

Tigers United XXXIX Autocross/Concours Class Guidelines

In late 2017, the Sunbeam Tiger Owners Association, the California Association of Tiger Owners, Tigers East/Alpines East and the Sunbeam Alpine Owners Club agreed to form a working committee with the goal of creating more consistent class definitions and judging criteria to be used by all three clubs for major events such as Tigers United. Recognizing the long-term investment of resources that goes into our cars, the intent is to provide members with more consistent and transparent criteria year-to-year. STOA and CAT have agreed upon the following Tiger class guidelines for Tigers United events and Lord Rootes Trophy scoring. Equivalent documents have not yet been created for Alpine class. Concours judging sheets are being finalized and will be published as much in advance as possible. Ultimately, fair and fun competition depends on participants' sense of honor and sportsmanship. A valid TAC certificate or sticker is desirable for all classes.

Tiger Stock Class: General Philosophy: Cars should be as close as possible to "as manufactured" by Rootes, Pressed Steel, Jensen and Ford and "as sold" by authorized dealers. Recognized LAT options such as listed in the Book of Norman, Rootes dealer accessories brochures or other verified documents are permissible. However, the presence or lack of LAT options or a hardtop does not automatically constitute additions or deductions. Rather, such options will be judged on their condition and correctness the same as stock components. To encourage safety, the presence of 3-point lap/shoulder belts shall not constitute a deduction. Cars entered in stock class for both concours and autocross must use the same 13-inch wheels and tires for all events. Wheels and tires will be tagged with a special mark at tech inspection which must be in place for autocross and concours competition.

Tiger Personalized Class: General Philosophy: Cars should be faithful to the configuration and appearance of stock Tigers, with certain practical modifications reflecting the owner's taste to improve comfort, safety, drivability, appearance or reliability. In general, these modifications are of the type that can be reversed to stock configuration without major work. This class is intended to accommodate cars that are "cars and coffee/daily driver" level. In order to maintain autocross competitive parity, certain performance enhancements over stock condition are permissible as specified below. Judges should take into account owners' desired objective or theme, if provided, and consider how well it is executed while retaining the spirit, appearance and heritage of the Sunbeam Tiger.

Tiger Modified Class: General Philosophy: Extensive mechanical and/or bodywork modifications to maximize performance, handling or styling. Few limitations on owners' imaginative and effective use of modern performance products, while retaining safety and reliability. Bodywork and chassis must be from a Tiger. Judges should evaluate on the basis of workmanship, engineering and performance potential.

Deciding which class to participate in is up to the entrant. The tables below are guidelines to help entrants determine which class is the most appropriate for their cars, based on autocross performance parity. It is the entrant's best interest to place the vehicle in the class where it will be compared to other vehicles for similar characteristics. If requested, classification assistance can be provided at Tech Inspection.

FEATURES GENERALLY RECOGNIZED IN CLASS	Stock	Pers.	Mod.	COMMENTS
ENGINE				
260 or 289 c.i. Ford small block engine	Yes	N/A	N/A	Correct displacement as manufactured for car in Stock Class
Ford small block engine up to 302 c.i.	No	Yes	Yes	
Engine stroke over 3.000 inches	No	No	Yes	
Non-Ford small block engines	No	No	Yes	
Aluminum Heads	No	Yes	Yes	Brand and type open.
Aftermarket Aluminum Intake Manifold	No*	Yes	Yes	*LAT Edelbrock F4B and "Tiger" branded manifolds with correct carburetor permitted in stock class.
Aftermarket Headers and exhaust larger than 2-ins. diameter	No*	Yes	Yes	*Except LAT headers and manifolds
Non-LAT 4 bbl. Carburetor	No	Yes	Yes	Brand and size open.
Electronic ignition	Yes*	Yes	Yes	*deduction for Stock Class concours
Fuel Injection, NOx, Turbo or supercharging	No	No	Yes	
WHEELS AND TIRES				
13-inch stock 4-1/2 in. steel wheels	Yes	Yes	Yes	Allowed but not recommended in autocross for safety reasons due to known potential for cracks.
13-inch LAT wheels up to 6 inch max. width	Yes	Yes	Yes	
13-inch non-stock/non-LAT wheels max. width 6 ins.	Yes	Yes	Yes	Permissible to encourage autocross safety, subject to Stock Class concours deduction.
Wheels larger than 13 x 6 ins. in Stock Class	No	N/A	N/A	
Wheels larger than 15 x 7 ins.	N/A	No	Yes	Brand and type open in Personalized and Modified Classes
Low profile, minimum tread, ultra-high-performance tires especially those that are not recommended by manufacturer for street use.	No*	Yes	Yes	*Same wheels and tires must be installed for both autocross and concours in Stock Class. Low profile, minimum tread, ultra-high-performance tires, especially those that are not recommended by manufacturer for street use, will incur significant deductions in Stock Class. Owner should enter Personalized or Modified Class if using ultra high-performance tires with a treadwear index 200 or lower.
Change wheels/tires between concours and autocross.	No*	Yes**	Yes**	* In Stock Class, if wheels and tires are changed between concours and autocross, participant will be ineligible for Lord Rootes, Howie Schoenfeld or other Stock Class awards, including the Autocross. Owner should enter Personalized or Modified Class if changing tires.

