

Appendix A

Performance Stock Class Rules

1. General Information

1. The CRS Stock Classes (Performance Stock and CRS GT) were created to provide a lower cost form of competition by using basically stock engines and low cost cars. The following rules have been made to limit the effectiveness of expensive horsepower/drivetrain modifications and should be maintained as such to keep the class a "drivers class". By keeping certain items "stock" and other modifications limited, dominance of the class by one particular type of car will not occur. This concept is referred to as the "Spirit of the Class"; and may be applied by the Stock Class Committee in cases where the following rules may not apply.

2. In general, THE CARS ARE TO BE STOCK IN ALL ASPECTS EXCEPT THOSE ITEMS SPECIFICALLY MENTIONED IN THESE RULES!

1. Optional equipment will be allowed only when the specific option was available on the body style as delivered in the U.S. from the factory, except as modified in section 5.2 of these rules.

2. Dealer-installed options are not allowable. (Many examples of these types of modifications exist and do not fall within the "Spirit of the Class").

3. These rules are modified every other year (2013, 2015 etc) by ballot, to be in effect for the following year. As a result these rules may change for 2014 but not for 2013. Voting will be restricted to those competitors who ran in Performance Stock or CRS GT since the previous vote on Stock Class rules.

4. Vehicle Eligibility

1. All cars and trucks competing in the Performance Stock Class will be limited to a market value (for the basic car) of not more than \$4,000. Vehicles in this class are limited to 4 cylinders or less or two rotors. The number of valves or ports must remain stock.

2. Vehicles equipped with turbochargers, superchargers or four wheel drive will not be allowed in Performance Stock Class.

3. If the value of the car is in question, it will be checked via the current wholesale Blue Book with no additions or deductions for optional equipment or mileage (or general market value). The first year that the engine-body-induction system combination was offered for sale by the manufacturer will be used to determine the value of the vehicle.

4. Updating and Backdating

1. A model is defined as a specific body style, i.e. Mitsubishi Galant or VW Golf. When within a model line a turbo or 4 wheel drive option exists, all parts unique to the turbo / 4 wheel drive cars may not be used on a Performance Stock Class vehicle. Example: Brakes on a Mitsubishi Eclipse GSX may not be used on a GS.

2. Other than the restrictions of 3.1, any part may be updated or backdated freely within a given body style, provided that the part was available from the factory on a production car sold

in the U.S. Example: Parts from a 93-95 VW Golf (Golf III) may not be used on a 85-92 VW Golf. However, parts from a '91 Golf II may be used on an '85 Golf II.

3. Engine updating and backdating is allowed with the following provisions and must comply with Section 4. In addition updating and backdating may cause the basic value of the car to change (see section 2.3).

1. The combination of body, engine, induction system and exhaust manifold must have been available in the U.S. from the factory.

2. Fasteners, including but not limited to nuts, bolts, studs and locking devices, nylocks, cotter pins are unrestricted as long as they remain made from a ferrous material.

3. Engine

1. Internal parts are free with the exception that the stock block must be retained in the stock location.

2. The stock induction system meaning the intake manifold, carburetor, or fuel injection system and exhaust manifold must be retained. However the stock intake and exhaust manifolds may be modified. The stock carburetor may be rejetted. The choke mechanism may be removed or fixed open.

3. The rest of the exhaust system is free, but must include a suitable muffler.

4. The air filter and housing is free.

5. The ignition system must be of stock design with the following exception. Breaker points may be replaced by an electronic trigger that remains in the distributor and does not include an MSD style ignition system.

6. Stock ECUs can be reprogrammed (EEPROM replacement) and/or re-flashed.

7. Motor mounts are unrestricted as long as they remain in the stock location.

8. Engine oil coolers, transmission coolers, and radiators may be added or upgraded.

9. Fuel pumps and pressure regulators are unrestricted.

10. Four cylinder, piston type engines equipped with carburetors and fewer than 4 valves per cylinder will be allowed the following modifications:

1. The exhaust manifold is free.

2. The stock carburetor may be replaced with an aftermarket carburetor (on the stock intake manifold), provided that the total cross sectional area of the throttle body bore at the interface with the intake manifold is less than 2.85 square inches. Any carburetor with a 32mm primary bore and a 36 mm secondary bore will meet this requirement. Likewise any carburetor with two 34 mm bores (or less) will also meet this requirement. Competitors utilizing an aftermarket carburetor will be required to provide documentation demonstrating compliance with this requirement to the Stock Class Chairman the first time the car is entered in competition.

3. Drivetrain

1. Clutch and flywheel are free.

2. The transmission shall be stock for the body style. Ratios available in any year of the

same body style may be used.

3. Any differential ratio may be used. The differential itself may be open, welded, locked, or limited slip.

4. Brake lines may be rerouted and rubber hoses may be replaced with Aeroquip-type material.

5. The rear axle assembly, meaning the housing, differential and axles is free providing: brakes of the same type and size are retained. Example: a '68 - '73 Datsun 510 equipped with a R160 rear differential may use the larger R180 differential as long as it mounts in the stock location and no suspension components are altered.

