

Tigers United XLI Autocross / Concours Class Definitions

Tigers United has traditionally recognized three Tiger classes to accommodate the many ways owners enjoy their cars. Recognizing the long-term investment that goes into our cars, the intent is to provide members with more consistent criteria year-to-year. In 2018 STOA and CAT developed the following classes for Tigers United events and Lord Rootes Trophy scoring. These classes help provide a more level playing field for concours and autocross events. Ultimately, fair and fun competition depends on participants' sense of honor and sportsmanship in selecting which class to enter.

Tiger Stock Class: Cars should be as close as possible to "as manufactured" by Rootes, Jensen, Pressed Steel, 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 concours additions or deductions. Rather, such options will be judged on their condition and correctness like any other component. 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 wheels and tires for both events. Acceptable and available modern radial equivalents for the original stock 5.90 x 13 size are 165/75 x 13, 175/70 x 13 or 185/70 x 13. High performance wheel/tire sizes that differ from the modern stock equivalents will incur significant concours deductions and may result in reclassification for the autocross. Non-LAT performance modifications, such as "quick racks", sway bars larger than 7/8 inch diameter, drop spindles, etc. are not stock components. If a car is not in compliance with the class definition, the autocross chairman may, at his or her discretion, move that car's time to the appropriate class.

Tiger Personalized Class: Cars should be faithful to the general configuration and appearance of stock Tigers, with certain practical and popular modifications reflecting the owner's taste to improve comfort, safety, appearance, performance or reliability. In general, these modifications are of the type that can be readily reversed to stock configuration. Examples include wheel diameters up to 15 inches, electronic ignition, aftermarket intake and exhaust systems, "quick" steering racks, aftermarket springs and shocks. Suspension mounting points must be in stock locations. Small block Ford Windsor engines up to 302 cubic inches and 5 speed transmissions are allowed. This class is intended to accommodate cars that are driven regularly. Judges should take into account owners' desired objective and consider how well it is executed while retaining the spirit, appearance and heritage of the Sunbeam Tiger.

Tiger Modified Class: Cars in the class have extensive mechanical, interior, chassis 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. Examples include custom suspension and steering gear, Ackerman correcting front ends, 4-wheel disc brakes, unlimited engine type, displacement and induction system, unlimited wheel/tire selection, fuel injection. Bodywork and chassis must be from a Tiger. Judges should evaluate on the basis of workmanship, engineering and performance potential.

Alpine / Other Rootes Class: Owners of Alpines and other Rootes vehicles are warmly welcomed and encouraged to participate. Because of the small size of this class in the past, both stock and modified Alpines have usually been judged together. However, if there are a sufficient number and types of Alpine entries, a stock and a modified class may be established. A modified Alpine class would permit engine conversions such as V6 and modern 4 cylinder powertrains. Other criteria would be similar to Tiger Stock and Modified classes.

