

1985 EDITION



GENERAL COMPETITION RULES

Sports Car Club of America, Inc.

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P.O. Box 3278

Englewood, Colorado 80155

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Printed in the United States of America

1/1/85

The General Competition Rules of the Sports Car Club of America are intended to assist in the orderly conduct of race events and to further participant and spectator safety. They are a guide and are in no way a guarantee against injury or death to participants, spectators, or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules.

FOREWORD

Effective January 1, of each year, all editions of the SCCA General Competition Rules are superseded by the following SCCA General Competition Rules.

The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, by "Drivers Newsletter", "Racing Bulletin" in Sports Car, Tech Bulletins and Supplements.

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“In all societies where men compete with one another—and in which societies, pray, do they not?—there must be laws to regulate that competition. The extent to which that competition is carried, whether by intensity or sophistication, determines the degree of complexity of the necessary laws: and the extent to which those laws are willingly accepted determines, no less, the degree of civilization of that society.”

—Trans. from “Thales of Miletus” c. 600 B.C.

The SCCA recognizing the mutual benefits of an interchange between Professional and Amateur Classes and drivers, articulates the following policy for the Classes listed:

A-SR/Can-Am (Regional Class Only)

GT-1/Trans-Am

Formula A/Formula Atlantic

F-Continental/Formula Super Vee

It is the intent of the SCCA, in order to facilitate the interchange, that the Club Racing Rules will integrate the Professional Rules by close consultation between the Pro and Club Departments. It is further acknowledged that these Classes involve high technology and therefore the cars are potentially subject to rapid obsolescence.

It is intended that this integration will take place over a period of three years, and in the meantime competition adjustments will be made to insure that when the Rules differ, a car prepared under Pro Rules will not dominate when competing in Club Races.

1/1/82

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GENERAL COMPETITION RULES

Note: Vertical solid bars found in outside margins indicate a significant change of amendment has been made in adjacent sentences or paragraphs.

1. CONTROL OF COMPETITION

1.1 National Control of Competition

The Automobile Competition Committee for the United States (ACCUS) is recognized by the FIA as the National Club (ASN) of the U.S.A. Under the terms of the International Sporting Code of the FIA (Code) ACCUS is the sole authority for the control of international automobile competition in the U.S.A., its territories and protectorates.

1.2 SCCA General Competition Rules

The Sports Car Club of America, Inc. (SCCA) has established these General Competition Rules (GCR). The term GCR includes the Appendices to the SCCA General Competition Rules.

1.2.1 Application of the GCR

The GCR shall govern all speed events sanctioned by SCCA. FIA-listed events sanctioned by the SCCA shall also be governed by the Code.

2. TERMINOLOGY

The following nomenclature, definitions and abbreviations shall be used in GCR and Appendices, all Supplementary Regulations and Entry Forms, and for general use.

2.1 FIA (Federation Internationale de l'Automobile)

The international federation of national automobile clubs.

2.2 FISA (Federation Internationale du Sport Automobile)

The International sporting Commission which is appointed by the FIA to deal with competition matters.

2.3 The Code (Code Sportif Internationale of the FIA)

The International Sporting Code.

2.4 ASN (National Sporting Authority)

A national governing body of automobile competitions recognized by the FIA.

2.5 ACCUS-FIA (Automobile Competition Committee for the United States-FIA, Inc.)

The ASN of the United States of America.

2.6 SCCA (Sports Car Club of America, Inc.)

A Non-profit organization, incorporated within the state of Connecticut, dedicated to the ownership, operation and preservation of sports cars, the arrangement and regulation of sports car events and exhibitions; the encouragement of safe and sportsman-like conduct on public highways; and the development of technical information relevant to any of these purposes. The SCCA is delegated the authority to sanction FIA-listed events by ACCUS-FIA.

2.7 Competition Boards

a. Club Racing

The SCCA Club Racing Competition Board establishes rules and standards for the scheduling, organization and conduct of SCCA-sanctioned Club Racing events, and the licensing of drivers and officials. The Board supervises the execution of these rules and standards.

b. Professional Racing

The SCCA Professional Racing Advisory Committee advises on rules and standards for scheduling, organization and conduct of SCCA-sanctioned professional speed events. The SCCA Manager of Professional Racing supervises the execution of these rules and standards.

2.8 SCCA Divisions

Geographic separations of the SCCA, established for the administration of SCCA policies, the GCR and speed events under the direction of the SCCA Competition Board and its subcommittees.

2.9 Executive Steward

The Board of Directors shall appoint an Executive Steward in each SCCA Division to supervise and administer SCCA policies and standards for designated classes of speed events and to train SCCA stewards.

2.10 Automobile

A self-propelled land vehicle running on at least four wheels not in a line which must always be in contact with the ground. At least two wheels must effect the steering and at least two the propulsion.

2.11 Fuel

Any grade of gasoline. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain anti-oxidants, metal deactivators, corrosion inhibitors and lead alkyl compounds such as tetra-ethyl lead. Oxygen and/or nitrogen bearing additives are prohibited. Oxygen and/or nitrogen bearing oil additives are prohibited in engine oiling systems. The injection of water or other oxygen or nitrogen bearing substance is prohibited.

- 2.12 Class**
A group of automobiles, classified according to the provisions of the GCR and its Appendices.
- 2.13 Category**
Classes of cars may be combined into categories.
- 2.14 Competition**
A contest in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.
- 2.15 Event**
An entire program of competitions.
- 2.16 Speed Event**
An event characterized by one or more of the following conditions:
- a. The relative maximum performances of vehicles are assessed by timing them over a given distance, or time duration.
 - b. The driver and vehicle are subjected to risks which differ from or exceed those normally experienced during ordinary travel on public highways or at legal speeds.
 - c. Vehicles are driven at their maximum speeds.
 - d. Spectator protection by distance and/or barrier is necessary.
 - e. Competition licenses are required.
 - f. A prudent driver equips himself and his car with safety equipment such as helmet, roll bar, seat belt, fire retardant clothing, etc.
- 2.17 Non-Speed Event**
An event in which the hazards do not exceed those encountered in legal travel on public roads, and which therefore does not require drivers to hold competition licenses.
- 2.18 Sanction**
The documentary authority, granted by the SCCA, to organize and hold a competition.
- 2.19 Supplementary Regulations**
Regulations which are normally consistent with the GCR and which define the ground rules of competition for a specific event.
- 2.20 Driver**
A person named as the driver of an automobile in any competition.
- 2.21 Entrant**
A person or organization whose entry is accepted for any competition.

2.22 **Lap Record**

The official lap record for each class, at each circuit, must be set during a race.

3. **EVENTS**

3.1 **Organization of SCCA Events**

An SCCA-sanctioned event may be organized by:

- a. The SCCA.
- b. An SCCA Region.
- c. Other clubs, organizers, or promoters approved by SCCA.

3.1.1 **Required Approval**

The name or emblem of the SCCA shall be associated only with events sanctioned by SCCA. Organizers shall not distribute Entry Forms or Supplementary Regulations for an SCCA speed event prior to obtaining SCCA sanction.

3.1.2 **Application for SCCA Sanction**

Every application for SCCA sanction shall be submitted on the Official Form (revised 1/85), and shall be accompanied by the appropriate sanction fee, a draft of the Entry Forms and the Supplementary Regulations. Applications shall be submitted for approval 45 days prior to the scheduled date of the event, and must state:

- a. The name and address of the applicant.
- b. The organization or person on whose behalf the application is made, and the official position held by the applicant.
- c. The nature and classification of the event for which sanction is requested.
- d. The date and place of the proposed event.
- e. In case of an application for sanction to conduct an event at a course which is not already approved by the SCCA, application must be submitted at least two months before the proposed event and must be accompanied by a full description of the course and facilities, including a scale map.

Double Nationals shall be submitted for approval 90 days prior to the scheduled date of the event.

