



NASA Autocross Car Classification Form (NXR-NXH)--2009 (v9.1)

Owner's Name \_\_\_\_\_ Date \_\_\_\_\_ Region \_\_\_\_\_

Car Number \_\_\_\_\_ Car Color \_\_\_\_\_ e-mail \_\_\_\_\_

Car Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Trim \_\_\_\_\_

NASA-X Base Class \_\_\_\_\_ Base Weight Listing (from NASA-X Rules) \_\_\_\_\_ lbs.

Min. Competition Wt. (w/driver) \_\_\_\_\_ lbs. (only nec. if using the alternate method of calc. wt. reduction pts.)

Proceed to calculate your vehicle's modification points assessment for up-classing purposes. Fill in the blanks with the number of modification points assessed for each item that affects your vehicle. You may leave the lines blank next to modifications that your vehicle does not have. Proceed to Page 2, and calculate all modification points' assessments, then fill in total points below. ALL Factory Options and Parts Not on the Base Trim Model Must Be Assessed Points!!!

\_\_\_\_\_ Total Number of Modification Points from assessments listed on pages 2 through 6 of this document

\_\_\_\_\_ Total Number of Points from \* (+7) or \*\* (+14) from section 1.2 of the NASA-X Classing document

\_\_\_\_\_ Forced Induction Vehicles automatically enter +5 here (all turbocharged and/or supercharged cars)

Total Modification Points for Up-classing

- 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
(180 or more points - up NINE classes)

Base Class: NX \_\_\_\_\_ Final Competition Class: NX \_\_\_\_\_

Any vehicle that exceeds the maximum points assessment set forth in this document (i.e. beyond class NASA-X R with 19 points added) may be excluded from the official event results and run only in an "EXPO" class, as determined by the NASA-X National Director or any NASA-X Regional Director.

For purposes of NASA-X 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 1.2 of the current NASA-X National Classes document (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 you have any questions about the modification points, consult your NASA-X Director. Errors and omissions could result in disqualification and other penalties.

This current Classing Form summarizes the current NASA-X National Classes document available from http://www.nasapracing.com/rules.htm . Participating NASA-X drivers may be required to file this form with regional or national NASA-X Officials before a specific season or event, TBA in advance. Otherwise please fill it out and save it for self-classing purposes before entering any NASA-X event.

## TIRE POINTS:

- \_\_\_\_\_ 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. KumhoV700, 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:  
NXR: 335mm, NXU: 315mm, NXS: 305mm, NXA: 295 mm, NXB: 265mm, NXC: 255mm,  
NXD: 245mm, NXE: 235mm, NXF: 215mm, NXG: 195mm, NXH: 175mm

Tire width points assessed or points credited are determined by the difference between the width of the **largest tire** on the vehicle and the assigned base tire size 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.

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

Base Class Tire Size \_\_\_\_\_ mm Actual Tire Size \_\_\_\_\_ mm Difference \_\_\_\_\_ mm #Points \_\_\_\_\_

Total Tire Modification Points

## WEIGHT REDUCTION POINTS:

Any vehicle that has a competition weight (with driver)\* that is more than 150 pounds lighter than the vehicle's base weight listing in section 1.2, and any vehicle that has had cutting or grinding of the body or chassis, or removal or lightening of parts either not listed below or on the list of No-Points Modifications, or not otherwise assessed points, is required to use the alternate method below, based on minimum competition weight, to determine weight reduction modification points. As well, a competitor may choose to use the alternate method to assess weight modification points at any time:

- \_\_\_\_\_ 1) Removal of passenger front seat and seat belts +3
- \_\_\_\_\_ 2) Removal of rear seat(s), seat belts, and/or rear shelf trim panel +3
- \_\_\_\_\_ 3) Removal of trunk carpet, padding, insulation, sound deadening, or panels +1
- \_\_\_\_\_ 4) Removal of rear carpet, floor padding, floor/door sill trim, panels, and/or sound deadening material +1
- \_\_\_\_\_ 5) Removal of front carpet, padding, floor console, floor/door sill trim, panels (other than door panels), and/or sound deadening material +1
- \_\_\_\_\_ 6) Removal of dashboard, instrument panel, brackets, and/or glove box +2
- \_\_\_\_\_ 7) Removal of front passenger door panel, latches, and/or window/mechanisms +2  
(No points assessed if passenger door is gutted for NASCAR style cage door bars— the bars must penetrate into the door necessitating door gutting)
- \_\_\_\_\_ 8) Removal of driver's front door panel, latches, and/or window/mechanisms +2  
(No points assessed if driver's door is gutted for NASCAR style cage door bars— the bars must penetrate into the door necessitating door gutting)
- \_\_\_\_\_ 9) Removal of rear door panels, latches, and/or windows/mechanisms +4 (or +2 each side)
- \_\_\_\_\_ 10) Lexan front windshield +3
- \_\_\_\_\_ 11) Lexan rear window +3
- \_\_\_\_\_ 12) Lexan side windows +2 (per pair)
- \_\_\_\_\_ 13) Front bumper or support removal or modification +1  
(Removal of less than 30% of the front bumper material for engine cooling purposes—0 pts.)
- \_\_\_\_\_ 14) Rear bumper or support removal or modification +1
- \_\_\_\_\_ 15) Aftermarket lightweight hood (or gutting) +1

