTC*	Honda	Civic Non-VTEC (92hp)	1950	PTF
Ford	Mustang Cobra SVT ('02+)	3665	PTB*	Honda	Civic Si 1.6L ('92-'95)	2390	PTF
Ford	Mustang GT ('05-'06)	3450	PTD**	Honda	Civic Si 1.6L ('99-'00)	2612	PTF**
Ford	Mustang GT ('07-'08)	3356	PTC	Honda	Civic Si 2.0L ('01-'05)	2782	PTF*
Ford	Mustang I4	2699	PTH**	Honda	Civic Si 2.0L ('06-'08)	2877	PTE*
Ford	Mustang I4 turbo	3065	PTG*	Honda	Civic Type R ('07) (JDM)(225 hp)	2792	PTC
Ford	Mustang I6	2800	PTG	Honda	Civic VX	2094	PTG**
Ford	Mustang Mach 1	3420	PTC	Honda	CRX DX 1.5L 16v ('88-'91)	2103	PTG**
Ford	Mustang SVO ('84-'86)	3036	PTE	Honda	CRX DX 12v ('85-'87)	1865	PTG**
Ford	Mustang V6 ('99-'08)	3351	PTF**	Honda	CRX HF	1967	PTG
Ford	Mustang V6 (pre-'99)	3065	PTG**	Honda	CRX Si 1.5L ('85-'87)	1978	PTF**
Ford	Mustang V8 ('64-'68 <272 hp)	2980	PTF*	Honda	CRX Si ('88-'91)	2174	PTF*
Ford	Mustang V8 ('69-'70 <291 hp)	3250	PTF*	Honda	CRX 1.6L DOHC VTEC	2436	PTE
Ford	Mustang V8 ('71-'73 <286 hp)	3560	PTF	Honda	Fit ('07-'08)	2432	PTG*
Ford	Mustang V8 ('79-'93 <226 hp)	3075	PTE	Honda	Prelude S ('92-'96)	2775	PTG**
Ford	Mustang V8 ('94-'98 <226 hp)	3075	PTE*	Honda	Prelude Si ('92-'96)	2866	PTF*
Ford	Mustang V8 ('99-'04)	3273	PTE**	Honda	Prelude Si (pre-'92)	2639	PTF
Ford	Pinto 1.6L	2000	PTG	Honda	Prelude VTEC ('93-'01)	2954	PTF**
Ford	Pinto 2.0L ('71-'74)	2235	PTG	Honda	S2000 (2.0L)('00-'03)	2850	PTD**

Make	Model	Class	Weight	Make	Model	Class	Weight
Honda	S2000 (2.2L)('04-'08)	2850	PTC	Lexus	SC430 ('02-'08)	3840	PTE*
Honda	S2000 CR (2.2L)('08)	2813	PTC**	Lincoln	LS (V8) ('03-'06)	3772	PTE
Hyundai	Accent 1.5L (105hp)	2149	PTF*	Lotus	Elise ('05-'07)	1975	PTC**
Hyundai	Accent 1.6L ('01-'08)	2366	PTG**	Lotus	Esprit (V8) TT	2968	PTA
Hyundai	Elantra 1.6L	2500	PTG**	Lotus	Esprit 4 Turbo	2866	PTB
Hyundai	Elantra 1.8L	2453	PTF	Lotus	Exige ('06)	2015	PTB*
Hyundai	Elantra 2.0L ('00-'08)	2626	PTF	Lotus	Exige S ('07)	2077	PTA*
Hyundai	Genesis 3.8L ('09)	3750	PTE*	Lotus	Exige 240R	2050	STSU
Hyundai	Genesis 4.6L ('09)	4000	PTD**	Mazda	323 (pre'95--82hp)	2075	PTG
Hyundai	Tiburon 2.0L ('03-'07)	2940	PTG	Mazda	323 GTX (1.6L T)	2645	PTF
Hyundai	Tiburon 2.0L ('97-'01)	2633	PTF	Mazda	626 2.0L	2864	PTG
Hyundai	Tiburon V6 2.7L ('03-'07)	2986	PTF*	Mazda	626 2.5L V6	3023	PTF
Infiniti	G20 ('93-'02)	2877	PTG	Mazda	Mazda3 (2.0L)('04-'06)	2696	PTF*
Infiniti	G20 ('91-'92)	2535	PTF	Mazda	Mazda3 (2.0L)('07-'08)	2780	PTF
Infiniti	G35 (incl. 6MT) (pre-'05)	3435	PTD	Mazda	Mazda3 (2.3L)('04-'06)	2762	PTF*
Infiniti	G35 (incl. 6MT)('05-'06)	3524	PTD	Mazda	Mazda3 (2.3L)('07-'08)	2930	PTF
Infiniti	G35 Coupe 6MT ('07)	3524	PTD	Mazda	Mazda6 2.3L ('03-'06)	3042	PTF
Infiniti	G35 (306 hp)(incl. Sport)('07-'08)	3532	PTD*	Mazda	Mazda6 2.3L ('07-'08)	3091	PTG**
Infiniti	G35x (AWD)('07-'08)	3650	PTD**	Mazda	Mazda6 3.0L (V6) ('03-'05)	3243	PTF**
Infiniti	I30 ('00-'01)	3342	PTF**	Mazda	Mazda6 3.0L (V6) ('06-'08)	3320	PTF*
Infiniti	I30 ('96-'99)	3090	PTF*	Mazda	Mazdaspeed Protegé (Turbo)	2843	PTF**
Infiniti	I35	3342	PTE*	Mazda	Mazdaspeed3 (turbo)('07-'08)	3153	PTD*
Infiniti	Q45 ('02-'07)	4153	PTE*	Mazda	Mazdaspeed6 (AWD)('06-'07)	3589	PTD*
Infiniti	Q45 (pre-'02)	3895	PTF**	Mazda	Miata 1.6L	2182	PTF**
Jaguar	S-Type 3.0L (235 hp)	3777	PTF**	Mazda	Miata 1.8L ('94-'97)	2293	PTE
Jaguar	S-Type 4.0L, 4.2L	3874	PTE**	Mazda	Miata 1.8L ('99-'05)	2299	PTE
Jaguar	S-Type R 4.2L S/C ('03-'04)	4046	PTD**	Mazda	Miata MX-5 ('06-'08)	2474	PTE*
Jaguar	S-Type R 4.2L S/C ('05-'07)	4075	PTC	Mazda	Miata MX-5 turbo ('05)	2529	PTE*
Jaguar	XJ Vanden Plas (<301 hp)	3819	PTE*	Mazda	MX-3	2443	PTG*
Jaguar	XJ8 3.5L	3613	PTE	Mazda	MX-3 GS	2582	PTF
Jaguar	XJ8 4.2L	3613	PTE**	Mazda	MX-6 (2.2L)(110hp)	2560	PTG*
Jaguar	XJ8 S/C ('00-'07)	4001	PTC	Mazda	MX-6 GT (turbo)	2729	PTF*
Jaguar	XJR ('98-'07)	3958	PTC	Mazda	MX-6 V6 ('92-'97)	2800	PTF*
Jaguar	XKR-SC ('00-'06)	3865	PTC*	Mazda	Protegé 1.6L	2493	PTG
Jaguar	XKR-SC ('07)	3781	PTC**	Mazda	Protegé 1.8L	2385	PTF
Jaguar	XKE	3100	PTD*	Mazda	Protegé 2.0L	2634	PTF
Jaguar	X-Type ('02-'07) AWD	3538	PTE	Mazda	Protegé 5	2716	PTG*
Kia	Rio	2365	PTG**	Mazda	Protegé MP3	2725	PTG**
Kia	Sephia	2472	PTF	Mazda	RX-7 12A	2345	PTG**
Kia	Spectra	2701	PTG*	Mazda	RX-7 13B	2800	PTE
Lamborghini	Diablo VT	3582	STSU	Mazda	RX-7 13B GSL-SE (1st Gen)	2512	PTF**
Lexus	GS300 ('06)	3536	PTE	Mazda	RX-7 TT	2826	PTC**
Lexus	GS300 ('93-'05)	3649	PTF*	Mazda	RX-7 Turbo II	2775	PTD
Lexus	GS350 ('07-'08)	3704	PTD	Mazda	RX-8 ('04-'08)	3045	PTD
Lexus	GS400	3693	PTE**	Mazda	RX-8 ('09)	3045	PTD*
Lexus	GS430 ('01-'07)	3745	PTE**	Mazda	RX-8 (197 hp)(Auto)('04-'05)	3053	PTE
Lexus	GS460 ('08)	3945	PTD	Mazda	RX-8 (212 hp)(Auto)('06-'07)	3075	PTE*
Lexus	IS250 ('06-'08)(6sp man.)	3450	PTF	Mercedes	190E 2.3 (16v)	3030	PTF**
Lexus	IS250 (AWD)('06-'08)	3650	PTF**	Mercedes	190E 2.6L ('86-'93)	2955	PTF**
Lexus	IS300	3255	PTF**	Mercedes	C230 ('02-'05)	3305	PTF**
Lexus	LS400	3890	PTE	Mercedes	C230 ('06-'07)	3405	PTF**
Lexus	LS430	3990	PTE	Mercedes	C280 ('94-'00)	3316	PTF**
Lexus	LS460 ('07-'08)	4244	PTD	Mercedes	C280 ('06-'07)	3460	PTE
Lexus	SC300	3560	PTF*	Mercedes	C32 AMG ('02-'04)	3540	PTC*
Lexus	SC400	3655	PTE*	Mercedes	C320 ('01-'05)	3428	PTE