3.1.3 **Supplementary Regulations**

The Supplementary Regulations shall establish for competitors and officials the specific conditions for an event. They shall contain the following information:

- a. The name, location, dates, nature and classification of the proposed event.
- b. The sanction number and type of sanction for the event.
- c. An announcement conspicuously placed: "Held under the SCCA General Competition Rules."
- d. The name and address of the organizers.
- e. A complete description of the proposed event, including the length of individual competitions and the classes of automobiles eligible.
- f. Schedules and location of all activities, inspections, meetings and competitions.
- g. The name and address of the Registrar or other person to whom the entry is to be sent, opening date and the closing date for receipt of entries, when entries will be accepted and amount of entry fee.
- h. The names of the Chief Steward and the Stewards of the Meeting.
- i. The manner of determining results and awarding trophies and prizes.
- j. Hours during the day(s) when official scales will be available for competitors to check their vehicle weights.
- k. All other information necessary for the proper conduct of the event.

No changes shall be made to the Supplementary Regulations, except for the schedule, after the beginning of the period for receiving entries unless unanimous agreement is given by all competitors already entered, or unless the Stewards of the Meeting so decide for reasons of safety or forces beyond their control.

3.1.4 **Entry Forms**

Entry Forms shall contain the following:

- a. Spaces for full names, addresses and license numbers of entrants and drivers.
- b. Space for full description of automobiles to be entered.
- c. An announcement: "Held under the SCCA General Competition Rules."
- d. Spaces for signatures of entrants and drivers for indemnity declarations, acknowledgement of the authority of the GCR, declaration that automobiles entered comply with provisions of the GCR, persons to be notified in case of accident and insurance beneficiary.

- e. The sanction number assigned to the event.
- f. A separate medical information card, containing at least the following information: name, current medications, blood type, date of last tetanus and allergies, must be provided with all entry forms and submitted with all entries to SCCA race events.
- g. Any other information required for the clarification of all other details of the event.
- h. Space for the driver's region of record.

3.1.5 Official Program

Any program offered to the public by the organizers shall contain the following information:

- a. The words "Official Program" in prominent lettering and the SCCA emblem on the front cover.
- b. The sanction number assigned to the event on the front cover.
- c. A conspicuous announcement: "Held under the SCCA General Competition Rules."
- d. The name of the organizer.
- e. Name, location and date of the event.
- f. Schedule of proposed competitions.
- g. Names of entrants and drivers entered for each competition, with identifying numbers or marks for their automobiles.
- h. A detailed list of the awards for each competition.
- i. The names of the officials.

3.1.6 Knowledge of and Submission to Rules

Every person, body, group of persons, Region of the SCCA, or organizer who applies for and is granted an SCCA sanction to conduct an event, or any person who applied for an SCCA license shall be deemed to have, and will recognize that:

- a. He is acquainted with the GCR.
- b. He agrees without reservation to the consequences resulting from the GCR and any subsequent alteration thereof.
- c. He renounces the right to have recourse except with the written consent of the SCCA to any arbitrator or tribunal not provided for in the GCR.

3.1.7 Insurance

A. Insurance Requirement

SCCA requires that all speed events sanctioned by the SCCA will be insured for coverage of events liability and participant accident in coverage and amounts in compliance

with the SCCA Master Insurance Plan. Participant accident insurance must be provided by the SCCA Master Insurance Plan. Event liability insurance may be provided by the SCCA Master Insurance Plan or an equivalent policy provided that it is in compliance with the procedures described in (3.1.7 Alternative Event Liability Insurance).

Organizers shall make insurance certificates available to the Chief Steward and Stewards of the Meeting. The Chief Steward shall delay the beginning of the event until such time as he is satisfied that the insurance required under this section is provided.

B. Coverage and Limits

SCCA requires that all events be covered by the following forms of insurance for the minimum limits shown:

1. Event Liability (including contingent, products and cross liability) for bodily injury and property damage: \$1,000,000 per occurrence Combined Single Limit -- to be provided by the SCCA Master Plan or an equivalent policy.
2. Participant Accident -- Must be obtained through the SCCA Master Insurance Plan only.

	Pro Series Events	SCCA National	Regionals and Driver's Schools
Accident Death & Dismemberment	\$20,000	\$15,000	\$10,000
Blanket Medical Reimbursement	\$20,000	\$15,000	\$10,000
Weekly Indemnity up to 104 weeks (excess of 7 days)	\$ 100	\$ 75	\$ 75

C. Alternative Event Liability Insurance

The organizers and/or promoters of any SCCA sanctioned event which is to be insured with liability coverage other than that provided by the current SCCA Master Insurance Plan shall adhere to the following:

1. A fully worded and identified liability policy (or policies) of insurance will be forwarded to mem-

bers of the National Insurance Committee so that receipt of the liability policy (or policies) will occur not less than thirty (30) days prior to the scheduled commencement of the event to be insured by such liability policy (or policies).

2. If such fully worded and identified liability policy (or policies) is not received by the President by a date thirty (30) days prior to the scheduled commencement of the event to be insured, the President shall cause the event to be insured for liability under the current SCCA Master Insurance Plan. Certificates evidencing such coverage and a billing for the appropriate premium charge therefore shall be sent to the event organizers and promoters. In the case that the premium charge is unpaid by a date fourteen (14) days prior to the scheduled commencement of the event, the President shall cause the event to be cancelled.

At all SCCA Sanctioned events requiring drivers to hold a National or Regional Competition License or Novice Permit, minors 16 years old and older not holding authorized credentials issued by the organizers, and all minors under 16 years old shall not be allowed to enter the pit area or any other areas which provide less protection than that provided for the general public. Minors over the age of 16 may be issued crew (pit) credentials.

All persons must sign the SCCA Participant Agreement (waiver) prior to receipt of credentials (passes).

"Any insuror providing all or part of the event liability insurance shall carry a Best's Insurance Rating of at least A12."

3.1.8 Number of Entries to be Started in Races

- a. The maximum number of automobiles which may be started simultaneously on any course shall be 25 per mile.
- b. The maximum number of automobiles which may occupy a course under any other racing conditions or practice shall not exceed 25 per mile, and then only if an extreme speed differential does not exist between the fastest and slowest cars.
- c. Only the Executive Steward of the Division may authorize an increase in this number.

3.1.9 Minimum Requirements

The following minimum requirements shall be in effect at all times a speed event (including practice) is in progress, or else the event shall be halted immediately:

- a. One physician and one registered nurse (non-driver/participants). Under certain circumstances, the Executive Steward, may determine an alternate to the physician and nurse medical team. (EMT, Physician assistant-certified, paramedic or equivalent) but only after he has determined that this alternate has full life support training and life support vehicle.
- b. Medical and fire equipment as specified in Appendix M.
- c. Not less than one 10 lb. dry chemical fire extinguisher in the working pits for every 50 feet of pit length.
- d. A pre-arranged plan to cope with major emergencies, to include reserve station wagons or the equivalent.

3.1.10 Official List of Competitors

The organizers shall make the official list of competitors available to all entrants at no charge as early as possible prior to the commencement of the event.

3.1.11 Publication of Results

The organizers shall inform the SCCA of the official results of an event within five days of the completion of the competition. Additionally, the organizers will provide official race results for each entrant either during the event or within seven days after the conclusion of the event.

3.1.12 Distribution of Awards

The organizers shall distribute all awards immediately after determination of the official results of an event, or such additional time as the SCCA may allow.

3.1.13 Postponement, Abandonment or Cancellation of an Event

An event or a competition forming part of an event shall not be postponed, abandoned or cancelled unless:

- a. Provision for doing so is made in the Supplementary Regulations, or
- b. The Stewards of the Meeting have ordered a postponement for reasons of safety or forces beyond their control.

If an entire event is cancelled, or postponed for more than 24 hours, entry fees shall be returned to those who have been offered no opportunity to compete. (See 2.14 Competition). If an event is cancelled during that event, entry fees will be pro-rated and a reasonable portion of the entry fee returned.