				**Please note that space for trailer parking is limited. Entrants are encouraged to use same wheels and tires for all events.
Transmission				
Ford Top Loader or Borg Warner T-10	Yes	Yes	Yes	Must be correct as manufactured for car in Stock Class concours
5-speed transmission	No	Yes	Yes	Significant deduction for stock class in Concours.
6-speed or automatic transmission	No	No	Yes	
REAR AXLE				
Dana 44	Yes	Yes	Yes	Differential ratio open
LAT clutch-type limited slip differential	Yes	Yes	Yes	
Non-LAT, Torsen, or other limited slip differential	No	Yes	Yes	
Full locking, spool differential	No	No	Yes	
Ford 9-inch or other non-stock axle	No	No	Yes	
Bolt-on or weld -on traction bars	Yes	Yes	Yes	
Other traction control devices such as torque arms	No	Yes	Yes	
Independent rear suspension	No	No	Yes	
SUSPENSION AND STEERING				
“Quick racks,” power steering, non-stock steering arms or tie rods	No	Yes	Yes	Subject to tech inspection in Stock Class with significant deductions in Concours and Autocross.
Springs and Shocks	Yes	Yes	Yes	Open but must use stock configuration and mounting points for Stock and Personalized classes
Coil-over springs and shocks	No	No	Yes	
Non-stock front crossmember or suspension layout	No	No	Yes	e.g. Dale and Hokanson front end upgrades
Aftermarket, non-LAT front or rear anti-roll bars	No	Yes	Yes	
BRAKES				
Non-stock brake servos or dual-circuit master cylinders.	No	Yes	Yes	
Stock diameter vented front discs	No	Yes	Yes	
Non-stock, oversize front rotors, calipers, drums. (e.g. Wilwood, Brembo systems)	No	No	Yes	
Non-LAT Rear disc brakes	No *	Yes	Yes	For Stock Class, LAT equivalent solid rotor rear brakes are ok.
GENERAL/APPEARANCE				
Bodywork modifications, e.g. flared wheel arches etc.	No	Yes*	Yes	*Potential deductions in Personalized Class concours
Rolled fenders	Yes *	Yes	Yes	*Potential deductions in Stock class Concours
Color different from vehicle’s color code	Yes*	Yes	Yes	* Deduction in Stock Class concours.
Roll Bars	Yes*	Yes	Yes	*Permitted for autocross safety, deduction in Stock Class concours
Non-stock interior materials or color	Yes*	Yes	Yes	*Potential deductions in Stock Class concours

LAT Options	Yes	Yes	Yes	No automatic addition or deduction. To be judged on condition, correctness, or as part of owner's overall theme.
Soft top or hard top must be installed and in raised position for judging.	Yes	Yes	No	Whichever top is installed will be the basis for points judging. The presence of a hard top vs. soft top does not constitute automatic additions or deductions.
Aftermarket steering wheels	Yes*	Yes	Yes	*Potential deduction in Stock Class concours