Make	Model	Class	Weight	Make	Model	Class	Weight
Mercedes	C55 AMG ('05-'06)	3540	PTC**	Mitsubishi	Lancer Evo X GSR ('08)(AWD)	3500	PTB*
Mercedes	CL65 AMG ('06)	4654	PTA*	Mitsubishi	Lancer Evo X MR ('08)(AWD)	3500	PTB**
Mercedes	CLK55 AMG ('04-'06)	3960	PTC	Mitsubishi	Mirage	2183	PTG*
Mercedes	CLK430 ('99-'01)	3323	PTD*	Mitsubishi	Mirage 1.8L	2293	PTF
Mercedes	CLK430 ('02-'03)	3485	PTD	Mitsubishi	Starion (turbo)	2900	PTF**
Mercedes	CLK500 ('03-'06)	3585	PTD*	Mitsubishi	Starion ESI-R (turbo)	3050	PTF**
Mercedes	CLK550 ('07)	3965	PTC*	Nissan	200SX 1.6L	2325	PTF
Mercedes	CLK63 AMG ('07)	3960	PTA	Nissan	200SX 2.0L ('80-'81)	2500	PTG*
Mercedes	E55 AMG ('03-'06)	4087	PTB*	Nissan	200SX 2.0L Turbo	2800	PTE
Mercedes	E55 AMG ('99-'02)	3768	PTC*	Nissan	200SX SE-R (2.0L)	2586	PTF
Mercedes	E63 AMG ('07)	4035	PTA*	Nissan	240SX	2700	PTF**
Mercedes	SL55 AMG ('03-'06)	4280	PTB*	Nissan	240SX (S14 220hp swap)	2700	PTD*
Mercedes	SL55 AMG ('07)	4365	PTB*	Nissan	240SX HICAS	2700	PTE
Mercedes	SL65 AMG ('07)	4564	PTA*	Nissan	240SX SOHC ('89-'90) (140hp)	2684	PTF*
Mercedes	SLK 320 ('01-'04)	3120	PTE*	Nissan	240Z	2425	PTE
Mercedes	SLK32 AMG ('02-'04)	3220	PTB*	Nissan	260Z	2660	PTF**
Mercedes	SLK55 AMG ('05-'07)	3420	PTB	Nissan	280Z	2800	PTF**
Mercury	Capri 1.6L (75hp)	2135	PTG	Nissan	280ZX	2800	PTF**
Mercury	Capri 2.0L ('71) (100hp)	2135	PTF	Nissan	280ZX Turbo	2800	PTE
Mercury	Capri 2.0L ('72-'74)	2275	PTG*	Nissan	300ZX all (Z31--'84-'88) NA	2668	PTE
Mercury	Capri 2.3L ('76-'77)	2491	PTH**	Nissan	300ZX Turbo (Z31--'84-'89)	3260	PTE
Mercury	Capri 2.6L, 2.8L ('72-'74)	2275	PTF	Nissan	300ZX NA (Z32) 2+2	3414	PTE
Mercury	Capri 2.8L ('76-'77)	2800	PTH*	Nissan	300ZX NA (Z32--'89-'96)	3174	PTE*
Mercury	Cougar 2.5L V6	2892	PTF*	Nissan	300ZX TT	3480	PTD**
Mercury	Marauder	4195	PTE	Nissan	350Z (287hp)('03-'05)(enth. ok)	3188	PTC
Merkur	XR4Ti	2920	PTE	Nissan	350Z (300hp)('06)(enth. ok)	3339	PTC
MG	Midget 1.1L, 1.3L, 1.5L	1515	PTF	Nissan	350Z (306hp)('07-'08)(enth. ok)	3320	PTC*
Mitsubishi	3000 VR-4 ('91-'93)(AWD)	3803	PTD	Nissan	350Z Nismo ('07-'08)	3350	PTB
Mitsubishi	3000 VR-4 ('94-'99)(AWD)	3760	PTD**	Nissan	350Z Roadster ('06)	3602	PTD*
Mitsubishi	3000GT (NA-DOHC)	3219	PTE	Nissan	350Z Track ('05-'06),35ann, GT	3370	PTC*
Mitsubishi	3000GT (NA-SOHC)	3131	PTF	Nissan	350Z Track Model ('03-'04)	3225	PTC*
Mitsubishi	Eclipse 2.4L (pre-'06)	2965	PTG**	Nissan	Altima 2.4L	2853	PTF
Mitsubishi	Eclipse 2.4L ('06-'08)	3274	PTG*	Nissan	Altima 2.5L ('02-'08)	2992	PTF*
Mitsubishi	Eclipse GT 3.8L ('06-'08)	3472	PTE*	Nissan	Altima 3.5L ('02-'06)	3225	PTE*
Mitsubishi	Eclipse GT 3.0L ('00-'05)	3142	PTF**	Nissan	Altima 3.5L ('07-'08)	3268	PTF**
Mitsubishi	Eclipse Turbo ('90-'94)	2778	PTE	Nissan	Altima 3.5L SE-R ('05-'06)	3279	PTD
Mitsubishi	Eclipse Turbo ('95-'98)	2877	PTE*	Nissan	GT-R ('09+)	?	STSU
Mitsubishi	Eclipse Turbo ('99)	2970	PTE	Nissan	Maxima 3.5L ('02-'03)	3239	PTE*
Mitsubishi	Eclipse Turbo AWD ('92-'94)	3093	PTE*	Nissan	Maxima 3.5L ('04-'06)	3471	PTE*
Mitsubishi	Eclipse Turbo AWD ('95-'98)	3157	PTE*	Nissan	Maxima 3.5L ('07-'08)	3591	PTE
Mitsubishi	Eclipse Turbo AWD ('99)	3270	PTE*	Nissan	NX2000	2461	PTF
Mitsubishi	Galant 2.4L ('94-'03)	2835	PTG*	Nissan	Pickup ('90-'97)(2WD)	2800	PTG**
Mitsubishi	Galant 2.4L ('04-'07)	3428	PTG	Nissan	Pulsar NX 1.8L	2566	PTF
Mitsubishi	Galant 3.0L V6 (195hp)	3252	PTF	Nissan	Sentra 1.6L	2299	PTF
Mitsubishi	Galant 3.8L (230 hp)('02-'07)	3616	PTF*	Nissan	Sentra 1.8L ('00-'06)	2590	PTG*
Mitsubishi	Galant 3.8L Ralliart ('07)	3748	PTF*	Nissan	Sentra 2.0L ('07-'08)	2853	PTG**
Mitsubishi	Galant VR4 (AWD) ('91-'92)	3275	PTE	Nissan	Sentra SE ('98-'01)	2617	PTF
Mitsubishi	Lancer 2.0L ('02-'07)	2745	PTG	Nissan	Sentra SE-R 2.0L ('91-'94)	2467	PTF
Mitsubishi	Lancer 2.0L DE, SE ('08)	3000	PTG*	Nissan	Sentra SE-R 2.5L ('02-'06)	2730	PTF*
Mitsubishi	Lancer 2.4L ('04-'07)	2843	PTF*	Nissan	Sentra SE-R 2.5L ('07-'08)	3102	PTF
Mitsubishi	Lancer Evo VIII ('03-'05)(AWD)	3263	PTC**	Nissan	Sentra Spec V ('02-'06)	2710	PTF**
Mitsubishi	Lancer Evo VIII MR ('05)(AWD)	3263	PTB	Nissan	Sentra Spec V ('07-'08)	3078	PTF**
Mitsubishi	Lancer Evo IX ('06)(AWD)	3263	PTB	Noble	M12 GTO-3R (352 hp 3.0L V6)	2380	STSU
Mitsubishi	Lancer Evo MR ('06)(AWD)	3285	PTB*	Noble	M400 (425 hp 3.0L V6)	2337	STSU
Mitsubishi	Lancer Evo RS ('06)(AWD)	3219	PTB	Oldsmobile	Cutlass Calais 2.3L Int. (150hp)	2700	PTF

<u>Make</u>	<u>Model</u>	<u>Class</u>	<u>Weight</u>	<u>Make</u>	<u>Model</u>	<u>Class</u>	<u>Weight</u>
Oldsmobile	Cutlass Calais 2.3L Int. (180hp)	2730	PTF**	Porsche	928 (78-'82)(4.5L)	3200	PTD
Oldsmobile	Cutlass Calais 2.3L Quad442	2730	PTF**	Porsche	944 ('83-'87)	2779	PTF**
Oldsmobile	Cutlass Calais Quad442 W41	2625	PTE*	Porsche	944 2.5L ('88)	2844	PTF**
Opel	GT 1100	1918	PTG	Porsche	944 2.7L ('89)(162 hp)	2866	PTF**
Opel	GT1900	2138	PTG*	Porsche	944 S	2975	PTE*
Opel	Manta	2230	PTG	Porsche	944 S2	2892	PTD*
Peugeot	505 Turbo 2.2L ('86-'88)(150hp)	2850	PTF*	Porsche	944 Turbo ('86-'88)	2899	PTD
Peugeot	505 Turbo 2.2L ('88-'89)(180hp)	2950	PTF**	Porsche	944 Turbo S ('88-'89)	2998	PTD**
Plymouth	Laser Turbo ('90-'94)	2756	PTE	Porsche	959	2970	STSU
Plymouth	Laser Turbo AWD ('92-'94)	3073	PTE*	Porsche	964 Carrera 2	2970	PTD**
Plymouth	Prowler	2857	PTD*	Porsche	964 Carrera 4 (AWD)	3190	PTD**
Pontiac	Fiero (4-cyl)	2590	PTG	Porsche	964 RS	2706	PTC**
Pontiac	Fiero (V6)	2778	PTF*	Porsche	964 RS America	2820	PTC*
Pontiac	Firebird 3.4L (V6)	3306	PTG*	Porsche	965 3.3L (Turbo II--'90-'92)	3234	PTC**
Pontiac	Firebird 3.8L	3306	PTF*	Porsche	965 3.6L (Turbo II--'93-'94)	3234	PTB
Pontiac	Firebird Firehawk	3481	PTC	Porsche	968	2910	PTD*
Pontiac	Firebird WS6	3499	PTD**	Porsche	968 Turbo S	2866	PTB
Pontiac	Formula ('98-'02)	3452	PTD*	Porsche	993 C2 ('94-'95)	3064	PTC*
Pontiac	Formula (pre-'98)	3408	PTE**	Porsche	993 C2 ('96-'99)	3064	PTC**
Pontiac	Formula '87 (5.0L, 215hp)	3383	PTF**	Porsche	993 C2S	3064	PTC**
Pontiac	Grand AM 2.3L (170,180hp)	2852	PTF**	Porsche	993 C4 (AWD)	3175	PTC**
Pontiac	Grand Am 3.4L (V6)	3091	PTG**	Porsche	993 C4S (AWD)	3197	PTB
Pontiac	Grand Prix GT 3.8L ('98-'04)	3484	PTF	Porsche	993 Cup	2464	STSU
Pontiac	Grand Prix GT 3.8L ('05-'06)	3484	PTE	Porsche	993 RS 3.8L	2800	PTB*
Pontiac	Grand Prix GTP ('99-'03)	3464	PTF*	Porsche	993 Turbo (AWD)	3300	STSU
Pontiac	Grand Prix GTP ('04-'06)	3583	PTE	Porsche	993 Turbo S (AWD)	3203	STSU
Pontiac	Grand Prix GXP ('05-'08)	3600	PTE**	Porsche	996 C2 (3.4L) ('99-'01)	2910	PTB
Pontiac	Grand Prix SE 3.1L	3384	PTG*	Porsche	996 C2 (3.6L)('02-'04)	2959	PTB*
Pontiac	GTO ('04)	3725	PTD*	Porsche	996 C4 (3.4L)	3034	PTB
Pontiac	GTO ('05-'06)	3725	PTC*	Porsche	996 C4 (3.6L)	3267	PTB
Pontiac	Solstice ('06-'08)	2860	PTE	Porsche	996 C4S (3.6L)	3240	PTA
Pontiac	Solstice GXP (turbo)('07-'08)	2988	PTC	Porsche	996 GT2	3130	STSU
Pontiac	Trans Am ('98-'02)	3494	PTD*	Porsche	996 GT3	2976	STSU
Pontiac	Trans Am (pre-'98)	3477	PTE**	Porsche	996 Cup	2550	STSU
Pontiac	Trans Am Turbo V6	3346	PTD*	Porsche	996 Turbo	3388	PTA*
Pontiac	Vibe 1.8L ('03-'07)	2700	PTG*	Porsche	996 Turbo S	3505	STSU
Pontiac	Vibe GT ('04-'06)	2780	PTF	Porsche	997 C4 ('06-'07)	3197	PTA
Pontiac	Vibe GT ('03)	2780	PTF*	Porsche	997 C4S ('06-'07)	3252	PTA
Porsche	911 ('63-'69)	2248	PTE*	Porsche	997 Carrera ('05-'07)	3075	PTB*
Porsche	911 ('70-'73)	2375	PTE*	Porsche	997 Club Coupe	3053	PTA*
Porsche	911 ('73-'77)	2469	PTE*	Porsche	997 CS ('05-'07)	3131	PTA
Porsche	911 ('78-'83)	2552	PTE**	Porsche	997 GT3 ('07)	3076	STSU
Porsche	911 ('84-'89)	2756	PTD*	Porsche	997 GT3 Cup	2536	STSU
Porsche	911 Carrera ('73-'77)	2469	PTD*	Porsche	997 Turbo AWD ('07)	3495	STSU
Porsche	911 Turbo 3.0L ('74-'77)	2508	PTC**	Porsche	Boxster ('97-'99)	2822	PTE*
Porsche	911 Turbo 3.3L ('77-'89)	2937	PTC**	Porsche	Boxster ('00-'02)	2900	PTE**
Porsche	911S ('67-'69)	2248	PTD	Porsche	Boxster ('02-'04)	2920	PTD
Porsche	911S ('70-'73)	2374	PTD*	Porsche	Boxster ('05-'06)	2855	PTD*
Porsche	912	2095	PTF**	Porsche	Boxster ('07)	2855	PTD**
Porsche	914-4	2138	PTF**	Porsche	Boxster S ('05-'06)	2965	PTC*
Porsche	914-6	2070	PTE	Porsche	Boxster S ('00-'02)	2950	PTD**
Porsche	924	2344	PTF**	Porsche	Boxster S ('03-'04)	2911	PTC
Porsche	924S ('87)	2734	PTF**	Porsche	Boxster S ('07)	2965	PTC**
Porsche	924S ('88)	2734	PTE	Porsche	Carrera GT	3043	STSU
Porsche	924 Turbo	2601	PTE*	Porsche	Cayenne S ('03-'06)(AWD)	4950	PTF*

