

2018 SCCA TIME TRIALS NATIONALS

TUNER CATEGORY RULES (5/16/18 Release)

Cars running in LEVEL 2 must have been series produced with normal road touring equipment, in quantities of at least 1,000 in a 12-month period and normally sold and delivered through manufacturer's retail sales outlets in North America.

A vehicle may compete in Tuner Category if the preparation of the vehicle has not exceeded the allowable modifications of Sport Category, except as specified below.

The Tuner Category vehicle modifications are meant to fit between the current Sport and Max. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications/swaps compatible with street use.

Tuner Category is a restricted ruleset, if a modification is not specifically authorized in these rules, it is not allowed. (If it doesn't say you can, you can't.)

Except for modifications authorized below, other modifications or equipment will place the car in higher levels as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Other than when necessary for safety enhancements, you may not perform an otherwise unlisted modification in order to facilitate a permitted one.

Cars listed as eligible in and prepared to the SCCA Road Race National Improved Touring rules are permitted to compete in their respective Time Trial Tuner Class provided they run on Time Trials legal tires. Vehicles with this allowance are not permitted to interchange preparation rules otherwise.

Cars listed as eligible in and prepared to the SCCA Road Race National Touring 2,3 and 4 rules are permitted to compete in their respective Time Trial Tuner Class provided they run on Time Trials legal tires. Vehicles with this allowance are not permitted to interchange preparation rules otherwise.

Tuner Category Competitors are no longer required to disclose specific parts and models of modifications.

Tuner Category vehicles may be street driven cars, and SCCA® does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

AUTHORIZED MODIFICATIONS

All Sport Category modifications, plus all modifications allowed by this section.

1. Interior

- A. A hole may be added through the bodywork to route a remote reservoir for shocks/struts and hose to a remote mounting location. Such holes may serve no other purpose.

B. Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag. An alternate wheel is not required to have a horn button.

2. Bodywork

A. Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear bodywork, and side skirts may be replaced with factory parts or exact duplicates in order to facilitate allowed modifications.

B. Factory rub strips maybe removed.

C. OE “pop-up” headlights may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights can accommodate the alternate headlight, but the unit may not be relocated, and the repositioning may serve no other purpose. All associated hardware may be removed, replaced or modified.

D. Bolt-on tow hooks and tie downs may be modified or replaced. Addition of two hooks and tie downs are permitted, and location is unrestricted. Non-standard tow hooks shall serve no other function.

E. Fenders may be rolled, but no material may be added or removed.

3. Tires & Wheels

A. Tires must meet the eligibility requirements of the Street category.

B. Tire Size Limits

1. Tires shall have a section width up to and including the following (mm):

CLASS	DRIVE	WIDTH LIMIT (In MM)
Class 1	2-Wheel Drive	355
	All-Wheel-Drive	335
Class 2	2-Wheel Drive	315
	All-Wheel Drive	305
Class 3	2-Wheel Drive	285
	All-Wheel Drive	265
Class 4	2-Wheel Drive	265
	All-Wheel Drive	245
Class 5	2-Wheel Drive	245
	All-Wheel Drive	225

2. Cars in class B-E and are otherwise legal for Level 1 may bump up classes based on tire size. Cars in class A with oversized tires will go into their appropriate LEVEL 3 Class.

C. Wheels

1. Wheel Weight

a. There are no wheel weight restrictions in Tuner Category.

D. Other

1. Any tire which OE on a car is eligible for Tuner Category may be used on that car in Regional Time Trial events. OE tires must meet all requirements of this section to be eligible for National TT events.

4. Brakes

1. Non-standard brake rotors may be used provided they are of equal or larger dimensions

2. Aluminum rotor hats are allowed.

3. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.

4. Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.

5. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

5. Steering & Suspension

A. Shock Absorbers

1. Any shock absorbers may be used.

2. Shock absorber mounting brackets which serve no other purpose may be altered, added, or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed.

