



## A NOTE ABOUT CLASSES

**CLASS J, K, L:** Due to an increasing number of Javelins attending our show, we have a class just for cars with the AMX package (see Class L). If you register a 1971-74 Javelin, please specify if it's a Javelin AMX so we can classify your car correctly.

**CLASS O:** Sometimes a Class O car is easily identifiable. A Javelin with racing slicks and a blower sticking out of the hood is one example. But for other than extreme modifications, we don't pay much attention to placing the muscle-type cars into Class O. Most just remain in their classes of J, K, L or P.

In the case of the "bread-and-butter" AMC or Rambler cars, however, many owners take great pains to keep their cars either original or restored to original condition. We're talking about classes A-D, H-I, M-N, and Q-S. To be fair and to make Peer Choice judging work, we pay close attention to modifications made for appearance and performance. To that end, we've come up with a simple phrase to gauge whether your car should be placed in a stock class. Look at your car and ask, "*Will my changes affect peer judging?*" For example, if the changes include installing disc brakes, seatbelts, larger radiator, radial tires, or changing the car's color from red to blue, peer judging should not be affected. If the changes include mag wheels on your "breadbox" American, all chromed accessories under the hood, Cordoba crushed velour interior, a red / white / blue or mural paint job, or traction bars and racing tires on a 1965 Ambassador, your car will be placed in Class O (if it's any other AMC).

Installing accessories available at the time of manufacture are ok, whether they influence peer judging or not. Adding a tissue dispenser or installing tilt wheel, AM/FM, or spoked wheel covers to a post-'63 car are some examples. Stuffing any V8 in a pre-'66 American is considered Class D, no matter which engine is installed, since no V8 Americans were produced by AMC before 1966.

### 2014 RAMBLER REGIONAL CLASSES

<b>Class A</b>	American	1958-1969	(all except conv & wagon)
<b>Class B</b>	American	1964-1969	(all except conv & wagon)
<b>Class C</b>	Six / Classic / Rebel	1958-1962	(all except wagon)
<b>Class D</b>	Classic / Rebel	1963-1970	(all except conv & wagon)
<b>Class E</b>	Marlin	1965-1967	(all)
<b>Class F</b>	Ambassador	1958-1974	(all except conv & wagon)
<b>Class G</b>	AMC / Nash-powered special		(includes Bricklin, Nash-Healey, Hudson Italia)
<b>Class H</b>	Station wagon	1958-1978	(all tailgate cars, NO hatchback or liftback)
<b>Class I</b>	Convertible	1958-1987	(includes Alliance)
<b>Class J</b>	AMX	1968-1970	all 2-seaters
<b>Class K</b>	Javelin	1968-1974	(all except Javelin AMX)
<b>Class L</b>	AMX-Packaged cars	1971-1980	(Javelin, Hornet, Concord, & Spirit AMXs)
<b>Class M</b>	Rambler / Jeffery	1902-1916	
	Nash	1916-1942	
	LaFayette	1920-1940	
	Rambler & Nash	1946-1957	(Except 1957 Rebel)
	Hudson	1910-1957	
<b>Class N</b>	Metropolitan	1954-1962	
<b>Class O</b>	<u>AMC &amp; Rambler</u> custom / performance all years		(altered for custom appearance or performance)
<b>Class P</b>	Factory muscle	all years	(SC/Rambler, Rebel Machine, Hornet SC360, 1957 Rebel)
<b>Class Q</b>	AMC stock	1970-1987	Hornet, Gremlin, Pacer, Concord, Spirit, Matador, Alliance, Encore, Premiere
<b>Class R</b>	Eagle 4x4	1980-1988	(includes Eagle sedan & wagon and SX-4)
<b>Class S</b>	Jeep (Kaiser, Willys, AMC)	1987 and earlier	(does not include Chrysler-built Jeeps)
<b>Class T</b>	Chrysler Products	1980 and earlier	

(Classes subject to change depending on pre-registration)

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