Make	Model	Class	Weight	Make	Model	Class	Weight
Porsche	Cayenne Turbo ('08)(AWD)	5191	PTC	Suzuki	Swift ('94-'01)	1930	PTG*
Porsche	Cayman 2.7L ('07-'08)	2866	PTD**	Suzuki	Swift 1.3L GT ('89-'94)	1900	PTF*
Porsche	Cayman S 3.4L ('06-'08)	3075	PTB	Toyota	Camry 2.4L ('02-'06)	3086	PTG*
Renault	Alliance 1.4L (60hp)	2030	PTG	Toyota	Camry 2.4L ('07-'08)	3263	PTG
Renault	Alliance 1.7L (85hp)	2030	PTG*	Toyota	Camry 3.0L (V6)('97-'01)	3240	PTF
Renault	Alliance 2.0L GTA (95hp)	2161	PTG**	Toyota	Camry 3.0L (V6)('03-'05)	3296	PTF*
Rossson	Q1		STSU	Toyota	Camry 3.3L (V6)('04-'05)	3351	PTF*
Saab	900 Turbo SPG ('85-'89)	2875	PTF**	Toyota	Camry 3.3L (V6)('06)	3450	PTF
Saab	900 Turbo SPG ('90-'91)	2900	PTF**	Toyota	Camry 3.5L (V6)('07-'08)	3461	PTE*
Saab	9000 Aero 2.3L Turbo ('93-'97)	3265	PTE	Toyota	Celica AllTrac ('88-'89)	3270	PTE
Saab	9-2X Aero ('05)(AWD)	3179	PTD	Toyota	Celica AllTrac ('90-'93)	3272	PTE
Saab	9-2X Aero ('06)(AWD)	3208	PTD*	Toyota	Celica GT ('00-'05)	2425	PTF**
Saab	9-3 Aero 2.0T & 2.0T ('04-'07)	3175	PTF**	Toyota	Celica GT ('77-'82)	2460	PTG**
Saab	9-3 Aero 2.8L ('06-'07)	3285	PTE**	Toyota	Celica GT ('83-'86)	2500	PTG*
Saab	9-3 Viggen ('99-'02)	3170	PTE*	Toyota	Celica GT ('87-'89)	2455	PTG**
Saab	9-5 2.3T	3470	PTE*	Toyota	Celica GT ('90-'99)	2600	PTF
Saab	9-5 Aero 2.3T & 2.3T ('02-'06)	3470	PTE	Toyota	Celica GT-S ('00-'05)	2500	PTE*
Saab	99 EMS ('72-'76)(2.0L)	2560	PTG*	Toyota	Celica GT-S ('83-'85)	2566	PTG
Saturn	Ion ('03-'04)	2653	PTF	Toyota	Celica GT-S ('86-'93)	2679	PTF
Saturn	Ion ('05-'07)	2766	PTG**	Toyota	Celica Supra (1st gen)	2789	PTF**
Saturn	Ion Redline ('04-'07)	2945	PTE*	Toyota	Corolla 1.8L ('03-'07)	2530	PTF
Saturn	Sky ('07-'08)	2933	PTF**	Toyota	Corolla FX-16 GT-S	2390	PTF
Saturn	Sky Redline ('07-'08)	2990	PTC	Toyota	Corolla GT-S 1.6L 16v ('84-'87)	2200	PTF**
Saturn	S-Series (DOHC) ('91-'02)	2437	PTF	Toyota	Corolla GT-S 1.6L 16v ('88-'89)	2390	PTF
Saturn	S-Series (SOHC) ('91-'02)	2345	PTG*	Toyota	Corolla SR5 ('79-'83)(3TC)	2185	PTG
Scion	tC ('05-'08)	2905	PTF	Toyota	Corolla XRS	2670	PTF**
Scion	xA ('04-'06)	2340	PTG*	Toyota	Echo	2035	PTF**
Scion	xB ('04-'06)	2415	PTG	Toyota	Matrix ('03-'07)	2673	PTG*
Subaru	Forester XT ('04-'05) (AWD)	3225	PTF**	Toyota	Matrix XRS (180 hp)('03-'04)	2800	PTF*
Subaru	Forester XT ('06-'07) (AWD)	3270	PTE	Toyota	Matrix XRS ('05-'06)	2800	PTF
Subaru	Impreza 1.8L (AWD)	2605	PTG**	Toyota	MR Spyder	2195	PTE*
Subaru	Impreza 1.8L (FWD)	2325	PTG**	Toyota	MR2 (1st Gen NA)	2380	PTF*
Subaru	Impreza 2.2L (AWD)	2730	PTF**	Toyota	MR2 2.2L DOHC	2657	PTF*
Subaru	Impreza 2.5L ('98-'01)(AWD)	2840	PTE	Toyota	MR2 SC	2605	PTF**
Subaru	Impreza 2.5L ('02-'05)(AWD)	2972	PTF**	Toyota	MR2 Turbo	2825	PTE**
Subaru	Impreza 2.5L ('06-'08)(AWD)	3016	PTE	Toyota	Paseo	2025	PTG**
Subaru	Legacy 2.2L ('90-'94)(AWD)	2830	PTF	Toyota	Prius	2932	PTH
Subaru	Legacy 2.2L ('95-'99)(AWD)	2885	PTF*	Toyota	Solara 3.3L ('04-'06)	3419	PTF*
Subaru	Legacy 2.2L T AWD ('91-'94)	3100	PTF*	Toyota	Solara 3.3L ('07-'08)	3440	PTF
Subaru	Legacy 2.5L ('00-'08)(AWD)	3200	PTF**	Toyota	Supra NA ('88-'92)	3430	PTF**
Subaru	Legacy GT ('05-'08)(AWD)(Turb)	3300	PTD*	Toyota	Supra NA ('94-'98)	3265	PTE*
Subaru	Legacy 3.0 AWD ('08)	3545	PTE	Toyota	Supra T	3534	PTE
Subaru	Outback 3.0 ('01-'04)(AWD)	3630	PTF*	Toyota	Supra TT	3450	PTC**
Subaru	Outback 3.0 ('05-'07)(AWD)	3610	PTE	Toyota	Tercel ('88-'90) (78hp)	2020	PTG
Subaru	Outback XT ('05-'06)(AWD)	3415	PTE*	Toyota	Yaris ('07)	2293	PTG**
Subaru	Outback XT ('07)(AWD)	3535	PTE	Triumph	GT6 MK I	1905	PTF**
Subaru	SVX (AWD)	3375	PTE	Triumph	GT6 MK III	1904	PTE
Subaru	WRX 2.0L ('02-'05) (AWD)	3085	PTD	Triumph	Spitfire MK 2 (75hp, 1147cc)	1564	PTF*
Subaru	WRX 2.5L ('06-'08)(AWD)	3140	PTD*	Triumph	TR4 ('61-'64)	2240	PTF*
Subaru	WRX 2.5L ('09)(AWD)	3175	PTC*	Triumph	TR6 ('69-'76)(2.5L S6 US Carb)	2360	PTF*
Subaru	WRX STi ('04-'07)(AWD)	3260	PTB	Triumph	TR6 ('69-'76)(2.5L S6 Fuel Inj)	2360	PTD
Subaru	WRX STi ('08-'09)(AWD)	3395	PTB**	Volvo	242 GLT ('81-'85)(turbo)	3072	PTF
Subaru	XT	2455	PTG*	Volvo	850 2.4L n.a. ('93-'97)	3180	PTF
Subaru	XT6 (AWD)	2885	PTF*	Volvo	C30 T5 2.5L turbo ('08)	2970	PTE**
Sunbeam	Tiger	2575	PTE*	Volvo	C70 T5 2.3 T Coupe ('01-'02)	3200	PTE*