3.1.14 Courses

The selection of any course for a competition shall be subject to the approval of the SCCA. Specifically, the SCCA may:

- a. Limit a course as to the classification of event to be sanctioned there.
- b. Restrict the number of automobiles which may be started simultaneously or in total.
- c. Restrict the number of entries which may be accepted for an event.
- d. Restrict the course to certain classes and categories of automobiles.
- e. Restrict the course to certain grades of drivers.
- f. Disapprove the course for all SCCA speed events.

3.1.15 Measurement of Courses

The official length of a course shall be measured along the center line of the road.

3.1.16 Authorized Events

SCCA-licensed drivers and officials may participate in any events except those which have been specifically disapproved by the SCCA Competition Board or the Executive Steward having jurisdiction in the Division concerned.

3.1.17 Race Official Licenses

It is required that all workers, under the SCCA control, at all SCCA sanctioned races must either be licensed in the specialty or hold a log book in the specialty. These licenses are to be checked at Registration (preferred) or by the acting Chief of the Specialty at each event. All Chiefs at all SCCA-sanctioned races must be licensed.

At the following event grades, the listed minimum license grades are mandatory:

Professional & National Championship Races -- National License minimum for Chief Starter, Chief Timer and Scorer, Chief

of Flagging and Communications, Chief Scrutineer, Chief Registrar, Chief Race Control.

Driver Schools -- National License minimum for all above Chiefs of Specialty, except Timing and Scoring.

3.2 Entries

An entry made and accepted in accordance with the GCR and any relevant Supplementary Regulations shall constitute a contract binding an entrant to take part in the competition entered unless prevented by forces beyond his control. The organizers shall comply with the conditions of entry, provided that the entrant has made every effort to take part in the competition. A breach of such contract may be treated as a breach of the GCR.

3.2.1 Refusal of Entry

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the Entry Form as soon as possible and at least five days before the event. The organizers have the right to refuse an entry at their discretion without giving a statement of reason for refusal.

3.2.2 Falsification of Entry

An entry which contains a false or incorrect statement shall be null and void, and the entrant may be deemed guilty of a breach of the GCR and the entry fee may be forfeited.

3.2.3 Withdrawal (Scratch) of Entry

An entry may be withdrawn without penalty if the withdrawal is made in writing or by wire prior to the entry deadline date. In such cases, the organizers shall return the entry fee. However, an entrant or driver accepted to take part in a competition who does not take part in that competition but takes part in another on the same day may be held in violation of the GCR.

3.3 Classification of Events

Events sanctioned by the SCCA shall be classified according to the persons eligible to take part, the categories of automobiles eligible to participate and the awards offered.

3.3.1 FIA-Listed Events

The SCCA has been delegated the authority to grant sanctions for events listed on the FIA International Calendar. These events shall be organized and conducted according to the GCR and the International Sporting Code.

a. Full International FIA Events

Each year the FIA shall approve a calendar of Full International competitions open to holders of FIA Entrants and Drivers Licenses issued by an ASN; shall designate various series of these Full International competitions counting toward international championships for drivers, manufacturers, hill climbs, etc; and shall designate the classes and categories of automobiles eligible to compete in these championships. In those Full International competitions which do not count toward championships, the organizers may designate which classes and categories of automobiles are eligible to compete.

b. International FIA Events

ACCUS shall annually approve a calendar of International FIA competitions. These events shall be open to any holders of FIA Entrants and Drivers Licenses issued by any ASN except that those whose names are inscribed on the FIA list of Classified Drivers are excluded unless they hold appropriate licenses issued by an ACCUS member club. Organizers may designate which classes and categories of automobiles are eligible to compete.

3.3.2 SCCA Events

SCCA may grant sanctions to organize various classes of events to be conducted in accordance with the GCR.

a. National Championship Events

Each year the SCCA shall designate a series of National Championship events open only to drivers holding SCCA National Competition Licenses. Each such event shall provide a competition for each class of automobile recognized in Rule 5.1 of the GCR. There must be at least six races.

The length of competitions counting for National Championship points shall be scheduled in laps to last a minimum of 45 miles. Competition may be rescheduled to 30 minutes by the Stewards of the Meeting, if conditions warrant.

There shall be at least 45 minutes total of practice and qualifying time available to each class, preferably more. Practice shall be in at least four groups with a minimum of two sessions for each. In the case of an over-subscribed single class race, qualifying must be split into two sessions. The grid shall be determined in accordance with 3.5.3. Should there be significant differences in track conditions

between the two sessions, the Stewards of the Meeting, on recommendation of the Chief Steward, may invoke the alternate procedure of: one half the race grid shall be taken from each session and gridded in columns (e.g. one column of a 2-2 grid from each session). Each competing driver shall complete at least five laps of observed practice unless waived by the Chief Steward.

Qualifying should be in small groups (on track) in relatively short sessions. Each group should have at least two sessions.

At all National Championship events, the first three finishers in each class must be impounded for 30 minutes following completion of each race. It is the driver's responsibility to ascertain his or her finishing position and present his/her car to impound, if among the top three (3) in that class. Failure to do so may result in disqualification. Each impounded car will be given an inspection which will, at the minimum, include verification of conformance to minimum weight and track dimensions where applicable for the class and/or category. During the mandatory weighing in impound, if there is any question of the legality of a car, the car must be weighed in both directions, and any other appropriate methods employed to prove the car's legality.

b. Interdivisional Championship Event

SCCA shall schedule an event each year called the SCCA Runoffs open by invitation to the highest placing drivers in the National point Championship series held in each Division, with a minimum requirement of being classified a starter in at least three (3) National Championship events. The SCCA Runoffs event shall determine the SCCA National Champion in each eligible class. Supplementary Regulations defining driver and automobile eligibility and other details of this event shall be published by SCCA. The 1985 SCCA Runoffs will be held at Road Atlanta, October 12th thru the 20th.

c. Regional Events

Regional events shall ordinarily be open to any drivers holding SCCA Regional and National Competition Licenses and to certain other drivers holding SCCA Novice Permits as provided in Appendix L of the GCR. Regional events shall also be open to Canadian residents holding current CASC national licenses who are 21 years of age or older. The Supplementary Regulations for a Regional event may also provide for the participation of drivers holding com-

petition licenses issued by other SCCA-approved organizations.

The classes of automobiles eligible to compete in Regional events shall be those cars recognized by SCCA.

d. Restricted Competitions

Restricted competitions shall be those conducted under special regulations. They may, for example, be limited to invited drivers only, or to specific classes or marques of automobiles, or to classes of automobiles not recognized in the GCR or its Appendices. Restricted competitions may be scheduled, with other classes of events. Restricted events shall be open to Canadian residents holding current CASC national licenses who are 21 years of age or older, unless otherwise stated in the Supplementary Regulations for the event.

e. Hill Climbs

Hill climbs shall ordinarily be open to any drivers holding SCCA Regional or National Competition Licenses. The Supplementary Regulations may also provide for participation of drivers holding competition licenses issued by other approved organizations.

Hill climbs shall be organized and conducted as speed events in compliance with the GCR. The classes of automobiles eligible to compete shall be those recognized in Rule 5.1 of the GCR. Solo Event Hill Climbs are described in the Solo I & II Rules.

f. Driver Schools

SCCA Driver Schools shall be scheduled, organized and conducted by Regions of the SCCA, in full compliance with the provisions of the GCR. Driver School events shall be organized and conducted as separate speed events, and shall not be combined on the same day with other races or speed events, nor shall they be open to any driver except those students undergoing instruction and their instructors.

3.3.3 Private Event Definition

A private event is one where no admission charge of any kind is made. Participants' entry fee or other charges to participants are not admission charges. Attendance at private events will be limited to the following:

- a. Drivers and entrants, plus a nominal crew, as defined by the conducting Region, not to exceed a total of eight, including the driver.

- b. SCCA members, in good standing, and their pre-registered guests whose names have been furnished to the Registrar before the event; such guests must identify themselves at registration.
- c. Any other individual having a specific assigned duty at the event, who holds and can present at any time, credentials for the assigned job, plus one guest each.
- d. Minors under 12 years of age are not counted under these limitations.

