

CLASS DESCRIPTIONS AND GROUP INFORMATION

Group A – American Iron, American Iron Extreme, Super Touring

Group B – Honda Challenge

Group C – Camaro Mustang Challenge, Factory Five, Spec Z

Group D – 944 Spec, Spec E30, Spec 3, 986 Spec

Group E – Spec Miata

Group F – Time Trial B, C, D, E, F

Group G – German Touring Series 1, 2, 3, 4, 5

Group H – Time Trial A, R, S, U

Group I – Super Touring R, Super Unlimited, Performance Touring A

Group J – Performance Touring B, C, D, E, F, Legends

944 Spec

This class focuses on the variants of the Porsche 924 and 944. Cars are mildly prepared to keep the costs low and the driving fun.

986 Spec

Based on the 1997-99 2.5 liter Porsche Boxster, this class represents the next step up from 944 Spec in both speed and cost to build.

American Iron (AI) and American Iron Extreme (AIX)

The American Iron class has a limit of 9.5:1 pounds per wheel horsepower and other restrictions to control costs. American Iron Extreme allows nearly unlimited modifications and is the playground for the big horsepower monsters.

Camaro Mustang Challenge (CMC)

This series attempts to settle the old Ford vs. Chevy rivalry with inexpensive production cars including 1979-2010 V8 Mustangs and 1982-2002 Camaros and Firebirds. The engine rules are policed largely through use of dyno certifications to avoid expensive teardown inspections.

Factory Five Challenge (FFR)

Factory Five Racing has built a purpose-built spec racer, which is based upon their FFR 65 Roadster with the addition of an integrated roll cage. The Factory Five Challenge Series racer uses Mustang 5.0-liter running gear, and provides the perfect combination of performance, safety, affordability and good looks. Although this car is built for race competition, it remains completely street legal.

German Touring Series

This class pits German sedans from BMW, Porsche, Mercedes, Audi and Volkswagen against each other in a “gentleman racer” format. GTS has five classes (GTS1-5) and rules in place to discourage body contact and encourage good sportsmanship.

Honda Challenge (HC)

There are five classes within this series (HC1, HC2, HC3, HC4, and HC5) that cover a wide range of models and a broad spectrum of modifications. This series is well suited for Honda enthusiasts that want to modify their favorite Honda model.

Performance Touring (PT)

Performance Touring is a unique series that classifies over 600 makes and models of cars into one of seven classes. Once the base class is identified, participants then add points for each specific modification made to the vehicle. The modification points are added up and the vehicle moves up into its final class.

SpecE30/Spec 3

These are racing series devoted to non-M BMW E30 and E36 models. The goal for Spec E30 and Spec 3 is to create high levels of competition between similarly prepared E30's and E36's at a reasonable cost.

Spec Miata (SM)

The engine is stock and the suspension components are specified, thus keeping construction cost low as well. Eligible models are 1990 – 1999. The 1.8L cars run a restrictor plate and have to weigh more in order to level the playing field.

Spec Z

The Spec Z class will include all trim levels of the popular 2003-2008 Nissan 350Z in a single class focused on close competition, parity and cost containment that will showcase driving ability and car setup skills.

Super Touring (ST)

Super Touring is an extension of the Performance Touring series, catering to more powerful and exotic cars. ST uses power-to-weight formulas along with additional factors to class cars in one of two classes. ST encourages nearly unlimited builds within the power-to-weight confines to provide tuners and racers a showcase for their talent and imagination.

Super Touring R (STR)

STR is similar to ST but it allows some more extreme modifications. It also allows the use of partial and full tube frame cars.

Super Unlimited

This class is available for cars that have power-to-weight ratios or construction over and above Super Touring regulations or that do not fit in any other NASA class and are heavily prepared for serious speed. Slicks are allowed as well as any other modification including full tube frames provided that all the safety regulations in the NASA CCR are met.

Time Trial

NASA's Time Trial (TT) program offers drivers a chance to compete against the clock to knock down the quickest lap time on many of the country's best racetracks. TT classes are determined using a system that assigns a base class to a car and then moves the car into a different class based on the modifications done by the owner.