Make	Model	Class	Weight	Make	Model	Class	Weight
Volvo	C70 T5 2.3 T Conv. ('99-'04)	3450	PTF**	VW	GTI 1.8L 8v ('85-'92)	2267	PTG*
Volvo	C70 T5 ('06-'07)	3772	PTF	VW	GTI 1.8L DOHC	2267	PTF*
Volvo	P1800 ('61-'62)	2215	PTF	VW	GTI 1.8L turbo (150 hp)	2762	PTF
Volvo	S40 1.9 L ('00-'04)	2767	PTF**	VW	GTI 1.8L turbo (180hp)	2934	PTF*
Volvo	S40 2.4L ('04-'06)	3084	PTF	VW	GTI 2.0L 8v ('95-'98)	2557	PTG*
Volvo	S40 2.4L ('07)	3234	PTG**	VW	GTI 2.0L 8v ('99-'00)	2765	PTH**
Volvo	S40 T5 ('05)	3126	PTE	VW	GTI 2.0L DOHC (134 hp)	2445	PTF*
Volvo	S40 T5 ('06-'07)	3278	PTF**	VW	GTI 2.0L Turbo ('06-'08)(200hp)	3100	PTF**
Volvo	S40 T5 ('05-'07)(AWD)	3447	PTE*	VW	GTI 2.8L V6 (174hp)	3011	PTF
Volvo	S60 2.4L	3230	PTF	VW	GTI 2.8L V6 (200hp)	3036	PTF**
Volvo	S60 2.5L Turbo ('04-'06)(AWD)	3603	PTE	VW	GTI 337 (turbo)	2857	PTF**
Volvo	S60 2.5L Turbo ('07)(AWD)	3651	PTF**	VW	Jetta 1.6L	2040	PTH**
Volvo	S60 2.5L Turbo ('04-'06)(FWD)	3393	PTF**	VW	Jetta 1.8L DOHC	2305	PTF*
Volvo	S60 2.5L Turbo ('07)(FWD)	3501	PTF*	VW	Jetta 1.8L SOHC	2450	PTG
Volvo	S60 R ('04-'05)(AWD)	3715	PTD*	VW	Jetta 1.8L turbo GLI	3106	PTF
Volvo	S60 R ('06-'07)(AWD)	3715	PTD*	VW	Jetta 2.0L GLI DOHC	2438	PTF*
Volvo	S60 2.4L T5 ('05-'07)	3393	PTE**	VW	Jetta 2.0L SOHC	2934	PTH
Volvo	S60 2.3L T5 ('01-'04)	3406	PTE*	VW	Jetta 2.0L turbo ('06-'08)	3259	PTF*
VW	Beetle 1.8L T (150hp)('99-'05)	2820	PTF	VW	Jetta 2.5L I5 ('05-'07)	3230	PTG
VW	Beetle 1.9L TDI ('98-'03)	2750	PTH**	VW	Jetta 2.5L I5 ('08)	3230	PTG**
VW	Beetle 1.9L TDI ('04-'06)	2850	PTH**	VW	Jetta 2.8L VR6 12v ('94-'98)	2927	PTF
VW	Beetle 2.0L ('98-'05)	2743	PTH**	VW	Jetta 2.8L VR6 12v ('99-'02)	3113	PTG**
VW	Beetle 2.5L ('06-'08)	2884	PTG**	VW	Jetta 2.8L VR6 24v	3179	PTF*
VW	Beetle Turbo S ('02-'04)	3005	PTF*	VW	Passat 2.0L turbo ('06-'08)	3305	PTF*
VW	Corrado 1.8L DOHC, 2.0L DOHC	2403	PTF**	VW	Passat 2.8L	3151	PTF*
VW	Corrado 2.0L SOHC	2418	PTG**	VW	Passat 3.6L ('06-'08)	3576	PTE*
VW	Corrado G60 1.8L S/C	2558	PTE*	VW	Passat 3.6L ('06-'08)(AWD)	3700	PTE*
VW	Corrado VR6	2733	PTF**	VW	Passat W8 (AWD)	3918	PTE
VW	Golf 1.6L, 1.8L	2120	PTG*	VW	Rabbit 1.6L	2000	PTH**
VW	Golf 1.8L DOHC, 2.0L DOHC	2672	PTF	VW	Rabbit 1.6L Diesel (<'92)	2270	PTH*
VW	Golf 1.9L TDI ('99-'03)	2750	PTH**	VW	Rabbit 1.6L Turbo-Diesel (<'93)	2300	PTH*
VW	Golf 1.9L TDI ('04-'06)	2850	PTH**	VW	Rabbit 1.7L (74hp)	2046	PTH**
VW	Golf 2.0L, 1.4L & 1.6L DOHC	2533	PTG*	VW	Rabbit 2.5L ('06-'07)	2975	PTG**
VW	Golf 2.0L ('99-'06)	2771	PTH**	VW	Rabbit 2.5L ('08)	2975	PTF
VW	Golf 2.5L V5	2732	PTF*	VW	Rabbit GTI 1.8L (90hp)	2120	PTG*
VW	Golf 2.8L V6	3102	PTF*	VW	Scirocco 1.6L (75-78hp)	2015	PTH**
VW	Golf 2.8L VR6	2546	PTE	VW	Scirocco 1.7L (74hp)	2040	PTH**
VW	Golf R32 (AWD)('04)	3350	PTD	VW	Scirocco 1.8L DOHC	2287	PTF*
VW	Golf R32 (AWD)('08)	3600	PTE*	VW	Scirocco 1.8L SOHC	2120	PTG*

5.3 Up-Classing System

5.3.1 Modifications and Point Assessments:

If your car accrues 20 or more points you will be bumped up in Class. There is no limit - a car with a high level of modifications might move up several Classes.

20 thru 39 points - Up ONE Class

40 thru 59 points - Up TWO Classes

60 thru 79 points - Up THREE Classes

80 thru 99 points - Up FOUR Classes

100 thru 119 points - Up FIVE Classes

120 thru 139 points - Up SIX Classes

140 thru 159 points - Up SEVEN Classes

160 thru 179 points - Up EIGHT Classes

One (1) * on a base class assignment denotes a 7 point initial assessment, and two (2) ** denotes a 14 point initial assessment that is added to the total number of modification points to determine the final competition class.

FORCED INDUCTION VEHICLES will add an additional five (+5) points to the total number of modification points to determine the final competition class. (Forced induction vehicles that have been classed or re-classed based on Dyno testing are exempt from this additional five (+5) point assessment.)

TIRES:

- 1) DOT-approved R-compound tires with a UTQG treadwear rating of 40 or less (ex. BFG R1, Hankook Z214, Hoosier R6/A6, Kumho V710, etc.--note: G.A.C.& VRL Hoosiers OK) +10
- 2) DOT-approved R-compound tires with a UTQG treadwear rating of 50 to 130 (ex. Kumho V700, Michelin Pilot Sport Cup, Nitto NT01, Pirelli PZero Corsa, Toyo R888, Yokohama A048, etc.—note: see exception below in 3)) +7
- 3) Toyo RA-1 and Nitto NT555R11 +5
- 4) Non-DOT-approved racing slicks +30 (of any origin--re-caps and re-treads are not permitted)
- 5) The following tire sizes will be used as the base tire size for each **Base Class** for all vehicles regardless of their OEM tire size(s). All vehicles in a given base class may use this tire size (or smaller) without a points assessment:

PTA: 295 mm, PTB: 265mm, PTC: 255mm, PTD: 245mm, PTE: 235mm,
PTF: 215mm, PTG: 195mm, PTH: 175mm

Increased tire width beyond that listed above (using the largest increase of front or rear if using split sizes) will be assessed as follows:

Equal to or greater than: 10mm +1, 20mm +4, 30mm +7, 40mm +10, 50mm +13, 60mm +16, 70mm +19, 80mm +22, 90mm +25, 100mm +28, 110mm +31, 120mm +34, etc.

Tire width is determined by the number printed on the tire sidewall by the manufacturer. If a tire does not have a manufacturer's printed number on the sidewall, then actual tread width measurement will be used. **Drivers choosing to use tires narrower than the size listed for their base class may get credited back points** by reversing the assessments listed above using the smaller decrease of front or rear for cars using split sizes (i.e. -1 for 10mm smaller, -4 for 20mm smaller, -7 for 30mm smaller, etc.)

Note: UTQG treadwear ratings are as of the date of these rules. Any new tire or tire with a changed UTQG treadwear rating must be evaluated by the National PT Director before the rating will be legal for use in NASA PT classing. All DOT-approved tires must be available for purchase by the general public through Federal or state licensed tire dealers.

WEIGHT REDUCTION:

Weight reduction points are based on the actual vehicle minimum competition weight (with driver):

If the base weight used for base classing purposes (above in 5.2.2) minus minimum competition weight (with driver*) is greater than: 5 lbs +1, 20 lbs +2, 35 lbs +3, 50 lbs +4, 65 lbs +5, 80 lbs +6, 95 lbs +7, 110 lbs +8, 125 lbs +9, 140 lbs +10, 155 lbs +11, 170 lbs +12, 185 lbs +13, 200 lbs +14, 215 lbs +15, 230 lbs +16, 245 lbs +17, 260 lbs +18, 275 lbs +19, 290 lbs +20, 305 lbs +21, 320 lbs +22, 335 lbs +23, 350 lbs +24, 365 lbs +25, 380 lbs +26, 395 lbs +27, 410 lbs +28, 425 lbs +29, 440 lbs +30, 455 lbs +31, 460 lbs +32, 475 lbs +33, 490 lbs +34, 505 lbs +35, etc...

*Minimum competition weight is the vehicle's lightest weight with the driver and safety gear, during any competition session. Any driver/team who's vehicle at impound does not meet the minimum weight that they have declared on their car classification sheet **will** be disqualified if the number of modification points based on the lighter actual weight puts the car in a higher competition class. **As well, additional penalties may be assessed (section 6.4 and 5.3.2) for failing to meet the listed weight on the Car Classification Form.**

ENGINE/DRIVETRAIN:

- 1) Engine swap: All engine swaps must be evaluated for new base classification by the National PT Director on an individual basis, unless a base class for the particular swap is listed above in 5.2.2 Base Classifications or in Appendix B. The following factors will be taken into account in classing the car: wt./hp ratio, total weight, high torque in the usable rpm range, body style, engine location, drivetrain type, advanced technology/engineering in OEM suspension, brakes, drivetrain, and aerodynamics, and dry sumps (if engine is lowered). Competitors should submit all of the above data to the National PT Director with the request for re-classification of the vehicle. Most engine swaps will require chassis dynamometer testing of the competition-ready vehicle and submittal of the minimum competition weight chosen by the competitor. (see section 5.3.2)
- 2) Increased number of camshafts or non-OEM (non-stock) head(s)/hybrids: engine swap rules with Dyno testing apply—must be evaluated by the National PT Director for re-classification. (see section 5.3.2 Dyno Testing Procedures)
- 3) Non-OEM, upgraded, or modified turbo, supercharger: engine swap rules apply—all OEM naturally aspirated vehicles that have been upgraded to forced induction and forced induction vehicles with an upgraded or modified turbo or supercharger must be evaluated by the National PT Director on an individual basis for new base classification based on chassis dynamometer testing and actual vehicle weight as in 1) above and in Section 5.3.2 Dyno Testing Procedures. After re-classification, modification points will not be assessed for weight reduction or engine. However, if the power output of the vehicle is later increased, the participant will have to get the vehicle re-classified again.