In addition, the classification of private shall be removed and the appropriate insurance premium for a public event shall be considered due and payable in the case of any local newspaper, radio, television or similar publicity placed or traced to the course owner, the event chairman, or any club member or their representatives.

3.4 Awards

In SCCA National Championship and Regional events, participants shall compete for trophies and points, organizers may offer, participate in the offering of financial awards based upon or affected by finishing position. \$2500.00 maximum total may be offered. In other SCCA-sanctioned events, there shall be no restriction on payment of prize money or any other awards.

3.4.1 Expense, Starting and Appearance Money

Participants are free to accept, and organizers, car owners or sponsors shall be free to offer such expense, starting and appearance money as they may wish.

3.4.2 Prize Money

The SCCA may require as one of the conditions of sanction for an event that any prize money to be offered be placed in escrow a satisfactory period of time prior to the start of the event, and that the SCCA may control the distribution of these awards.

3.4.3 Trophies

In SCCA National Championship and Regional events, trophies shall be awarded on the following minimum basis for each class and category of automobile.

Number of Starters	Trophies Awarded For Finishing Position
2 1st position only
3 1st and 2nd
4 1st, 2nd, and 3rd

Appropriate race officials will insure event awards are avail-

able for distribution at the end of each day of racing so placing drivers can take their awards (trophies) home with them.

All cars shall race in their respective classes unless insufficient entries make it necessary to group more than one class together. One car in a class shall run in the next higher class, except for the highest class in a particular category of automobiles which shall then be ineligible to receive class trophies.

3.5 Starts, Finishes, Timing and Scoring Definitions

The following definitions and techniques shall be observed at all SCCA-sanctioned events.

3.5.1 Starts

There shall be two methods of starts:

- a. The rolling start where the automobiles are moving at the moment the starting signal is given. To achieve a rolling start the competitors may be led by a pace car until the starting signal is given.

Rolling starts are mandatory at all SCCA speed events, except that the Executive Steward of the Division may approve the use of a standing start on an individual event basis.

- b. The standing start, where the automobiles are stationary at the moment the starting signal is given.
- c. Use of Pace Cars--The Chief Steward is responsible for the operation and control of the pace car.

3.5.2 Starting Line

- a. For a rolling start, the starting line shall be the line on the crossing of which the timing commences.
- b. For a standing start, the starting line shall be the line in relation to which the position of each automobile is fixed prior to the start.

3.5.3 Starting Positions

Automobiles shall be positioned at the start in order of their speed potential without regard to engine displacement or class, with the fastest automobiles nearest the starting line. Speed potential shall be determined by timed laps during qualifying.

It shall be the car/driver combination which qualifies for a starting position.

The pole position winner shall have the choice of the inside or outside pole position.

Cars unable to start when the field is dispatched by the Chief Steward, Starter or Grid Marshall on the pace lap or that fall out of position on the pace lap, shall relinquish their position and may

join the race at the rear of the field. Such cars may be either held at the start until the field has received the green flag or may be dispatched on the pace lap to assume a position at the rear of the field, at the discretion of the Chief Steward.

At all National Championship events, grid positions must be determined by official qualifying times recorded by the Chief timer and/or his assistant(s).

In case of a tie in qualifying times, the second fastest lap, then the third fastest, etc., will be used to break the tie.

Any other method of determining starting positions must be approved by the SCCA and described in the Supplementary Regulations.

3.5.4 Timing and Scoring

- a. For rolling starts, the timing and scoring shall commence when the leading automobile crosses the starting line.
- b. For a standing start, the timing and scoring shall commence at the start, or, if automatic timing apparatus is used, at the moment it is operated.
- c. The completion of the first and subsequent laps shall be timed and scored when the automobile crosses the control line in front of the Timers/Scorers' station unless the Supplementary Regulations provide otherwise.

3.5.5 Crossing a Control Line

An automobile crosses a control line when any portion of the automobile first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment.

3.5.6 Starter's Orders

Drivers and automobiles shall come under the orders of the Starter from the time the Chief Steward delegates this control to the Starter.

3.5.7 Starter

To be considered a starter, a car must receive the green flag at the start. Cars entering the race after the start, shall also be considered starters. A car must enter the race before the checkered flag is displayed in order to be classified as a starter.

3.5.8 False Start

A false start shall be when a driver under the Starter's orders moves forward from his prescribed position before the start. In the case of a rolling start this movement shall refer to his position in relation to the moving field by moving out of line or passing prior to the waving of the green flag. Should the Chief Steward

determine that a false start has occurred, and the race started, that driver or drivers may be black flagged and held in the pits or start line for a period of up to one minute. The SOM may levy other penalties at their discretion.

3.5.9 Dead Heats

In case of a dead heat the competitors concerned shall share the prizes allotted to their places in the results.

3.5.10 Finishers

In order to be considered a finisher, a car must complete half the distance covered by the overall winner of the race. A car has five minutes after the checkered flag is displayed to complete his last lap. If the race length is an uneven number of laps, divide the overall winner's laps by two and round down to the nearest whole integer.

3.5.11 Restarts

If it should become necessary to stop a race, the Chief Steward may order a complete restart according to the original starting positions; he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap; or he may restart as otherwise provided in the Supplementary Regulations. Restarts may be accomplished by using a continuity tape or a lap chart, whichever best fits the conditions at hand, to be determined by the Chief Steward in consultation with the Chief of Timing and Scoring.

A race that is stopped at 50 percent or more of its scheduled distance/time, and is not restarted shall be scored as of the last completely scored lap.

Unless the Supplementary Regulations for an event specify otherwise, no replenishment of or assistance to automobiles shall be allowed with the exception that any method of restarting is permitted, after a race is stopped and before it is restarted.

3.5.12 Minimum Duration

If a race is stopped at less than 50 percent of its scheduled time or distance and is not re-started, it shall be considered incomplete. Championship points shall not be awarded and organizers shall not be required to distribute trophies or other awards.

3.5.13 Winner

The winner shall be the competitor who covers the prescribed (actual length of the race in cases where the race is stopped short of the scheduled completion) distance of the competition in the least time, or the greatest distance within the prescribed time of the competition, unless the race is shortened, in which case the leader at that point who takes the checkered flag is the winner.

The checkered flag normally shall be displayed first to the winner as he completes the prescribed distance of the course, and then to the other finishers as they cross the finish line.

If the checkered flag is not displayed at the scheduled end of the race (in other words, if a race is one or more laps longer than scheduled), the race shall be scored as if it had ended at the scheduled length.

In timed duration races in the event that the winning car is not running at the expiration of the time specified for completion, the checkered flag will be displayed to the highest placing car still running, i.e., the winner is not required to take the checkered flag.

4. ENTRANTS AND DRIVERS

Every person who competes in an SCCA-sanctioned event shall be in possession of a current, valid license of the grade required for that classification of event (Ref.: Rule 3.3), and a current, valid SCCA membership card.

4.1 SCCA Driving Permits

The SCCA shall establish standards for granting SCCA driving permits, including:

- SCCA National Competition License
- SCCA Regional Competition License
- SCCA Novice Permit
- Vintage Racer License

Procedures for application for and granting these permits are contained in Appendix L.

4.2 FIA Licenses

There are two types of FIA licenses: Drivers and Entrants. Application for these licenses may be made directly to SCCA, (See Appendix L).

4.3 Presentation of License

A driver, or entrant where Entrant Licenses are required, shall show his license to an official on demand.

4.4 Assumed Names

In events requiring drivers to hold SCCA National or Regional Competition Licenses, or Novice Permits, drivers shall not race under assumed names. Request for waiver will be addressed to Manager of Club Racing.

4.5 Responsibility of Drivers

Drivers shall at all times be responsible for the conduct of their crews, at any event. An offense committed by a crew member may be directly chargeable to the driver.

4.6 Conduct of Entrants and Drivers

Every entrant and driver at an SCCA-sanctioned event shall conduct himself according to the highest standards of behavior and sportsmanship, particularly in his relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of the SCCA or the automobile sport. Failure to do so may result in penalty of reprimand, fine, disqualification, probation or suspension.