3. The number of shock absorbers shall be the same as standard.

4. No shock absorber may be capable of adjustment while the car is in motion, unless fitted as original equipment.

5. MacPherson strut equipped cars may substitute struts and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel.

B. Suspension

1. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not

allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm.

2. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted here in, must use the original spring attachment points. This permits multiple springs, if they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed.

3. Suspension bushings may be replaced with bushings of any materials (except metal) if they fit in the original location. Offset bushings may be used. In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

4. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.

5. Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

6. Steering rack bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.

7. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Street Category. Caster changes resulting from the use of camber bolts are permitted.

8. Solid axle rear wheel drive (RWD) suspension allowances:

a. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or Deion to the chassis, which controls lateral suspension location) is permitted.

b. Traction bars or torque arms may be added or replaced.

c. A Pan hard rod may be added or replaced.

- d.** The upper arm(s) may be removed, replaced, or modified and the upper pickup points on the rear axle housing may be relocated.
- e.** The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.
- f.** Differential covers and attaching hardware may be replaced.
- g.** Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded-on part of a subframe to accommodate the installation.

9. Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

- a.** On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be adjustable, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
- b.** On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be adjustable OR other methods of camber adjustment as allowed by the previous sections may be used, but NOT both.
- c.** The non-adjusting control arms for vehicles having integral bushing/arm assemblies may be replaced subject to the following restrictions.
 - i.** Arm length must remain the same as OE.
 - ii.** The part may not be adjustable.
 - iii.** The replacement arms must attach to the original standard mounting points. All bushings must meet the requirements of this section. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.
 - iv.** Any allowed arm must be commonly available (or have been available) at SCCA supporting partner Tire Rack, for regular retail sales and without custom order. Parts do not have to be sourced from the Tire Rack, but they must be as they would have come off the shelf there, or the part must be on a specific approval list.
 - v.** If you believe there is a commonly available retail unit which otherwise fits the intent of these rules but is not available at The Tire Rack you may write in for specific approval of that brand and model.

1. The following non-adjustable control arms not available at The Tire Rack are allowed in SCCA Time Trial Tuner Category:

- **There are no models listed at this time.**

- d.** On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
- e.** Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.
- f.** The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Tuner Category rules. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.
- g.** Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

Note: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 1988-on Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most “multi-link” and are covered by the double/unequal arm rule.

10. On strut-equipped cars, the strut’s lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.

11. Changes in alignment parameters that result directly from the use of the allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing that meets the restrictions of Level 2 rules are allowed, including those resulting from a change in the pivoting action to:

- a.** About the mounting bolt, or
- b.** About the bushing itself.

12. Subframe mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

13. The following additional allowances apply to cars originally equipped with separate spring and shock absorber assemblies, coil springs may be relocated so they encircle the body of the shock absorber in a “coilover” configuration. Coil spring perches may be modified, added, or replaced and their position may be adjustable. Additional bolt holes may be drilled for coilover assembly mounting brackets. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

14. Other

- 1.** Strut bars per Section 12 are permitted with all types of suspension, subject to the following constraints:

- a.** A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.
- b.** A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.
- c.** Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2" (50.8mm) in any direction of the actual suspension attachment to the chassis.
- d.** Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only "bolt-on" attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

2. Longitudinal (fore-aft) subframe connectors ("SFCs") are permitted with the following restrictions:

- a.** They must only connect previously unconnected boxed frame rails on unibody vehicles.
- b.** Each SFC must attach at no more than 3 points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace).
- c.** SFCs must be bolted in place and not welded.
- d.** No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
- e.** No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
- f.** SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.

6. Electrical

Except for those with electric and hybrid powertrains, vehicles may only exceed Sport Category modifications as specified herein.

- A.** OE traction control systems may be electrically disabled, but not removed or altered in any other way.
- B.** The make, model number, and size of the battery may be changed but not its voltage.
- C.** Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer or shorter cables may be substituted to permit relocation.