- 4) Increased displacement by: <1.5% +0, 1.5% to <5.5% +4, 5.5% to <7% +6, 7% to <10% +8, 10% to <15% + 10, 15% to <20% +15, > 20% +20.
Formula to calculate % = current disp. divided by OEM disp., minus 1, x 100 = %
Example: 407ci/351ci = 1.16, minus 1 = .16, x 100 = 16% (+15 pts)
Example: 1852cc/1799cc = 1.029 minus 1 = .029 x 100 = 2.9% (+4 pts)
- 5) Modified or non-OEM camshaft(s) or cam timing gears +6 (for one or more)
- 6) Valve size change, modified, ported or polished OEM head (other than simple shaving of the head only) +6
- 7) Any modifications that result in increased engine compression ratio (including shaving the head or decking the block to factory specs):
0.50 or less +0, >0.50 +3, >1.0 +6, >2.0 +10, >3.0 +15
- 8) De-stroked engine +4
- 9) Replacement pulleys (other than for supercharger) +1
- 10) Port modification for rotary engine: **Dyno testing rules apply—must be evaluated by the National PT Director for re-classification. (see section 5.3.2 Dyno Testing Procedures)**
- 11) Added dry sump oil system +7 (+14 if motor is lowered from OEM location)
- 12) Aftermarket computer system (any non-OEM “stand-alone” or “piggyback”):
+3 naturally aspirated, +10 forced induction
- ~~13) Reprogrammed OEM ECU or chip (must use OEM ECU box/housing): +5 naturally aspirated, +10 forced induction (reprogramming is not permitted during the event).~~
- ~~14) Programmable fuel systems without control of engine timing (such as SAFC, VAFC)—naturally aspirated +2, turbo/supercharged +3 (Do not take if points already taken for 12) or 13) above.)~~
- ~~15) Non-OEM sensors or alteration of sensor inputs (such as non-programmable MAF or MAP voltage “clamps”)—naturally aspirated +1, turbo/supercharged +2 (Do not take if points already taken for 12) or 13) above.)~~
- 16) Modification of the OEM air intake/box, air filter location, air piping to the turbo/supercharger/intercooler/throttle body/carburetor, or hood/fascia/fender air inlet(s) +1 (air filter upgrade alone—0 pts.)
- 17) Replacement pulley for OEM supercharger +4
- 18) Aftermarket boost controller or modification/alteration of OEM vacuum lines that serve to function as a boost controller +4
- 19) Aftermarket or modified wastegate actuator, wastegate, or vacuum line(s) that serve to control the wastegate actuator function or increase peak boost +3
- 20) Add aftermarket intercooler +7
- 21) Non-OEM or modified intercooler +4
- 22) Non-OEM or modified/ported throttle body +2; **independent throttle bodies +4**
- 23) Non-OEM, modified/ported, **or deleted** intake manifold: 4 cyl. +1, 6cyl. +2, 8 cyl. +3, 12A & 13B rotary +2, all other rotary +3
- 24) Non-OEM or modified carburetor, fuel rail, fuel injectors, fuel pump, and/or fuel pressure regulator +2 (no points for fuel pump alone if using OEM fuel and timing maps, sensor inputs and ignition timing)
- 25) Water injection system +6 (An alcohol-water mixture is permitted, but the driver must notify Race Control and Safety that it is being used.)
- 26) Nitrous oxide injection is illegal.
- 27) Modification or porting of the exhaust manifold +2
- 28) Aftermarket or modified header +2

- 29) Non-OEM or modified exhaust system downstream from the header, exhaust manifold, or turbo. (does not include catalytic converter removal/upgrade) +2
(Note: Replacement of a failing OEM exhaust system may be permitted without a points assessment if the OEM definition in 5.4 OEM Definition is strictly adhered to.)
- 30) Non-OEM or modified exhaust piping, resonators, or mufflers downstream from the OEM catalytic converter(s) locations(s) +1 (for basic “catback” exhaust or performance mufflers only—otherwise, must use 29) +2 if the vehicle has an aftermarket, modified, or deleted header/secondary/downpipe/pre-cat section/catalytic converter)
- 31) Removal, upgrade, or modification of catalytic converter(s). +1
- 32) Non-OEM sequential (semi-automatic) or dog-ring (non-synchromesh) transmission (includes altered gear ratios) +7
- 33) Upgrade number of forward gears in transmission or altered gear ratios +3
- 34) Added paddle/electronic shift +3
- 35) Added limited slip differential or welded/locked differential +3
- 36) Changed or modified limited slip differential (or welded/locked OEM LSD) +1
- 37) Added traction control +3 (no points if proven disabled during competition)
- 38) Relocation of engine/transmission between 1 and 10 inches of the OEM location +7
(note: Relocation of less than 1 inch is not assessed points, and more than 10 inches is not permitted without the approval of the National PT Director.)
- 39) Modification/upgrade from a fixed to a floating rear axle +3

SUSPENSION/BRAKES/CHASSIS:

- 1) Non-OEM shocks/struts/dampers with an external reservoir or more than two ranges of adjustment—must still take points for springs below +10 (example: compression (bump) and both high & low rebound adjustments).
- 2) Non-OEM shocks/struts/dampers with a retail price of greater than \$600 (\$2400 total) or \$750 each if sold only as a coilover with spring included (\$3000 total). Also “Piggyback” external reservoir shocks/coilovers/dampers with a retail price of less than \$1050 per unit (\$4200 total)—must still take additional points for the springs below +7
- 3) Non-OEM or modified/re-valved shocks/struts/dampers +3 (all others)(springs not included)
- 4) Non-OEM or modified coil springs, leaf springs/spacers/brackets, or torsion bars +2
- 5) Conversion of torsion bar/leaf spring suspension to coil spring and strut/shock suspension +2
- 6) Add, replace, remove, or modify anti-roll bars (“sway” bars—front, rear, or both—may have spherical joints on the end links without additional points assessment) +2
- 7) Replace or modify control arms (other than plates, shims, slots, or eccentric bolts/bushings for simple camber/caster adjustment only)(may have spherical/metallic joint(s) for the connection to the spindle/knuckle) +4
- 8) Relocation of front suspension mounting points +6
- 9) Relocation of rear suspension mounting points +6
- 10) Changing the mounting orientation/design of the OEM shock and/or spring perch to invert them +1
- 11) Using the alternate control arm mounting location on cars equipped OEM with multiple choices (example: to increase track width) +6
- 12) Changing the orientation or design of an OEM mounting point or pick-up point of a control arm for a panhard bar or trailing arms +1
- 13) Replaced or modified K-members that change the location of the lower control arms +8
- 14) Tubular K(cross)-members that do not change the location of the lower control arms +2
- 15) Bump steer kits or shimming of the steering rack +2

- 16) Alteration of ball joints/dive angles +2
- 17) Add panhard rod or Watt's link (regardless of whether the Watt's link replaces an OEM panhard rod or not) +4
- 18) Replace or modify an OEM panhard rod or Watt's link +2
- 19) Add torque arm +4
- 20) Replace or modify an OEM torque arm +2
- 21) Increase in track width greater than 3 inches due to non-OEM axles, control arms, brake rotors/hats, wheel spacers, hubs, wheel offset, and/or camber adjustment +6 (measured from the inside of one tire to the outside of the opposite tire at ground level—averaging the measurements in front of and behind the contact patch to negate the effect of toe)
- 22) Non-OEM rear trailing arms (for stiffness only, no change in suspension mount or pick-up points from stock) +1
- 23) Non-OEM rear control arms on FWD vehicles (for stiffness and wheel alignment only, no change in suspension mount or pick-up points from stock) +1
- 24) Non-OEM brake calipers +2
- 25) Metallic replacement suspension bushings (Heim joints/spherical joints) +3 (except for pillow ball camber plate joints, sway bar end links already assessed points in 6) above, and control arm spindle/knuckle joints already assessed points in 7) above)
- ~~26) Add front strut tower bar (two attachment points) +1~~
- ~~27) Add rear strut tower bar (two attachment points) +1~~
- 26) Add front lower stress/arm brace (two attachment points maximum) +1
- 27) Add a third attachment point to front or rear strut tower bar (or replace existing 3 point) +1
- 28) Add or modify other chassis stiffening devices or fabricated parts (such as subframe connectors, subframe braces, subframe mounts/bushings, lower strut braces or lower arm braces (with greater than two attachment points), etc) +3
- 29) Non-OEM driver/cockpit adjustable sway bar or suspension settings +4
- 30) Lexan front windshield +1 (must be 3/16" minimum thickness)
- 31) Lexan rear window or rear window removal +1

AERODYNAMICS:

- 1) Add, replace, or modify front fascia or air dam ~~for aerodynamic purposes~~ +3 (note: Additional points must be assessed below for any component of the added/replaced/modified fascia or air dam that performs the functions listed in 2) and 5) below)
- 2) Add, replace or modify a single front splitter/spoiler/wing/foil +3 ~~that provides any downward force, with maximum top surface width or chord length up to: 2" +1, 3" +2, 4" +3, >4" +4, (measured perpendicularly from the leading edge)~~ (note: This part may extend horizontally past the side of the vehicle no greater than five inches. ~~or the number of inches used for points assessment, whichever is less.~~ If any portion of this part that protrudes from the side of vehicle is not parallel to the ground, then additional points must be assessed for canards in 5) below.
- 3) Add, replace, or modify rear wing or spoiler +4 (a rear wing or spoiler may not exceed a height of eight (8) inches above the roofline (or OEM windshield height for convertibles), or a width greater than the width of the car body. ~~+5 if (chord top surface/ Gurney tab) — height is greater than 13" above deck, chord length of wing or length of spoiler is greater than 8 inches, width is greater than the vehicle width, Gurney tab is greater than 0.5 inch, or — that extends more than 1.5 inches past the body of the vehicle when viewed from above.~~
- ~~4) Replace or modify OEM rear wing or spoiler +2, +4 if (chord top surface/ Gurney tab) — height is greater than 13" above deck, chord length of wing or length of spoiler is greater~~

- ~~— than 8 inches, width is greater than the vehicle width, Gurney tab is greater than 0.5 inch, or~~
- ~~— it extends more than 1.5 inches past the body of the vehicle when viewed from above.~~
- 5) Add or modify canards/winglets (includes portions of an added/modified/replaced fascia that provide a downward force other than that listed in 2) above) +2
- 6) Add or fabricate flat bottom/belly tray (rearward of the centerline of the front axle) +5
- 7) Add rear diffuser (note: additional points must be assessed for any vertical panels incorporated into a rear diffuser that are greater than five inches in height) +2
- 8) Replace or modify OEM rear diffuser, rear bumper cover, or rear “fascia” (note: additional points must be assessed for any vertical panels incorporated into a rear diffuser that are greater than five inches in height) +1
- 9) Add rear vertical panels in any location (note: see 7) and 8) and 11)) +2
- 10) Add or modify side skirts +2
- 11) Add vortex generator to roof, rear window, or rear deck lid (note: additional points must be assessed for any vertical panels incorporated into a rear diffuser that are greater than five inches in height) +1
- 12) Removal of the front windshield/windshield frame +7
- 13) Front side window frame air dams/diverters (driver and/or passenger side) +2

ROLL CAGES:

6 or 8-point roll cage designs constructed per the NASA CCR may be utilized without a PT modification point assessment. Additional bars and/or attachment points within the driver’s compartment that exceed the allowances in the CCR are also permitted. The following roll cage designs are permitted but will be assessed points as follows:

- ~~1) Incorporated rear strut tower bar +1 (includes a horizontal bar between the rear cage strut bars that functions as and replaces a rear strut tower bar—no point assessment taken here if already taken in Suspension #27)~~
- ~~2) Incorporated front strut tower bar +1 (includes a horizontal bar connecting two bars that penetrate the front bulkhead/firewall and attach to the front strut towers, replacing a front strut tower bar—no point assessment taken here if already taken in Suspension #26)~~
- 1) One or more bars that penetrate the front bulkhead/firewall +2
- 2) One or more bars that are welded to the chassis (directly or with a plate) anywhere farther than 6” from the end of a tube where it terminates at a plate +2

NO-POINTS MODIFICATIONS:

- 1) Rolled fender lips
- 2) Flared fenders (if no weight reduction from OEM fenders)
- 3) Sun/moonroof removal and cover roof hole.
- 4) AC and condenser removal
- 5) Battery replacement/lightweight battery/dry cell
- 6) Air bag removal (must be removed or disabled)
- 7) Jack and spare tire removal (required)
- 8) Floor mat removal (required)
- 9) Stereo system removal
- 10) Wheels, wheel studs, wheel bearings replacement/upgrade, hub modification/replacement
- 11) Final drive ratio modification
- 12) Simple camber, caster, and toe adjustment by any method that does not alter suspension mounting points (unless the modification used is otherwise assessed points above). Bolt on camber/caster plates are not assessed points.