4.7 Alcoholic Beverages

During an event, the consumption of alcoholic beverages in the working paddock, pits or any other portions of the race course under control of the officials shall be expressly forbidden until all practice or racing activity is concluded for the day. Any driver, crew member or official who has consumed any alcoholic beverage on the day of an SCCA event shall not participate.

4.8 Safety Equipment

All drivers of automobiles competing in SCCA-sanctioned speed event, including practice, shall be equipped as follows:

- a. Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. Multi layer (3 layers or more) may be worn without underwear, but it is highly recommended that underwear be worn.
- b. Crash helmet approved by the Snell Foundation with 1975 or later Snell sticker. The back of each driver's helmet must be labeled as follows: name, date of birth, blood type, allergies, date of most recent tetanus immunization and any other pertinent medical history, i.e., diabetes, etc. Accident damaged helmets should be sent by the driver or his representative to the Snell Memorial Foundation, 94 Broad Rock Road, Wakefield, RI 02879. Details of the accident should be included.
- c. Gloves made of leather and/or other fire resistant material containing no holes.
- d. Socks made of fire resistant material.
- e. Drivers with beards or mustaches shall wear face shields of fire resistant material. Hair protruding from beneath a driver's helmet must be completely covered by fire resistant material.
- f. Drivers of open cars shall wear goggles or face shields preferably made of new impact resistant materials.
- g. Cars shall be equipped with and drivers shall utilize seat

belts and shoulder harness meeting SCCA Standards.

h. Shoe uppers of leather and/or nonflammable material.

i. It is recommended that any corrective eyeglass material used be of safety glass type and meet U.S. government standards.

It is recommended that drivers equip themselves with one-piece suits.

Cloth face shields, if used, shall be of accepted fire resistant material. Double-layer face shields are recommended.

All suits and underwear must be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Durette, Fypro, PBI, and Kevlar. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, and Durette X-400. Underwear is not required with 3-layer suits unless the suit so specifies.

4.9 Medical Responsibility of Drivers

No driver shall compete in any SCCA speed event unless he has been examined by a physician within the preceding 15 months maximum (see Appendix L) and certified by him to be medically fit to drive in automobile speed events.

Any license holder who suffers injury or illness that affects his medical fitness to drive in speed events shall report his injury or illness immediately to his Divisional Medical Director and be re-certified by him or a physician he designates before competing in further SCCA speed events.

Any driver involved in an accident must report as soon as possible to the Chief Race Medical Official at the event.

4.10 Driver Review

The Divisional Executive Steward is authorized to convene a court to review a driver's conduct, car legality, competition record and/or other matters. Such a court shall have the power to invoke penalties as specified in the GCR, Chapter 7, and may also revoke licenses, return the driver to school. The driver shall have the right to appeal this court decision as specified in the GCR, Chapter 9.

4.11 Narcotics and Dangerous Drugs

The use of any narcotic or dangerous drug as defined by Federal and/or state laws, by any driver, crew member, or official immediately prior to, or during an SCCA event, is specifically prohibited.

5. AUTOMOBILES

5.1 Classification of Automobiles

Organizers of SCCA Regional, National Championship and Interdivisional Championship events shall provide competitions for these classes:

Production Category	Classes E through H
Sports Racing Category ("A" Sports Racing Regional Only)	Classes A, C and D, Sports 2000 and SCCA Sports Renault
GT Category, C & D Production	Classes GT-1 GT-2, C Production GT-3, D Production GT-4 and 5
Showroom Stock Category	Classes SSGT, A thru C
Formula Atlantic	
Formula Continental	
Formula Vee	
Formula F	
Formula 440	

Competitions for classes other than specified above shall not jeopardize a full schedule of competitions for the recognized classes. Organizers may also schedule extra competitions for other classes, provided specifications are clearly set forth in Supplementary Regulations, or otherwise made clear to entrants.

In all cases where professional races are combined with National Championship races, the absolute conformance to the National Championship race requirements must be maintained.

Any formula class may be combined with Sports Racing category cars during practice or racing.

Whenever possible it is preferable to combine Sports Racing cars with appropriate Formula classes than with Production or GT Classes.

Formula Vee may also be combined for practice and racing with other Formula classes including F440.

Sports Renault should be combined with G and H Production and GT-5 Categories.

All automobiles shall run in one class/category only during an event, a dual entry is permitted for Formula and Sports Racing Categories with appropriate body changes. Two separate entry forms and fees are required, only one (1) vehicle log book is

required, but pictures of both configurations are required. All other cars, dual entry is only permitted when specified in the Supplementary Regulations.

The running of cars in classes and/or categories for which they were not designed/intended is strongly discouraged.

A National Championship class will retain its National Championship status as long as the average number of qualifiers remains at 2.5 or more per event.

When the average falls below 2.5 for any full year, the classes will be allowed one additional year to bring the participation level above the 2.5 average or the class will be consolidated into some existing class rather than revert to a class for Regional racing only. Cars in a class that comply with participation level requirements, and that are involved in a consolidation, will not be changed.

Conversely, a Regional class with participation above 3.0 average qualifiers per event for two successive years may be considered for inclusion in the National Championship racing program.

Specifications on cars classified for the first time, or reclassified, may be changed on 30 days notification during the first year of competition in the event estimates of performance are grossly inaccurate.

5.2 Regulations

General Regulations for all cars in SCCA-sanctioned events and the specific regulations for National Championship classes are contained in the GCR, Appendix A.

5.3 Vehicle Log Book

A standard SCCA Vehicle Log Book will be used by all competitors at all SCCA competitions, unless excepted by the Supplementary Regulations for an event.

Only one log book will be issued for each vehicle (other than way of extension or replacement) and the possession of two log books for one vehicle at one time shall be deemed an offense against these Rules.

The vehicle Log Books shall be issued by a NATIONAL LICENSED TECHNICAL INSPECTOR, who also must complete the required vehicle information in the front of the book. Each vehicle will have an identity number corresponding to that of its log book permanently stamped on its roll bar.

The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash(-).

The vehicle number system beginning with (001) shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll bar/roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

At each event, this log book must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. During Scrutineering all deviations regarding both safety and legality will be noted by the Scrutineer. If a waiver for the event is permitted the duration of the waiver must be noted and complied with by the competitor.

If a car is protested during an event, the results of this protest must be noted.

In the event the vehicle is involved in an accident or is damaged due to a mechanical failure, the damage shall be noted in the Vehicle Log Book by the accident investigator or other designated official.

In the event the Vehicle Log Book is not available at Scrutineering, the vehicle shall be accepted for competition only after a thorough inspection during which all details required for the issuance of a log book will be recorded.

CASC Vehicle History Log Books are to accepted at all SCCA events.

6. OFFICIALS AND THEIR DUTIES

6.1 Officials

The staff of chief officials, whose duty it shall be to direct the control of the event, may include:

- Stewards of the Meeting (SOM)
- Chief Steward (Clerk of the Course)
- Series Chief Steward
- Assistant Chief Steward --Safety
- Race Chairman
- Chief Starter
- Chief Course Marshal
- Chief Flag Marshal
- Chief of Communications
- Chief Timer and Scorer
- Chief Technical and Safety Inspector (Scrutineer)
- Series Chief Technical and Safety Inspector

Chief Race Medical
Chief Observer
Chief Pit Marshal
Chief Grid Marshal
Chief Paddock Marshal
Press Officer
Chief Registrar
Judges
Chief Sound Control Officer

They shall be termed "Officials" and may with the exception of the SOM have assistants also termed "Officials," to whom any of their duties may be delegated.

6.2 Required Officials

- a. At every event there shall be at least two Stewards of the Meeting, an Assistant Chief Steward-Safety, a Chief Race Medical Official and a Chief Steward in addition to other officials as necessary.
- b. Chief Steward at Drivers Schools must be a National Chief Steward.