- D.** The number of battery or batteries may not be changed from standard. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is within the passenger compartment.
- E.** Holes may be drilled in the firewall to permit passage of electrical wiring. It should be no larger than necessary to facilitate allowed modifications in this section and shall serve no other purpose.
- F.** Any starter, generator, or alternator may be used in the original position. An alternator or generator must have an electrical output (including amperage) equal to or greater than the original equipment unit. Any generator or alternator pulley and belt of the same type as standard may be used.
- G.** Electrically driven fans are allowed. Flex fans are not allowed.

7. Engine & Drivetrain

A. Engine Controls/Electronics

In addition to the Sport Category Allowed Modifications, the following modifications may be made to Tuner Category ECU/Engine Controls.

- 1.** For all model years, the following allowances apply:
 - a.** The standard PCM/ECU may be re-programmed without restriction.
 - b.** Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.
 - c.** Ignition timing may be set at any point on factory-adjustable distributor ignition systems.
- 2.** Alternate computer control modules may be used whenever an equivalent change to the conventional system is allowed. For example, alternate computer module control of ignition settings or fuel injection is allowed.
- 3.** 1995 and older vehicles in addition may replace the standard PCM/ECU without restriction.
- 4.** Boost may be controlled through a mechanical boost controller.

B. Drivetrain

- 1.** Transmission/Differentials/Transfer Cases
 - b.** Limited Slip Differentials: Any mechanical LSD unit is permitted. Final drive ring and pinion gears may be replaced with alternate parts.
 - c.** Any mechanical shift linkage may be used.
 - d.** Any clutch disc and pressure plate of stock diameter and design may be used, provided that they could be bolted directly to an unmodified stock flywheel.
 - e.** Alternate flywheels are permitted. Flywheel material shall be the same type as OE and the ring gear diameter must be the same as the OE flywheel.

5. Other

1. Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, differential fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.
2. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.

C. Exhaust

1. Exhaust manifolds, headers, downpipes, and associated EGR tubes may be replaced with alternate units. Exhaust exit may be relocated provided it meets safety requirements. Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets/hardware which serve no other purpose are considered part of the exhaust components.
2. Catalytic converters – Any catalytic converters are allowed, provided they meet the following restrictions.
 - a. Catalytic converters must attach within 18" (457.2 mm) of the original unit.
 - b. Multiple catalytic converters may be replaced by a single unit.
 - c. The inlet of the single replacement converter may be located no further downstream than 18" (457.2 mm) along the piping flow path from the original exit of the final OE converter.
 - d. The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections.
 - e. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

8. FUEL

LEVEL 2 Vehicles will meet LEVEL 1 Rules.

9. SAFETY

It is highly recommended that all competition vehicles be equipped with an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials Rules. Roll Cages installed in Sport and Tuner Categories may not pass through the fire wall. In addition, it is also recommended that vehicles utilize an unexpired SFI or FIA-approved racing harness

with a minimum of 5 points, an approved motorsports seat and appropriate driver safety gear as outlined in the TT Rules. Below are specific requirements for convertibles, modified vehicles and the Unlimited Category.

A. Convertibles

Convertible vehicles may participate in Time Trials Nationals provided the vehicle meets at least one of the following criteria and is not subject to the below exception:

1. The vehicle is equipped with an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials rules.
2. The vehicle is equipped with documented factory installed roll over protection (examples of manufacture documented roll over protection would include hydroformed and reinforced a-pillars or windshield frames and/or factory installed roll bars and/or “pop-up” bars that are designated as roll over protection.)
3. The Vehicle is a 2006-year model or newer and is classed in the Sport or Tuner Category.

a. Convertible Exception:

- i. Any convertible vehicle equipped with 8 (or more) cylinders and/or forced induction and or a non-original equipment engine, must have an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials rules.

B. Non-Convertibles

Coupes, sedans, targa and t-top equipped vehicles can compete at TT Nationals within the following guidelines:

1. At a minimum, Vehicles must either have the factory seat or appropriate racing seat with properly installed factory or factory-equivalent 3-point belt or approved racing harness.
2. For vehicles not meeting the above requirements, they must have an aftermarket roll bar, racing harness, and racing seat meeting or exceeding the standards set in the SCCA Time Trials Rules.

10. OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g., superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.

11. Classing

LEVEL 2 Vehicles are divided into five classes, based on performance potential and similar design philosophy.

A. Classes

As this is a new ruleset for 2018, cars not specifically classed (Those that fall in the “catch-all” areas) may be classed based on feedback up until one month before the 2018 SCCA Time Trials Nationals. Following that, new car makes, types, and models will be classified by the TTB as soon as sufficient information is available to do so. The TTB may reclassify a car at any time up to and including December of the calendar year following that of the initial classification, without the approval of the Board of Directors. “Initial classification” includes the addition of a new listing on an exclusion list.

Tuner 1 (T1)

Audi

R8 (all)

Chevrolet

Camaro ZL1

Corvette C7 Z06

Corvette C6 ZR1

Dodge

Viper (All)

Ford

GT

Shelby Mustang (All)

Mustang Boss 302

Honda

NSX

Nissan

GTR (All)

Porsche

Turbo (All)

GT (All)

Catch-ALL: Vehicles with engines 2.0L + or any Forced Induction vehicle Not Otherwise Classed

Tuner 2 (T2)

Alfa

4c

BMW

V8 (All)

Turbo (All)

E36 Lightweight

Chevrolet

Camaro V8 (Not Otherwise Classed)
Corvette V8 (Not Otherwise Classed)
Camaro Turbo
Mustang Turbo

Dodge

Neon SRT4
Challenger 2008+
Charger 2006+

Ford

Mustang V8 (Not Otherwise Classed)
Focus RS

Lotus

Exige

Mazda

RX7 1992+

Mitsubishi

Lancer Evolution (All)

Pontiac

V8 Naturally Aspirated (all)

Porsche

911 Naturally Aspirated (all)

Subaru

STI (all)

Toyota

Supra

Volkswagen

Golf R32, VR6, R
Beetle 2001+ Turbo/6-Cylinder/Diesel

Tuner 3 (T3)

Audi

TT

BMW

E36 M3 (Not Otherwise Classed)
E46 (All)

Chevrolet

Camaro V6
Corvette V6

Ford

Mustang V6

Lexus

300

Lotus

Elise
Evora

Mazda

RX-7 "Turbo II"
Mazdaspeed Miata

Mini

Cooper Forced Induction (All)

Nissan

Z Cars (All)

Porsche

Boxster S
Cayman S

Subaru

WRX
Turbo (Not Otherwise Classed)

Toyota

MR2 Turbo

Tuner 4 (T4)

Acura

RSX
Integra

BMW

6 Cylinder (Not Otherwise Classed)
E30 M3

Chevrolet

Camaro 4 Cylinder Naturally Aspirated

Fiat

500 Arbarth 2008+

Ford

Mustang 4 Cylinder Naturally Aspirated
Focus ST
Fiesta ST

Honda

S2000

Mazda

Miata 2006+

RX-8

RX7 1986-1991 (Not Otherwise Classed)

Porsche

Not Otherwise Classed

Scion

FR-S

Subaru

BR-Z

6 Cylinder Naturally Aspirated (Not Otherwise Classed)

Toyota

86

Celica GT-S

Volkswagen

Golf Turbo (Not otherwise Classed)

Tuner 5 (T5)

BMW

E30 4-cylinder (Not Otherwise classed)

Dodge

Neon ACR

Honda

Civic Naturally Aspirated

CRX

Mazda

Miata 1989-2005 Naturally Aspirated

RX-7 1979-1985

Mini

Cooper (Naturally Aspirated)

Nissan

Sentra SE-R

Subaru

4 Cylinder, Naturally Aspirated, Not Otherwise Classed

Toyota

Celica GT

MR2 Naturally Aspirated

Volkswagen

Golf 4-Cylinder Naturally Aspirated

Beetle 2001+ 4 Cylinder Naturally Aspirated

Catch-All: Anything with an engine less than 2.0L displacement, Naturally Aspirated, Not Otherwise Classed