- 13) Ride height adjustment (must still take points for springs and torsion bars above)
- 14) Air filter upgrade
- 15) Radiator upgrade/shrouding/fascia modification (**drilled or cut holes/slots**) that only provides increased airflow to the radiator or oil/transmission coolers (without aerodynamic or engine air intake improvement)
- 16) Starter motor replacement
- 17) Alternator replacement (must be able to sustain vehicle operation without a battery)
- 18) Oil systems and coolers other than added dry sump
- 19) Motor mounts and inserts replacement/upgrade or modification (with up to 1 inch of relocation of the motor/transmission)
- 20) Engine rebuild with head shave, block decking and 0.020" overbore—provided that compression ratio is not increased by more than 0.5 and displacement is not increased by greater than 1.49%. Forged pistons and internals are legal; however, points must be assessed for de-stroking, and/or increased displacement and compression ratio if greater than the limits listed above. (Note: 0.020" overbore with OEM rods and overbore pistons will yield an increase in displacement of approximately 1.1% for most engines.)
- 21) Engine balancing and blueprinting
- 22) Spark plug wires, plugs, coil, ignition replacement/upgrade
- 23) Turbo blow-off valve upgrade, modification, or addition
- 24) Removal of the engine balance shaft and/or balance shaft drive mechanism
- 25) Lightweight flywheel and/or clutch assembly
- 26) Fuel: Any grade of commercially available unmodified gasoline or diesel--all octane levels of retail available race gas are permitted. No "home brewed" methanol/ethanol/alcohol mixtures are permitted. Methanol injection systems are illegal. Fuel additives are prohibited. **Retail available E-85 is permitted.**
- 27) Brake duct addition or modification, including electric fans (water sprayers are illegal)
- 28) Non OEM brake pads and rotors
- 29) Brake lines, brake boosters, and master cylinder modification or replacement.
- 30) Emergency brake removal
- 31) Non-metallic replacement suspension bushings
- 32) Steering wheel replacement
- 33) Mirror addition or replacement
- 34) Gear shifters and shift knob replacement/upgrade
- 35) Seat harnesses (must be compliant with NASA CCR)
- 36) Maximum of **two** hundred and fifty (**250**) lbs. of added ballast—All ballast must be of solid material (no fluids or shot pellets) and safely secured in any location on the vehicle approved by NASA safety technical inspectors. The preferred method is to use at least one (1) 3/8-inch grade-5 bolt, two (2) "fender" washers and a locking nut system for every fifteen (15) pounds of weight.
- 37) Data acquisition systems—telemetry is not permitted (NASA CCR section 18.7)
- 38) Non-OEM driver's seat
- 39) Non-OEM front passenger seat
- 40) Relocated Battery
- 41) Undertray/ belly pan forward of the centerline of the front axle
- 42) No aero points for adding a hardtop to a convertible **or removal of convertible soft top/frame**
- 43) Seam welding of the body/chassis
- 44) Shock tower reinforcement plate (to strengthen tower shock mount location only--no bars)
- 45) Shock mount replacement/modification (only if already taking points for both shocks and springs)(may raise or lower mount location up to two (2) inches if no horizontal movement.)

- 46) Accelerator, brake, and clutch pedal modification or replacement.
- 47) Drive by wire to cable throttle conversion (throttle body must remain identical to OEM in both size and shape to avoid a +2 throttle body assessment).
- 48) Add front strut tower bar (two attachment points—bolted in or as component of the cage)
- 49) Add rear strut tower bar (two attachment points—bolted in or as a component of the cage)
- 50) Lexan rear passenger side windows
- 51) OEM ECU/PCM reprogramming or chip (must use OEM ECU/PCM box/housing/hardware)
- 52) Programmable fuel systems without control of engine timing (such as SAFC, VAFC)
- 53) Non- OEM sensors or alteration of sensor inputs (such as non-programmable MAF or MAP voltage “clamps”)
- 54) Steering rack replacement or modification without geometry change (ratio changes)
- 55) Non-OEM valve springs and retainers
- 56) Ignition timing adjustments

**For NASA racecars/guest classes that are given a base classification in 5.2.1, these modifications must also be legal under the racecar’s class rules. The race class rules take precedence over this list.

5.3.2 Dyno Testing Procedures—Motor Swaps, Forced Induction, Non-OEM Heads/Hybrids, Ported Rotary Engines, National PT Director Assigned Classing

The following rules apply to:

Cars that have an added, modified, or upgraded turbocharger or supercharger.
 Cars that have a non-OEM head(s) or increased number of camshafts (hybrid engines).
 Engine swap vehicles that have been designated as requiring dynamometer testing by the National PT Director.

Cars with Rotary Engines that have been ported.
Other vehicles that have been designated by the National PT Director to be classed based on dynamometer testing.

(The Dyno testing procedures also apply whenever dynamometer testing is used as a non-invasive tool to help determine technical compliance with the classification rules for any car.)

The owner/driver must submit **the maximum dynamometer horsepower and torque numbers**, and the minimum competition weight of the vehicle (with driver) to the National PT Director prior to the car’s first competition in order to be assigned a new A-H base class (for those cars requiring re-classification). All competitors will be required to include the latest certified Dynamometer (Dyno) report and minimum weight in their vehicle logbook at all times. Any subsequent modifications or adjustments done to the car that could alter power output will require repeat Dyno testing, and a new certified Dyno report. NASA Officials may request repeat Dyno testing at any other time.

A certified Dyno report consists of three separate, reproducible Dyno tests with SAE correction. The highest peak horsepower number of the three tests will be used as the official certified horsepower for weight to horsepower calculations. A smoothing factor up to five (5) is permitted. The owner/driver may elect to submit a higher horsepower number for the purposes of reassigning a base class to ensure that any Dyno testing done at another location or at the track by the PT Officials will show hp ratings equal to or less than those provided by the owner/driver. Dynamometer tests must be conducted on a Dynojet Model 248 or 224 for front and rear wheel

drive vehicles, and on a Dynojet, Mustang, Dyno Dynamics, or Dynapack for AWD cars, in a commercial facility that offers dynamometer testing as part of their business and is open to the public. Each Regional PT Director may retain the option to specify which business locations will be the approved centers for that particular region. Please check with the PT Director in your area for instructions. All sites approved by the NASA American Iron series are approved for PT.

Certified Dyno reports are potentially valid for up to a maximum of three years (provided that no changes have been made to the vehicle that would alter Dyno readings). However, at his discretion, a NASA PT Director may require an updated certified Dyno report (at the driver's/owner's expense) after one year from the date of the previous report.

Dynamometer tests are official and certified when performed by series Officials. It is the responsibility of the competitor to be within power levels on any Dyno that NASA officials choose to use for testing. The Dynojet will be the preferred Dyno for all vehicles, and will be used exclusively when available.

As AWD Dyno availability is limited, NASA Officials may use any of the four AWD Dynos listed above. AWD drivers need to be especially careful that their cars will be compliant on any official Dyno that is available.

Vehicles may not have any adjustments during the competition day to systems that allow adjustment of horsepower levels that would serve to alter Dyno readings. Examples of such systems are driver-adjustable electronic tuning and engine timing advance devices, fuel pump output modification devices, boost controllers, adjustable MAP and MAF voltage clamps, and any other system that could alter the Dyno readings when measured for compliance purposes. Any restriction device placed in the air intake system must be clearly identified as such and marked to indicate its dimensions.

For compliance testing, the dynamometer operator and the PT Director or NASA Official will determine the dynamometer testing procedures and how many test runs will be performed for any given car being tested in order to obtain accurate test data. Prior to the dynamometer inspection the competitor may top off any fluids needed to ensure the engine and drivetrain are not damaged during testing. The fluids must be added with a NASA Official present. No other modifications or adjustments may be made to the car. To ensure fairness, a NASA Official, or an individual appointed by a NASA Official, will operate any cars being inspected on the dynamometer. SAE correction with a smoothing factor of five (5) will be used. Any run that results in an erratic or non-reproducible result may be dismissed by NASA officials.

Penalties---If a car is tested by Officials, and found to have a higher hp rating than was submitted for base classification purposes on the Car Classification Form, the following formula will be used to determine possible penalty assessment for cars in classes PTF to PTA. One (1) "penalty" point will be assessed for any deviation above the submitted peak hp number, and it will be considered a "Procedural Violation" as well (see Section 6.4 Penalties). Then, one (1) additional penalty point will be assessed for every 3 horsepower above the submitted number. The total number of penalty points will be added to the car's current number of modification points to determine if the car has illegally competed in a class that is too low. If a vehicle that has been reclassified based on its actual competition weight and Dyno power output is found to weigh less than the minimum weight listed on its Car Classification Form, it will be assessed two (2) penalty points for any deviation below the listed weight, followed by one (1) additional

penalty point for each 10 pounds below the listed minimum competition weight. Following the NASA CCR 17.8, there will be a five (5.0) pound leeway allowed during the first time the vehicle is weighed for that event (weekend). There will be no leeway at subsequent weighings for the remainder of the event. Appropriate penalties will then be assessed per the PT rules (6.4), including a penalty for a Procedural Violation for any vehicle failing to meet the minimum competition weight listed on the Car Classification Form.

5.3.3 Rotary Engine Porting Definitions

Definitions:-

~~"Street Porting"--widening and/or extension of the side intake port that allows for support of the rotor corner seal. A Rotary Engine "Street" Port Intake Port shall not allow, by any means whatsoever, any air to enter the engine from outside of the arc traced by the point of intersection of the corner seal and the leading end of the side seal.~~

~~"Bridge Porting"--addition of a second side port to the outside of the original intake port, that shares the intake runner with the original port, with a "bridge" between them to support the rotor corner seal. The secondary port must not extend beyond the edge of the rotor housing (i.e. no cutting of the edge of the rotor housing is permitted).~~

~~"Peripheral Porting"--blocking of the OEM side intake port, and placement of a new intake port through the periphery of the rotor housing.~~

~~"J-ports", "Monster ports", and any other type of porting not described here will need to be evaluated on an individual basis with chassis dyno testing.~~

~~The following assumptions regarding estimated maximum peak horsepower (to the rear wheels) of a fully tuned engine have been made regarding these modifications. Any driver/team with an engine producing greater than the following peak Dynojet dynamometer wheel horsepower numbers should individually discuss their classification with the National PT Director:-~~

~~12A--SP 150hp, BP 180hp, PP 220hp~~

~~13B--SP 180hp, BP 250hp, PP 300hp~~

~~Porting of other rotary engines will be assessed on an individual basis by the National PT Director, as will engine swaps using ported rotary engines. See Section 5.3.2 above for dynamometer testing procedures.~~

5.4 OEM Definition, Updating and Backdating Rules

For the purposes of NASA PT points assessments, the term OEM will be defined as follows: Any part that is identical in size, shape, and functional characteristics compared to the part that originally came on the vehicle, from the manufacturer, as a standard feature of the base model as it is listed in section 5.2 Base Classifications (factory options and specialty model parts are considered non-OEM) or is listed as a standard replacement part by the OEM manufacturer. Some parts that are produced by aftermarket manufacturers as generic replacement parts may not require a points assessment provided that: they are the same size and shape, and have the same functional characteristics as the OEM part, and that they provide no significant improvement in performance, longevity, or reliability. If it is determined in impound that such a part does not meet the above description, the driver may be disqualified. Consultation with the Regional PT Director prior to competition is advised for any driver using a vehicle with replacement parts that fall under this exception.