6.3 Right to Supervision

The SCCA Competition Board reserves the right to designate a qualified person to evaluate any competition.

6.4 Appointment of Officials

a. FIA-listed, Interdivisional and Restricted Events

The Stewards of the Meeting shall be appointed by SCCA. All other officials shall be appointed by the organizers subject to approval by SCCA.

b. SCCA National Events

The Stewards of the Meeting shall be appointed by the Executive Steward of the Division. All other officials shall be appointed by the Region conducting the event subject to approval by the Executive Steward.

c. SCCA Regional/Restricted Regional Events

The Stewards of the Meeting shall be appointed by the SCCA Executive Steward of the Division and all other officials shall be appointed by the Region conducting the event subject to approval by the Executive Steward.

6.5 Conduct

- a. The Race Chairman, Chief Steward, Series Chief Steward, Assistant Chief Stewards, the Chief Starter, the Chief Timer and Scorer, the Chief Technical Inspector, Series Technical Inspector and the Stewards of the Meeting shall have no conflict-of-interest arising from direct involvement

or connection with the organizers or sponsors of an event, or any entrant or driver taking part, and they shall not compete in any competition during an event at which they are officiating.

- b. Every official shall conduct himself according to the highest standards of behavior. Failure to do so may result in loss of official appointment for the event or penalty as determined by the Stewards of the Meeting.
- c. Officials whose actions are deemed by the SCCA Competition Board to be against the best interest of SCCA shall forfeit their right to hold licenses in the SCCA.

6.6 Plurality of Duties

The same person may hold more than one official position except that the Chief Steward, Series Chief Steward, Stewards of the Meeting and Safety Steward shall have no plurality of duties.

6.7 Separation of Duties

An official shall not perform duties other than those clearly attached to his appointment.

6.8 Stewards of the Meeting (SOM)

a. Responsibilities

The Stewards of the Meeting shall be responsible solely to the SCCA for enforcing compliance with the GCR and Supplementary Regulations. They shall act primarily in a judicial capacity, and therefore shall not incur any responsibility for the organization or execution of an event.

b. Powers

- 1) Settle any dispute within the administrative functions, or protest arising from an event, subject to the rights of appeal provided by the GCR.
- 2) Determine penalties. (Ref.: Chapter 7)
- 3) Inflict a penalty of reprimand, fine, time, probation, or disqualification from the event. In non-FIA events, they may suspend competition licenses for periods not exceeding six months and/or loss of accrued points.
- 4) Appoint substitutes to replace any Stewards or officials not able to perform their duties. This power shall be used by the remaining Steward or Stewards to ensure that there are always at least two Stewards of the Meeting.
- 5) Modify the Supplementary Regulations as provided in Rule 3.1.3.
- 6) Alter the schedule.
- 7) Modify the position of the starting or finishing lines

where necessary to ensure the safety of drivers and spectators.

- 8) Amend the results of a competition:
 - a. Based on a correction or error by the Chief Timer and Scorer.
 - b. To take into account a time penalty against a competitor.
 - c. To change the sequence of finishing position in case a competitor is disqualified.
- 9) Postpone a competition for reasons of safety or forces beyond their control.

c. Report

As soon as practical after the conclusion of an event, (not later than 10 days), the Chairman of the Stewards of the Meeting shall forward to the SCCA Manager of Club or Professional Racing, depending on the type of event, a report to include:

- 1) Details of all protests.
- 2) Actions taken.
- 3) Penalties imposed (including reprimands to be noted in driver's file).
- 4) Notice(s) of intention to appeal and appeal fee(s).
- 5) Fine(s) collected.
- 6) Full details of any accidents. (See 6.22)
- 7) Official Results of all competitions.
- 8) General comments and recommendations of the Stewards of the Meeting on the organization and conduct of the event.

6.9 Chairman of Stewards of the Meeting

One Steward of the Meeting shall be appointed chairman for the event and shall not be a member of the Conducting Region.

6.10 Chief Steward/Series Chief Steward (Clerk of the Course)

Series Chief Steward may be substituted for Chief Steward in these rules.

The Chief Steward shall be the executive responsible for the general conduct of the event in accordance with the GCR and the Supplementary Regulations for the event. He shall:

- a. Keep order in conjunction with the authorities who are policing the event and who are responsible for public safety.
- b. Ascertain whether officials are at their posts and report

- the absence of any of them to the Stewards of the Meeting.
- c. Insure that all officials are provided with necessary information.
 - d. Prevent an ineligible driver or automobile from participating.
 - e. The Chief Steward may on behalf of the race organizers order inspection and disassembly of any entered automobile to ascertain its conformance with the GCR. If an automobile is found to be eligible for the competition in which it is entered, the race organizers shall stand the expense of disassembly, inspection and reassembly.
 - f. The Chief Steward may, at his discretion, direct cars to be impounded and may further direct inspection and disassembly in accordance with GCR, 6.10.e.
 - g. Execute the program of competitions and other activities safely by controlling drivers, their automobiles, the officials and workers from the commencement of activities until the time limit for protests has expired.
 - h. Prohibit from competing any driver or automobile considered dangerous.
 - i. Exclude from the event any entrant, driver or official found to be ineligible or guilty of misbehavior. "Exclude" is defined as prior to the start of the competition entered for entrants and drivers and at any time for officials.
 - j. Order removal from the course any person who refuses to obey the order of a responsible official.
 - k. Authorize a change of driver or automobile.
 - l. Convey to the Stewards of the Meeting any proposal to modify the schedule of competitions, or any report dealing with the misbehavior of, or breach of rules by an entrant or driver.
 - m. Receive protests from the entrants or drivers and immediately transmit them to the Stewards of the Meeting.
 - n. Collect all reports and other official information for the determination of results.
 - o. Prepare any information required to enable the Stewards of the Meeting to complete their report.

6.11 Race Chairman

The Race Chairman shall be responsible for the organization of an event. Specifically, he shall:

- a. Determine with the promoters and organizers the schedule and all other activities to occur during the event, draft the

Supplementary Regulations, and see that all Entry Forms are printed and mailed.

- b. Arrange that insurance conforming to SCCA requirements is procured, and that a copy of the insurance certificate be presented to the Chairman SOM prior to commencement of the event.
- c. See that qualified officials and workers are appointed and that they are on station.
- d. Arrange for the use of the course and all necessary facilities.
- e. Arrange for emergency vehicles and equipment.
- f. Arrange for trophies and their proper distribution.
- g. Arrange for receipt and acknowledgement of entries.
- h. Arrange for proper registration of all concerned.
- i. Arrange for the distribution of official results to the SOM, entrants, the organizers and the SCCA.
- j. Obtain the necessary equipment to conduct all post-race and pre-race inspections as required at all SCCA race events.
- k. Arrange, in conjunction with the Chief Race Medical Official the required equipment and facilities in accordance with the GCR and Appendix M.

6.12 Chief Starter

The Chief Starter shall operate directly under the supervision of the Chief Steward. All competing drivers shall be under the orders of the Chief Starter from the time the automobiles are placed in their starting positions ready to start, until the competition is completed and all competing automobiles have left the course. (Ref. Chapter 3.5.6)

6.13 Course Marshal

The Course Marshal shall be responsible for final preparation and maintenance of the course and other related duties assigned to him by the Chief Steward.

6.14 Flag Marshal

The Flag Marshal shall be responsible for recruiting, training, and assigning corner workers.

6.15 Communications Chief

The Communications Chief shall be responsible for establishment and operation of the communications system which shall include all corner stations and a central control.

A race log must be kept of all communications on the race network, at all SCCA race events by person(s) in the immediate vicinity of the Chief Steward.

6.16 Chief Timer and Scorer

The Chief Timer and Scorer shall be responsible for the accurate timing and scoring of the event in accordance with definitions outlined in the GCR. Specifically, shall:

- a. Furnish the Chief Steward and the Stewards of the Meeting any times and results that they may request.
- b. Maintain records of official times and lap charts for all competing automobiles.
- c. Compile and publish the official results of all competitions, submit copies of completed official results to the Race Chairman for distribution to the SOM, the organizers and the SCCA and, in the case of National Championship Races, submit complete official results within 7 days to Divisional Points Keepers.
- d. At all spectator events work closely with the Press Officers, press and other media, as well as circuit, radio and/or television announcers, providing qualifying information, results and any other data requested as quickly as possible.