- \_\_\_\_\_ 16) Lightweight front fenders (composite or gutting) +1 (for each)
- \_\_\_\_\_ 17) Lightweight body panels/quarter panels (composite or gutting) +4 (or +2 for each)
- \_\_\_\_\_ 18) Heater core and/or heater blower/fan removal +1 (No points for air conditioning and condenser removal only)
- \_\_\_\_\_ 19) Power steering removal +1
- \_\_\_\_\_ 20) Undercoating removal +3

**Alternate Method based on actual vehicle competition weight:**

If the base weight used for base classing purposes 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 NASA-X competition heat. 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 and may lose all accrued points for the season if the number of modification points based on the lighter actual weight puts the car in a higher competition class.

Total Weight Reduction Points by Standard Method

**OR**

Total Points by Alternate Method    Base Wt. \_\_\_\_\_ lbs. minus Min. Competition Wt. \_\_\_\_\_ lbs. = \_\_\_\_\_ lbs.

Total Weight Reduction Modification Points

**ENGINE/DRIVETRAIN POINTS:**

- N/A 1) Engine swap: All engine swaps must be evaluated for new base classification by the NASA-X National Director on an individual basis, unless a base class for the particular swap is listed above in 1.2 Base Classifications or in Appendix A. Please refer to classing document section 1.5.
- N/A 2) Increased number of camshafts or non-OEM (non-stock) head(s)/hybrids: same as 1), refer to section 1.5.
- N/A 3) Non-OEM turbo or supercharger, or upgraded or modified turbo/supercharger: same as 1), refer to section 1.5.
- \_\_\_\_\_ 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
- N/A 10) Port modification for rotary engine: same as 1), refer to section 1.5.
- \_\_\_\_\_ 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) 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.)
- \_\_\_\_\_ 14) Replacement pulley for OEM supercharger +4
- \_\_\_\_\_ 15) Aftermarket boost controller or modification/alteration of OEM vacuum lines that serve to function as boost controller +4
- \_\_\_\_\_ 16) Aftermarket or modified wastegate actuator, wastegate, or vacuum line(s) that serve to control the wastegate actuator function or increase peak boost +3
- \_\_\_\_\_ 17) Add aftermarket intercooler +7
- \_\_\_\_\_ 18) Non-OEM or modified intercooler +4
- \_\_\_\_\_ 19) Non-OEM or modified/ported throttle body +2; **independent throttle bodies +4**
- \_\_\_\_\_ 20) Non-OEM, modified/ported, **or deleted** intake manifold: 4 cyl. +1, 6cyl. +2, 8 cyl. +3, 12A &13B rotary +2, all other rotary +3
- \_\_\_\_\_ 21) 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)

- \_\_\_\_\_ 22) Water injection system +6 (an alcohol-water mixture is permitted, but the driver must notify the Event Director and/or Control that it is being used.)
- \_\_\_N/A\_\_\_ 23) Nitrous oxide injection is illegal
- \_\_\_\_\_ 24) Modification or porting of the exhaust manifold +2
- \_\_\_\_\_ 25) Aftermarket or modified header +2
- \_\_\_\_\_ 26) 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 is strictly adhered to.)
- \_\_\_\_\_ 27) Non-OEM or modified exhaust piping, resonators, or mufflers downstream from the OEM catalytic converter(s) location(s) +1 (for basic “catback” exhaust or performance mufflers only—otherwise, must use 26) +2 if the vehicle has an aftermarket, modified, or deleted header/secondary/downpipe/pre-cat section/catalytic converter)
- \_\_\_\_\_ 28) Removal, upgrade, or modification of catalytic converter(s) +1
- \_\_\_\_\_ 29) Non-OEM sequential (semi-automatic) or dog-ring (non-synchromesh) transmission (includes altered gear ratios) +7
- \_\_\_\_\_ 30) Upgrade number of forward gears in transmission or altered gear ratios +3
- \_\_\_\_\_ 31) Final drive ratio modification +3 (includes OEM sport package differentials for cars not listed separately in section 1.2 Base Classing)
- \_\_\_\_\_ 32) Added paddle/electronic shift +3
- \_\_\_\_\_ 33) Added limited slip differential or welded/locked differential +3
- \_\_\_\_\_ 34) Changed or modified limited slip differential (or welded/locked OEM LSD) +1
- \_\_\_\_\_ 35) Added traction control +3 (no points if proven disabled during competition)
- \_\_\_\_\_ 36) 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 NASA-X National Director.)
- \_\_\_\_\_ 37) Modification/upgrade from a fixed to a floating rear axle +3