All factory optional parts, upgrades, and vehicle specifications must be assessed points, unless they legally fall under the update/backdate rule or are on the list of No-Points Modifications. **Base classifications are for the standard base model (base trim package) of a vehicle, without factory options or upgrades,** unless there is a specific PT base classification listing in 5.2 for a non-base trim model.

Updating and backdating of parts between different model years of the same vehicle model is legal provided that the competing vehicle is in the same or higher base class than the donor vehicle, and that the entire assembly is replaced. No interchange of parts between assemblies is permitted in order to create a new assembly. Updating or backdating (without a point's assessment) with specialty models or between two cars that have model names with different numbers or letters in them is prohibited, unless specifically approved. The purpose of this rule is to equalize similar cars in the same (or lower) class, not to allow the creation of vehicles that were never manufactured or homologated. Motors and engine parts cannot be swapped under the update/backdate rule without specific approval. Any update or backdate involving parts that could provide a total weight reduction of greater than 15 pounds needs to be evaluated by PT Officials for possible weight reduction points assessment.

6 Forms, Inspection, Protests, Penalties

All aspects of NASA CCR Section 17.0 Vehicle Legality Inspection shall be enforced except as defined below.

6.1 Car Classification Forms

All competitors will submit a completed Performance Touring Car Classification Form (and certified Dyno report if re-classed under 5.3.2) to the Regional PT Director or Race Director (if there is no PT Director) prior to the first qualifying session of a race day. Once a form has been submitted during a season, if there are no modifications to the vehicle, a new form does not need to be submitted at subsequent races. However, if there are any changes to the vehicle that would alter the modification points for that vehicle in any way, either a new form needs to be submitted, or the PT Director may allow the driver to revise the old form (again, prior to any qualifying sessions that the vehicle is run in with the new modifications). Failure to comply with the correct procedure regarding Classification Forms is a violation of the rules that may be penalized, regardless of whether or not the vehicle's competition class has changed. The Car Classification Form substitutes for the class rules and vehicle specification sheet that would be present under a traditional racing paradigm. As such, the Form needs to be kept up to date, and accurate at all times. Forms can be downloaded here <http://www.nasaproracing.com/rules/> or from the link on the www.performancetouring.com website.

A driver may choose to compete at any time in a higher level class than would be dictated by the Performance Touring Car Classification system. A car may be modified an unlimited number of times, and substitute vehicles may be used provided they comply with all PT rules. Substitution of a vehicle after qualifying sessions are completed will result in the new vehicle being placed at the back of its class in pre-grid.

6.2 Vehicle Inspection

All completed PT Car Classification Forms will be available from the PT Director (or Race Director if there is no Regional PT Director) for review by any competing driver by request. Performance Touring vehicles are subject to detailed inspection by any NASA Technical Inspector and visual inspection by Performance Touring competitors at any time when the car is at the track or at prearranged mutually agreed upon times when the car is not at the track. Performance Touring Directors and NASA Officials retain the right to request any disassembly or other procedure required to verify vehicle compliance. At random times or at the discretion of NASA Officials, any car may be ordered to report for rules compliance on a chassis dynamometer. All official Performance Touring dynamometer tests will be open. All Performance Touring competitors have the option to be present for official chassis dynamometer testing. As well, competitors may have GPS accelerometers placed in/on their vehicles at any time by Performance Touring Officials to help verify rules compliance.

6.3 Protests

Protests of another competitor's vehicle, for good cause, may be filed up to 30 minutes after the completion of a race, with the Race Director. A specific part does not need to be specified in the protest, but an explanation of why the vehicle is being protested is required. Frivolous and "nuisance" protests may result in some type of action against the protesting party. In addition, if a driver believes that a competitor is compliant under the Performance Touring rules, but that the vehicle is grossly misclassified, he may report this information to the National PT Director, who will evaluate the case, and determine if any changes in the PT base classifications or rules are necessary in order to meet the goal in PT rule 4 Purpose of having a "fair and logical competition environment". All potential rule changes will be evaluated by the NASA National Executives to ensure necessity, appropriateness, and fairness.

6.4 Penalties

Cheating and non-compliance are not welcome and will be subject to harsh penalties. Penalties will be assessed as follows, although the Race Director may choose to assess more severe penalties for blatant cheating, including expulsion from the Performance Touring Series on the first offense. Any procedural violation of the rules that is found after a qualifying session, but before a race will result in the vehicle moving to the back of its class on the pre-grid. Any procedural violation that is found after a race will result in the loss of one position place in the final results. Some examples of procedural violations would be: failure to revise or resubmit a Car Classification Form after new modifications have been made, incorrectly assessing modification points, failure to note all modifications that require points assessment, failing a dyno test or vehicle weight measurement by any amount, and providing any incorrect information on the Car Classification Form.

The penalty for competing with a vehicle in a class lower than that dictated by the Performance Touring Classification system, regardless of driver/owner intentions, will be a two race disqualification for the previous two races for the first offense. A second offense will result in a loss of half of the season points, a two race suspension, and disqualification from the race. At third offense, there will be a loss of all season points and a four race suspension. The fourth offense will result in permanent ejection from the series. Any disqualification or suspension will result in zero points that cannot be dropped.

Any decision by NASA Officials during an event may be appealed per the NASA CCR.

7 Safety

All of the rules listed in the NASA CCR Sections 15 and 16 will apply, except, the following rules will supersede those listed in the CCR:

CCR 15.6—Roll cages may be built to provide additional chassis stiffening, including tubes that penetrate the firewall. However, additional tubes and attachment points will be assessed modification points as stated in 5.3.1. Roll Cages

CCR 15.8—An electrical master cut-off switch is required.

CCR 15.9—Steering wheel lock removal is recommended, but not required.

CCR 15.16—An approved suitable racing seat is required.

Air bags must be disabled or removed.

Front driver and passenger side fixed/Lexan windows are specifically not permitted unless they are factory installed during the manufacturing of the vehicle. Both front side windows must otherwise be in the down position while on track.

Per the NASA CCR, any driver displaying rough, negligent, or unsportsmanlike conduct will receive harsh penalties, which may include loss of points, suspension, and/or monetary fines at the discretion of NASA Officials.

8 Car Appearance

8.1 Numbers and Class Designation

All NASA PT cars must display the car's number on both sides and the front and rear of the car. Numbers must be of a contrasting color to the car or otherwise clearly visible, at least 10-inches tall with a 1.5-inch stroke for the sides, and four inches tall for the front and rear. NASA PT cars must also display a class designation on both sides and the rear of the car in a four-inch height in contrasting color to the car. Class Designations shall be PT followed by the group number. For example, an A Group competitor would display "PTA" as a class designation. **Drivers are also encouraged to place their class designation in contrasting colors on the inside of their front window, so that a driver in front of them can easily determine in his rear view mirror if the cars are in his class or not. The NASA PT Director may require this additional identifier, especially if there are multiple vehicles competing that are the same model and color, but in different classes.**

8.2 General Car Appearance

All vehicles must be in good condition and appearance. Vehicles with excessive body damage, primered body panels, etc., are not permitted. The vehicle must meet the "50/50" rule, which means it must look undamaged and straight at fifty (50) mph from fifty (50) feet away.

Appendix A—“Adjusted” Weight/Power Ratio Calculation

The “adjusted” weight/power ratio is used primarily for classification of cars in Super Touring (ST). However, all Performance Touring cars are subject to a limit on their “Adjusted” weight/power ratio, where exceeding that limit would bump the car into a higher PT class or into the Super Touring classing system.

The “adjusted” weight/power ratio for each vehicle can be calculated based on a simple competition weight to peak chassis dynamometer horsepower ratio (wt./hp), followed by the adjustment of the resulting ratio by adding to, or subtracting from it, based on the list of “Modification Factors” below. Competition weight is defined as the minimum weight of the vehicle, with driver, any time that it competes in a qualifying session or race. Note: peak chassis dynamometer horsepower and dynamometer testing procedures are defined in Section 5.3.2.

The “Modification Factor” listed after each item below is added or subtracted from the actual measured wt/hp ratio to determine the “adjusted” wt./hp ratio that determines vehicle legality in each ST class.

- Body Type: 4-door Sedan or 5-door Wagon = +0.4
- Transmission: Dog-ring/Straight-cut gears (non-synchromesh) = -0.2
Sequential/Tiptronic-like/paddle shift/semi-automatic = -0.2
- Drivetrain: AWD = -0.5
FWD = +1.0
- Tires: Non-DOT approved tires = -0.75 (VRL and GAC Hoosiers exempt)
Size 275 to 250 (or 10.5” to 9.6” for non-DOT approved) = +0.4
Size 245 or smaller (or less than 9.6” for non-DOT approved) = +0.8
- Competition Weight: Equal to or **Less** than:

3200-2800lbs	2750-2350lbs	2300-1900lbs	1850-1450lbs
3200 lbs -0.05	2750 lbs -0.5	2300 lbs -0.95	1850 lbs -1.4
3150 lbs -0.1	2700 lbs -0.55	2250 lbs -1.0	1800 lbs -1.45
3100 lbs -0.15	2650 lbs -0.6	2200 lbs -1.05	1750 lbs -1.5
3050 lbs -0.2	2600 lbs -0.65	2150 lbs -1.1	1700 lbs -1.55
3000 lbs -0.25	2550 lbs -0.7	2100 lbs -1.15	1650 lbs -1.6
2950 lbs -0.3	2500 lbs -0.75	2050 lbs -1.2	1600 lbs -1.65
2900 lbs -0.35	2450 lbs -0.8	2000 lbs -1.25	1550 lbs -1.7
2850 lbs -0.4	2400 lbs -0.85	1950 lbs -1.3	1500 lbs -1.75
2800 lbs -0.45	2350 lbs -0.9	1900 lbs -1.35	1450 lbs -1.8

Equal to or **Greater** than:

3300-3500lbs	3550-3750lbs	3800-4000lbs	4050-4250lbs
3300 lbs +0.05	3550 lbs +0.35	3800 lbs +0.65	4050 lbs +0.9
3350 lbs +0.1	3600 lbs +0.4	3850 lbs +0.7	4100 lbs +0.95
3400 lbs +0.15	3650 lbs +0.45	3900 lbs +0.75	4150 lbs +1.0
3450 lbs +0.2	3700 lbs +0.55	3950 lbs +0.8	4200 lbs +1.05
3500 lbs +0.3	3750 lbs +0.6	4000 lbs +0.85	4250 lbs +1.1

Note: If between 3201 lbs and 3299 lbs, there is no modification factor.