**6.17 Chief Technical and Safety Inspector/Series Chief
Technical and Safety Inspector (Scrutineer)**

The Chief Technical and Safety Inspector or Series Chief Technical and Safety Inspector shall ascertain that the automobiles comply with the GCR, Spec Books and the Supplementary Regulations. Specifically, shall:

- a. Approve automobiles that comply with all safety regulations.
- b. Conduct inspections of automobiles at the request of the Chief Steward.
- c. Report to the Chief Steward any automobiles that he finds do not conform with requirements of the GCR and Spec Books.

6.18 Chief Race Medical Official

The Chief Race Medical Official shall be responsible, in conjunction with the Race Chairman, for staffing and equipping the medical organization in accordance with the GCR and Appendix M.

6.19 Observers

The Observers shall occupy posts along the course assigned to them by the Chief Steward, or by the Chief Observer if one is nominated. As soon as a competition is started, each Observer shall be under the orders of the Chief Steward to whom he shall report all incidents which occur on the section of the course for which he is responsible.

At the conclusion of each competition, Observers shall give the Chief Steward a written report of all incidents or accidents witnessed by them.

6.20 **Press Officer**

Chief officials and SOM should recognize the Press Officer's responsibility to appraise the press on matters of public interest. The Press Officer should advise officials on press information and act as liaison with the promoter's press director, if any.

6.21 **Chief Registrar**

The Chief Registrar shall be responsible for accepting, certifying and processing all entries and credentials for drivers, crew and officials.

6.22 **Assistant Chief Steward--Safety**

The Assistant Chief Steward--Safety is responsible to the Chief Steward, under the review of the Chairman, SOM. He shall complete reports of all accidents, to be furnished to the Club Insuror and forward copies to the National Office. NOTE: The Club Insuror will be notified, as soon as possible via telephone, of any major accident(s) which involve injury(ies) to participants or spectators. Complete reports (originals) of all accidents shall be forwarded to the Club Insuror. Copies of any applicable report(s) and copies of the original release(s) will be furnished to the Club Insuror and the Divisional Safety Administrator.

He shall file copies of reports with the Divisional Safety Administrator of all details of course safety at the completion of each event. During the event, he shall also report to the Chief Steward any hazards which require either further investigation or action. He shall also perform such other related duties as delegated to him by the Chief Steward. He shall hold a Divisional Steward or higher grade of license.

6.23 **Judges**

Judges are optional and may perform one or more of the following duties:

- a. Starting Judges shall point out to the Chief Steward any false starts immediately after they occur, Finishing Judges declare the order in which automobiles cross the finish line, Judges of the Fact shall decide whether an automobile has touched or passed a given line or shall rule on other facts of the same type laid down in the supplementary regulations.
- b. A protest may not be made against the decision of a Judge.
- c. An error by a Judge may be corrected by him with the approval of the Stewards of the Meeting.

6.1.24 Chief Sound Control Officer

The Chief Sound Control Officer shall be responsible for monitoring racing vehicles at sound-controlled events in accordance with the GCR and the SCCA Sound Control Manual.

Specifically, shall:

- a. Review or establish sound meter monitoring location.
- b. Establish how reading(s) will be made.
- c. Advise the Chief Steward of the readings.
- d. Submit post-race reports or National Administrator Sound Control.
- e. Monitor weather and ambient conditions throughout the day.
- f. Perform field calibration in accordance with sound control manual for sound meter, microphone or other instruments.
- g. Obtain yearly calibration of equipment from manufacturer or qualified laboratory.

7. PENALTIES

7.1 Breach of Rules

In addition to any other offenses, the following offenses shall be deemed a breach of the GCR.

- a. Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.
- b. Any action having as its objective participation in the competition of a person or automobile known to be ineligible.
- c. Any fraudulent proceeding or act prejudicial to the interests of the SCCA or of automobile competition generally.
- d. Reckless or dangerous driving.
- e. Failure to obey direction or order of bonafide race official.
- f. Refusing to cooperate with, interfering with, or obstructing the action of the Chief Steward, Stewards of the Meeting, other Courts or Court of Appeal, in the performance of their duties.

7.2 Penalties

Any organizer, official, entrant, or SCCA member violating the GCR or the Supplementary Regulations, or any conditions attached to the sanctioning by SCCA of the event, or any special rules of a course, may be penalized as provided by the GCR.

7.3 Imposition of Penalties

The penalties which may be assessed shall be in order of increasing severity:

Before imposing any penalty, the Stewards of the Meeting or other court, shall hear the parties concerned. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In their absence, judgement may go by default. The procedure at such hearings shall be in accordance with the GCR governing protests and appeals.

- a. Reprimand (Ref.: 7.4)
- b. Fine (Ref.: 7.5)
- c. Time (Ref.: 7.6)
- d. Disqualification from competition (Ref.: 7.7)
- e. Probation of SCCA competition privileges (Ref.: 7.8)
- f. Suspension of SCCA competition privileges (Ref.: 7.9)
- g. Loss of accrued points (Ref.: 7.10)
- h. Expulsion from SCCA (Ref.: 7.11)

Consecutive penalties may be imposed (e.g. two 30-day suspensions resulting in a total suspension of 60 days).

7.4 Reprimand

A reprimand may be imposed by the Stewards of the Meeting, or other court. A reprimand against an SCCA licensed driver shall be noted in his license file.

7.5 Fine

A fine up to \$250.00 may be imposed by the Stewards of the Meeting, or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his competition license(s) to the chairman of the court. A driver's competition privileges shall be under suspension as long as the fine remains unpaid.

All fines and forfeited protest fees shall be remitted to the SCCA Manager of Club or Professional Racing.

7.6 Time

Time penalties may be imposed by the Stewards of the Meeting.

7.7 Disqualification from Competition

Disqualification from competition may be imposed by the Stewards of the Meeting on an entrant, driver or automobile.

7.8 Probation of SCCA Competition Privileges

Probation may be imposed by the Stewards of the Meeting (SOM) or other court (Driver Review). This probation of SCCA Competition privileges may restrict said driver to competing in his/her division. Probation may also include restriction to certain type of events. Probation not to exceed six (6) months maximum. Probation may be reviewed before its expiration, by the Executive Steward and/or other stewards appointed by the Executive Steward. A written notice must be sent to the Manager of Club/Pro

Racing and drivers Region of Record within 7 days after imposing probation and/or termination of probation before time limit. Probation will be recorded in driver's file. Failure to comply with probation would be reason for further penalties.

7.9 Suspension of SCCA Competition Privileges

Suspension of SCCA competition privileges may be imposed by the Stewards of the Meeting or other courts. a) Maximum of six (6) months may be imposed; b) Maximum of nine (9) months may be imposed after Oct. 1 of the calendar year. Delay in handing in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.

When a penalty of suspension is levied by a first or subsequent court, the penalized driver must immediately surrender his competition license(s) to the chairman of the court.

7.10 Loss of Accrued Points

Loss of accrued points may be imposed by Steward of the Meeting, other SCCA court or an SCCA Appeal Court.

7.11 Expulsion from SCCA

Expulsion from SCCA may be imposed as provided in the SCCA bylaws.

7.12 Loss of Award

Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

7.13 Amendment of Placings and Awards

In cases as provided under Rule 7.12, the Stewards of the Meeting shall declare the resulting amendment to the placings and awards and shall decide whether the next competitor in order shall be advanced.

7.14 Publication of Penalty

The SCCA shall have the right to publicize a notice that it has penalized any person, organization, or automobile and the reasons therefor. The persons or body referred to in the notice shall have no right of action against the SCCA or against any person publishing such notice.