6. Suspension

1. Strengthening of stock parts and mounting points is allowed, however modification of the original part in the process is not allowed. As an example, a suspension arm may have additional material welded onto it, but it may not be lengthened or shortened in the process. Wheel mounting bolts may be changed to wheel mounting studs.

2. Limit straps may be added.

3. Springs and shock absorbers are free in the stock location.

4. Adjustable competition struts in the stock mounting location may be used. The spring perch height and diameter may differ from the stock dimensions.

5. Sway bar size is free in the stock location, or may be removed.

6. Strut mounting holes may be slotted and/or offset bushings may be used to modify camber. Control arms may NOT be modified (except reinforcing).

7. Suspension bushing material is free in the stock location.

8. Brake pad and shoe materials are free, using the stock caliper or drum assembly as equipped by the manufacturer. Modification or removal of brake backing plates is allowed.

9. Flexible brake lines are free.

10. Wheels and tires are free.

11. Body - Exterior

1. Underpanning and structural reinforcing are allowed.

2. The stock hood latches and trunk latches may be modified or replaced. Hood vents may be added. Hood scoops are not allowed.

3. Fenders may be cut to remove a maximum of one inch from the outer edge around the wheel well to allow for tire clearance. Fender flares may be added over the stock fenders.

4. Gas tanks are free as long as they meet safety requirements. Fuel lines may be rerouted and rubber hoses may be replaced with Aeroquip-type material.

5. Electrics are free (alternator size, battery location, lights, etc.).

6. The material, construction and mounting method of bumpers are free (both front and rear bumpers are required by state law).

7. Roof vents are allowed.

8. **Body - Interior**

1. Door panel upholstery material may be substituted or modified for clearance of roll cage bar door bars. Sheet aluminum or carbon fiber are not acceptable replacements.
2. Impact foam may be added into the front doors. Removal of any door material is not allowed.
3. The steering wheel is free.
4. The front seats are free.
5. The following items may be removed: center console, rear seat, rear deck cover, headliner, pillar trim, carpets, associated padding, sound deadening material, radio, speakers and air conditioning. Heater must remain operational through stock plumbing.
6. The dashboard may be modified to accommodate safety and rally equipment only.

7. **Eligibility**

1. Prior to each CRS Rally, all competitors in Performance Stock and GT classes are required to present their vehicles for inspection. The inspection may be a group or individual activity as dictated by the Stock Class Chairman.
 1. A group class inspection will be supervised by the Stock Class Chairman. Questions of class compliance will be handled on the spot by vote of the class competitors present. As simple majority will carry.
 2. An individual inspection may be suggested by the Stock Class Chairman in which each competitor is personally responsible for the inspection of all cars in the class. Similarly, each competitor's car must be available during the prescribed inspection time frame. Such inspections will require the competitors to fill out and/or sign a form indicating that they accept the legality of all cars competing in the class. This form will also allow the questioning of any item on any car. Inquiries will be investigated by the Stock Class Chairman. Any discrepancies to the rules will be voted on by the competitors as overseen by the Stock Class Chairman. All inquiries must be submitted by the deadline, and all inquiries should be processed prior to the start of the rally.
3. The Stock Class Chairman is responsible for coordinating the CRS GT and Performance Stock Class tech inspection.
4. The burden of proof of eligibility is on the competitor. A shop manual, presented by the competitor, will be used during inquiries. Lack of shop manual will result in forfeiture of inquiry.
5. Competitors found to be in violation of the above rules will be placed in CRS-2 or Open 4wd for CRS points purposes.
6. If a competitor wishes to file a claim concerning rule 9.1 above, he should contact the Stock Class Chairman (SCC). The SCC will form a claims committee including himself and two other people who are not competing in the class at that event.
7. Competitors who miss the mandatory Stock Class meeting but still desire to participate in Performance Stock or CRS GT must contact all competitors in the desired class and secure their signatures as acknowledgment of their acceptance of this competitor and their vehicle as eligible for competition. The Stock Class Chairman will have a form available for this purpose and completed forms must be returned to the SCC prior to the first vehicle leaving the first MTC

or start.

For more information on these rules or for clarifications, please contact:

Brent Ellzey, Stock Class Chairman
StockClass@CaliforniaRallySeries.com
928-273-2064

Appendix B

CRS GT Class Rules

GT Class vehicles will meet all of the requirements of Appendix A, Performance Stock Class Rules, with the following exceptions:

1. Turbochargers, superchargers and four wheel drive will be allowed.
2. Vehicles are limited to a maximum of five cylinders or two rotors.
3. There will be no maximum dollar limit on the value of the car.
4. All turbocharged or supercharged vehicles will be equipped with a 32mm air inlet restrictor.

For more information on these rules or for clarifications, please contact:

Brent Ellzey, Stock Class Chairman
StockClass@CaliforniaRallySeries.com
928-273-2064