Note: All vehicle weights will be measured to the tenth of a pound (xxxx.x), then rounded off to the nearest pound for all calculations. Any weight ending in “.5” (xxxx.5x) will be rounded up or down to the benefit of the competitor.

Example Calculations of “Adjusted” Wt/Power Ratio

Example: 2003 Dodge Viper, with OEM transmission, on DOT approved 345 size tires, weighing 3701 lbs, with peak chassis dyno power of 450 hp:
 $3701/450 = 8.22$, plus 0.55 (weight 3700 lbs or greater) = 8.77 (ST2)

Example: 2004 Chevrolet Corvette Z06, with OEM transmission, on DOT approved 345 size tires, weighing 3265 lbs, with 375 peak hp:
 $3265/375 = 8.70$ (ST2)

Example: 2005 Ford Mustang, with dog-ring gearbox, non-DOT 11” slicks, weighing 3000 lbs, with peak chassis dyno power of 435 hp:
 $3000/435 = 6.89$, minus 0.2 (dog box) = 6.69, minus 0.75 (slicks) = 5.94, minus 0.25 (3000 lbs or less) = 5.69 (ST1)

Example: 2005 Subaru STI, with OEM transmission, on DOT approved 305 size tires, weighing 3201 lbs, with 550 peak awhp:
 $3201/550 = 5.82$, plus 0.4 (4-door sedan) = 6.22, minus 0.5 AWD = 5.72 (ST1)

Example: 2004 Dodge SRT4, with OEM transmission, on non-DOT approved 10.3” slicks, weighing 2501 lbs, with 500 fwHP:
 $2501/500 = 5.0$, plus 0.4 (4-door sedan) = 5.4, plus 1.0 (FWD) = 6.4, minus 0.75 (non-DOT approved tires) = 5.65, plus 0.4 (10.5” to 9.5” non-DOT tires) = 6.05, minus 0.7 (less than 2550 lbs) = 5.35 (SU)

Appendix B—Pre-Approved Motor Swaps

Acura Integra B18C1 (GSR 170 hp) swapped into a Honda Civic (2300#). The swap will result in the Civic moving up to the PTD base class with a base weight listing of 2300 lbs.

Acura Integra B18C5 (ITR 195 hp) swapped into a Honda Civic (2300 lb). The swap will result in the Civic moving up to the PTC base class with a base weight listing of 2300 lbs.

Acura Integra Type R (JDM 220hp) swapped into an Acura Integra RSX Type S (US). The swap will result in the RSX Type S moving up to the PTD* base class with a base weight listing of 2770 lbs.

Audi 80 2.0L (108/113hp) swapped into an '81 VW Scirocco 1.7L (74hp) body. The swap will result in the Scirocco moving up to the PTF** class, with a base weight of 2040 lbs.

BMW E36 325i 2.5L (189hp) swapped into a BMW E30 325i (2855#). The swap will result in the E30 moving up to the PTE* base class with a base weight listing of 2855 lbs.

BMW E36 328 2.8L (190 hp) swapped into BMW E36 318ti (2778 lbs). The swap will result in the E36 318ti moving up to the PTE* base class with a base weight listing of 2865 lbs.

Eagle Talon turbo 2.0L 16v (210 hp) swapped into an Eagle Talon non-turbo 2.0L (4g63) chassis/body of equal weight. The swap will result in the car moving to the Eagle Talon Turbo's base class of PTE with a base weight listing of 2889 lbs.

Ford Escort LX SPI 2.0L SOHC (110 hp) swapped into '91-'96 Ford Escort LX. The swap will result in the Escort LX Hatchback moving to the PTG** base class with a base weight listing of 2391 lbs. and the Escort LX Wagon moving to the PTG* base class with a base weight listing of 2484 lbs.

Ford Escort ZX2 Zetec 2.0l VVT (130hp) swapped into '91-'96 Ford Escort LX. The swap will result in the Escort LX (hatchback and wagon) moving to the PTF* base class with a base weight listing of 2391 lbs.

Ford Mustang '69 351W (290 bhp, 232 net hp)(PTF*) swapped into a '66 Ford Mustang 289W (271 bhp, 217 net hp)(PTF*). The swap will result in an increase in the '66 Mustang's listed base weight by 210 lbs to 3190 lbs if the alternate method of weight reduction mod points is used. If not, a +11 point assessment will be made.

Mazda 323 GTX ('90-'94) BP-T 1.8L (176 hp) swapped into '91-'96 Ford Escort LX. The swap will result in the Escort LX (hatchback and wagon) moving to the PTD base class with a base weight listing of 2391 lbs.

Mazda 626 KLZE 2.5L (JDM 200hp) swapped into '91-'96 Ford Escort LX. The swap will result in the Escort LX Hatchback moving to the PTC base class with a base weight listing of 2391 lbs. and the Escort LX Wagon moving to the PTD** base class with a base weight listing of 2484 lbs.

Mazda Miata '94-'97 1.8L (128 hp), using the 1.6L ECU, swapped into '90-'93 Mazda Miata 1.6L (116hp) body. The swap will result in the '90-'93 Miata moving to the PTE base class, with a base weight listing of 2275 lbs. As well, the '90-'93 Miata may update other non-ECU parts from the '94-'97 Miata.

Nissan CA18DET (175hp) swapped into an '89-'94 Nissan 240SX (140hp). The swap will result in the Nissan 240SX moving to the PTE base class, with a base weight listing of 2700 lbs.

~~Nissan (JDM) S13 SR20DET (200hp) swapped into a Nissan 240SX (155hp) body (PTF**). The swap will result in the Nissan 240SX moving to the PTD base class, with a base weight of 2700 lbs.~~

~~Nissan (JDM) SR20VE (187hp, 145ft-lbs) ('97-'01 auto) swapped into a Nissan Sentra SE-R Spec V (175hp, 180 ft-lbs, 2.5L, PTF**) -- does not include SR20VE from '01-current 6sp manual (204hp). The swap will result in the Nissan Sentra SE-R Spec V moving up to the PTE base class, with a base weight listing of 2740 lbs.~~

Nissan (JDM or USA) VG30DETT (300ZXTT) (300hp) engine swapped into a Nissan 300ZX Z-32 2+2 (n.a)(3414 lb) (222hp) body. The swap will result in the Nissan 300ZX Z-32 2+2 (n.a) moving up to the PTD** base class, with a listed base weight of 3480 lbs. This swap does not apply to the 300ZX Coupe (3219 lbs).

Pontiac Firebird 3.4L V6 (160hp) swapped into an '88 Fiero 2.8L (140hp). The swap will result in the Fiero moving from PTF* to PTE with a listed base weight of 2778 lbs.

Pontiac Grand Am '99 3.4L V6 (175hp) swapped into an '88 Pontiac Fiero (4 cylinder). The swap will result in the Fiero moving to the PTE* base class (from PTG), with a base weight listing of 2590 lbs.

VW Jetta 2.0L 16V (134hp) ('90) swapped into a '78 VW Scirocco 1.6L (75hp) body. The swap will result in the Scirocco moving up to PTE* (from PTH**) with a base weight listing of 2040 lbs.

VW Scirocco 2.0L 8V (ABA) (115hp) swapped into an '80 VW Scirocco 1.7L (74hp) body. The swap will result in the Scirocco moving up to the PTF* base class (from PTH**), with a base weight listing of 2040 lbs.

VW Scirocco 1.8 L 8V (90hp) swapped into an '81 VW Scirocco 1.7L (74 hp) body. The swap will result in the Scirocco moving up to the PTG** base class (from PTH**), with a base weight listing of 2040 lbs.

Appendix C—Technical Bulletins for Specific Models

Allison Legacy:

Maximum Dynojet 87 rwhp/120 ft-lbs

Minimum competition weight: 1625 lbs

Lotus Elise and Exige:

The Lotus Elise and Exige optional rear toe link brace, along with the spherical joint that replaces the ball joint and attaches to the inboard end of the toe link bar are no-points modifications. OEM geometry, suspension mounting points, the outboard end joint on the toe link, and the toe link bar itself must remain stock.

Similar aftermarket braces that meet the above requirements will also be no-points modifications (even if they have spherical joints on the static ends of the brace itself). Aftermarket kits that include a replacement toe link bar will be assessed +1 point. Aftermarket kits that change the outboard toe link joint to a spherical/heim joint will be assessed an additional +3 pts. for "metallic replacement suspension bushings". Aftermarket kits that do not use the OEM mounting locations for the toe link ends will be assessed an additional +6 pts. for "relocation of rear suspension mounting points".

Mazda RX-7 (1st Generation):

A Watts link plate that puts the center pin into double shear for safety purposes only (and has been approved previously for Pro7 use in the SoCal region), is approved for use in PT and TT without a points assessment. Any other changes to the Watts link will require a points assessment per the PT/TT Rules.

Mazda RX-7 13B:

1. Modification of the Variable Dynamic Intake (VDI) by removal of the actuator mechanism, and permanently wiring the VDI open will be a No-Points Modification.

2. Modification of the 5th and 6th port runners, by removal of the actuator mechanism, actuator rods, and removal of the sleeves themselves, will be a No-Points Modification. As well, removal of the actuator

mechanism and actuator rods, and fixing the sleeves in the open position will also be a No-Points Modification. However, under either circumstance, if there is any filler material added, non-OEM sleeves added, modification of the OEM sleeves, or other modification to the runners, the car will need to be re-classed based on Dyno testing.

Panoz GTRA:

'97-'99 Panoz GTRA 5.0l spec race car: PTB/TTB
maximum Dynojet rwhp: 235 hp
maximum Dynojet torque: 305 ft-lbs
minimum competition weight (with driver): 2925 lbs
maximum tire width: 275mm
permitted tires: all DOT approved available OTC in the USA
wheels: open
alignment: open to adjustment
ride height/corner balance: open via coilover adjustment
suspension/body/aero/cage/transmission: as built
(Koni non-adjustable coilovers, Tremec 3550 5 speed,
Brembo 325mm floating brakes--pads open)

Pro Challenge Road Race Car:

maximum Dynojet rwhp: 130 hp
maximum Dynojet torque: 85 ft-lbs
minimum competition weight (with driver): 1580 lbs
maximum tire width: 225mm (Hoosier ok)
permitted tires: all DOT approved available OTC in the USA
wheels: 15"x8" (model open)
alignment: open to adjustment
ride height/corner balance: open via coilover adjustment
suspension: Bilstein non-adjustable shocks
body/aero/cage: Fiberglass with race wing—as built by Pro Challenge
length: 14 feet
height: 48 inches
chassis: 1.5" reinforced steel tube frame
engine: open provided that maximum Dynojet hp and torque numbers are not exceeded
(if a restrictor is required to meet the 130 rwhp maximum, it must be clearly labeled as such)
transmission: sequential—motorcycle type
differential: Winters quick-change or Toyota (locked)
brakes: Wilwood 4 piston, 10" vented rotors front, Wilwood 2 piston, 10" solid rotors rear

Thunder Roadster:

The 2008 released updated body/wing type is not permitted in PT. Those cars are approved for use in Super Touring (ST)