Total Engine/Drivetrain Modification Points

### **SUSPENSION/BRAKES/CHASSIS POINTS:**

- \_\_\_\_\_ 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) and control arm spindle/knuckle joints already assessed points in 7)
- \_\_\_\_\_ 26) Add front lower stress/arm brace (two attachment points maximum) +1
- \_\_\_\_\_ 27) Add front strut tower bar (two attachment points—bolted in or as component of the cage) +1
- \_\_\_\_\_ 28) Add rear strut tower bar (two attachment points—bolted in or as a component of the cage) +1
- \_\_\_\_\_ 29) Add a third attachment point to front or rear strut tower bar (or replace existing 3 point) +1
- \_\_\_\_\_ 30) Add or modify other chassis stiffening devices or fabricated parts (such as lower strut braces or lower arm braces (with greater than two attachment points), subframe connectors, subframe braces, subframe mounts/bushings, etc) +3
- \_\_\_\_\_ 31) Non-OEM driver/cockpit adjustable sway bar or suspension settings +4
- \_\_\_\_\_ 32) Seam or stitch welding of the body/chassis +5

Total Suspension/Brakes/Chassis Modification Points

**ROLLBAR/CAGE POINTS:**

4- point roll bar and 6 or 8-point roll cage designs constructed per the NASA CCR may be utilized without a NASA-X 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) 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

Total Roll Bars/Cages Modification Points

**Grand Total Of All Modification Points** (Enter this number on page 1)

**NO-POINTS MODIFICATIONS:**

- 1) Rolled fender lips
- 2) Flared fenders
- 3) Sun/moonroof removal and cover roof hole.
- 4) Battery replacement/lightweight battery/dry cell
- 5) Air bag removal
- 6) Jack and spare tire removal
- 7) Floor mat removal (required)
- 8) Wheels, studs, spacers, wheel bearings replacement/upgrade, hub modification/replacement, all with less than 3 inches of total track width gain
- 9) 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.
- 10) Ride height adjustment (must still take points for springs and torsion bars above)
- 11) Air filter upgrade (without modification of the air filter housing or air intake system)
- 12) 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)
- 13) Starter motor replacement
- 14) Alternator replacement (must be able to sustain vehicle operation without a battery)
- 15) Oil systems and coolers other than added dry sump
- 16) Motor mounts and inserts replacement/upgrade or modification (with up to 1 inch of relocation of the motor/transmission)
- 17) 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.)
- 18) Engine balancing and blueprinting
- 19) Spark plug wires, plugs, coil, ignition replacement/upgrade

- 20) Turbo blow-off valve upgrade, modification, or addition
- 21) Removal of the engine balance shaft and/or balance shaft drive mechanism
- 22) Lightweight flywheel and/or clutch assembly
- 23) 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.**
- 24) Brake duct addition or modification, including electric fans (water sprayers are illegal). **Two holes may be cut or drilled out of the front fascia for brake air ducts. Any hole providing improved intake air to the engine will be assessed one (1) point.**
- 25) Non OEM brake pads and rotors
- 26) Brake lines, brake boosters, and master cylinder modification or replacement.
- 27) Emergency brake removal
- 28) Non-metallic replacement suspension bushings
- 29) Steering wheel replacement
- 30) Mirror addition or replacement
- 31) Gear shifters and shift knob replacement/upgrade
- 32) Seat harnesses
- 33) 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 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.
- 34) Data acquisition systems **and/or telemetry**
- 35) Non-OEM driver's seat
- 36) Non-OEM front passenger seat
- 37) Relocated battery
- 38) Adding a hardtop to a convertible **and/or removal of convertible soft top/frame**
- 39) Shock tower reinforcement plate (to strengthen tower shock mount location only--no bars)
- 40) 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.)
- 41) Accelerator, brake, and clutch pedal modification or replacement.
- 42) 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).
- 43) OEM ECU/PCM reprogramming or chip (must use OEM ECU/PCM box/housing/hardware)
- 44) Programmable fuel systems without control of engine timing (such as SAFC, VAFC)
- 45) Non- OEM sensors or alteration of sensor inputs (such as non-programmable MAF or MAP voltage "clamps")
- 46) Steering rack replacement or modification without geometry change (ratio changes)
- 47) Non-OEM valve springs and retainers
- 48) Ignition timing adjustments
- 49) NACA ducts, air ducts, or air hoses placed in a side window frame solely for purposes of driver cooling
- 50) Front wing/vent window removal and replacement with Lexan
- 51) Headlamps, headlight covers, and fog lights may all be removed, and the holes may be covered with material that replicates the shape of the OEM light/cover, leaving the shape of the OEM fascia intact. Uncovered holes may be used for brake ducts. Any hole providing improved intake air to the engine will be assessed one (1) point.
- 52) Add, replace, or modify front fascia or air dam
- 53) Add, replace or modify a single front splitter/spoiler/wing/foil
- 54) Add, replace, or modify rear wing or spoiler
- 55) Add or modify canards/winglets
- 56) Add or fabricate any flat bottom/belly tray
- 57) Add rear diffuser, replace or modify OEM rear diffuser, rear bumper cover, or rear "fascia"
- 58) Add rear vertical panels in any location
- 59) Add or modify side skirts
- 60) Add vortex generator to roof, rear window, or rear deck lid
- 61) Front side window frame air dams/diverters (driver and/or passenger side)