8. PROTESTS

8.1 Right of Protest

The right to protest shall rest with any entrant or driver taking part in the competition in question. Each, alone may protest any decision, act, or omission of the organizers, an official, entrant, driver or other person connected with the competition, which is considered to be a violation of the GCR.

8.2 Lodging a Protest

Every protest shall be made in writing specifying which part(s) of the GCR is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of \$50.00 (\$25.00 for Regionals and Driver Schools) which shall be returned only if the protest is deemed to be well-founded, is upheld by the Stewards of the Meeting, or as directed by the Stewards of the Meeting.

A protest arising out of a competition shall be addressed to the Chief Steward, or his designated representative, for transmission to the Stewards of the Meeting.

8.2.1 Protests Against Automobiles

Entrants or drivers taking part in a competition may protest an automobile as not conforming to the GCR. They may request that the automobile be disassembled, inspected, or any other test be made, provided that they post cash bond with the Stewards of the Meeting sufficient to cover the total expenses of disassembly, inspection, and reassembly. Teardowns must be completed as specified unless all or partially withdrawn by the protestor.

A protest may be reduced but not added to at the time the bond is set. Once a bond is posted, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor.

With regard to the teardown bond, items may be priced individually, with consideration given to possible logical linking of some of the items. This cost schedule must be set up prior to initiation of the inspection. Apportionment of the bond after the fact is not permitted. Awarding of the bond on a predetermined apportionment basis is permitted.

Bonds required for teardown will be sent to the Manager of Club Racing to be held in escrow until the time limit for the appeal has passed or until an appeal has been granted. If appealed, bond(s) will be held until the appeal court has its decision published. The same procedure will apply to any recorded evidence in the case. i.e. technical data, inc.

The inspection and/or disassembly shall be conducted under the supervision of the SOM and they shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom, as they deem advisable.

If the automobile shall be found upon inspection to conform to the GCR, the protestor shall forfeit the bond which shall be used to cover costs incurred.

If the automobile is found upon inspection not to conform to the

GCR, the protester's bond shall be returned and the entrant and/or driver of the protested automobile shall stand all expenses and shall be subject to disciplinary action as the Stewards of the Meeting shall deem proper.

Failure of an entrant or driver of a protested automobile to allow inspection under the foregoing terms shall result in immediate disqualification and other penalties deemed appropriate by the Stewards of the Meeting.

8.3 Time Limits for Protests

- a. A protest against the validity of an entry, qualification of an entrant, driver or automobile shall be lodged no later than one hour before the start of a competition. Stewards of the Meeting may extend this time limit in exceptional cases where the protestor can demonstrate that evidence pertinent to the protest was not available within the time limit, or where protestor can demonstrate he was unable to meet deadline due to circumstances beyond his control
- b. A protest against handicap or starting position shall be lodged immediately after announcement of handicaps or starting position.
- c. A protest against any mistake or irregularity occurring during a competition shall be made within 30 minutes of the conclusion of the competition.
- d. A protest against the results of a competition shall be made within 30 minutes of their publication.
- e. A protest against a race official must be made within 30 minutes after completion of the competition.
- f. Any action initiated by the Chief Steward must be received by the Stewards of the Meeting prior to 30 minutes after the posting of the results of the last race.

8.4 Hearing Protests

Hearing a protest before the Stewards of the Meeting shall take place as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In their absence, judgment may go by default. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and method by which the decision will be conveyed.

8.5 Distribution of Awards

Distribution of awards shall commence after the period for receiving protests has elapsed. When a protest which would affect distribution of awards has been lodged, distribution shall be with-

held until the protest has been settled. The Stewards of the Meeting, if notified of intention to appeal their decision, shall order awards, which may be affected by the outcome of the appeal, to be withheld pending the decision of the Court of Appeal. During this time the results of the competition shall be considered provisional.

8.6 Judgment

All parties concerned shall be bound by the decision given, subject only to appeal as provided in the GCR.

8.7 Reasonableness of Protests

It is expected that protests will be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable men may differ. A protest which is denied may even so be well-founded.

If a protest is judged to be not well-founded, the protest fee shall be forfeited. If it is proved to the satisfaction of the Stewards of the Meeting that the author of a protest has acted in bad faith or in a vexatious manner, he shall be deemed guilty of a breach of the GCR and may be penalized.

9. APPEALS

9.1 Right to Appeal

Any person, entrant or organization shall have the right to appeal any decision or penalty rendered by the Stewards of the Meeting or other court in which he or it is named as a party.

9.2 Jurisdiction of the SCCA

The SCCA may appoint a Court of Appeal to render a final decision in any appeal permitted to be taken under this section. It is the intent of these provisions to provide for resolution of differences before a Court composed of individuals with individual and collective expertise in racing matters.

9.3 Jurisdiction of the FIA

A right of appeal to the FIA shall be recognized only if the dispute in question arises from a competition listed on the FIA calendar, and if the appeal is brought before the ACCUS.

9.3.1 International Events

ACCUS had delegated to SCCA the authority to establish Courts of Appeal to settle disputes arising from International events sanctioned by SCCA.

9.3.2 Full International Events

ACCUS will establish Courts of Appeal to settle disputes arising from Full International events.

9.4 Taking An Appeal

An appeal permitted hereunder shall be taken by filing a written notice of appeal with the SCCA, Inc. in Colorado. The notice of appeal shall specify the party or parties taking the appeal; shall designate the decision or portion thereof appealed from; shall explain the reason or reasons why the appeal should be heard; and if applicable, which part(s) of the GCR are considered to have been enforced in a manner that was not fair or equitable to the appellant; and shall be postmarked within ten (10) days after the announcement of the appealed decision, and shall include the appropriate appeal fee of \$100 payable to SCCA, Inc. A minimum of \$25 of the fee will be retained by the SCCA on all appeals that are filed. An appeal properly taken hereunder may be withdrawn, without penalty, by written notice to the SCCA, Inc. prior to the final appointment of the Court of Appeal. Under the GCR paragraph 9.9, the Court of Appeal, in their judgment, may decide that the penalty or other decision of the SOM's or other court appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but it shall not order a competition to be rerun.

If an entrant or driver appeals a penalty by the Stewards of the Meeting or other court and said penalty was the result of errors and/or omissions by the SCCA, information that was not available to the SOM or other court at the time of the hearing, this penalty may be overturned without an Court of Appeal. If the appeal is accepted and after review a unanimous decision by the Manager of Club Racing or Professional Racing, the National Administrator of the Court of Appeals and the Chairman of the Competition Board may overturn the judgement/penalty of the SOM or other court.

9.5 Stay of Decision

The taking of an appeal hereunder may operate to stay any decision or penalty rendered by the SOM or other court which involves either suspension of SCCA competition privileges or expulsion from the SCCA until issuance of the decision of the Court of Appeal provided that the party or parties taking the appeal specifically so request in the notice of appeal and, in the event said stay is requested, appellant or appellants post a bond with the SCCA in cash or written by a surety acceptable to SCCA in the sum of the greater of \$1000 or the first place prize money for races appellant wishes to enter during the stay. If losing the appeal, they will forfeit a minimum of one hundred (\$100.00) of the Stay Bond. The Court of Appeal may impose a greater fine. If the SOM are given written notice of an intent to file a notice of appeal

by the affected driver or organization, they shall order awards which may be affected by the outcome of the potential appeal to be withheld pending disposition under the GCR.

a. On a dual event weekend, double national, regional/national, a driver whose competition privileges are suspended on the preceeding day may, by posting the required Stay Bond of \$1000.00 and notice of appeal with the required fee of \$100.00 to the Chairman of the Stewards of the Meeting (SOM) may then be allowed to compete in the following days events, and subsequent events until the Court of Appeal meets. This appeal cannot be withdrawn and in the event the appeal is not heard by the SCCA, the appeal fee is forfeited.

b. Loss of Stay of Decision Bond

A driver whose competition privileges have been suspended for (GCR 7.1) Breach of Rules and competing under a Stay of Decision Bond 9.5 and is again deemed guilty of GCR 7.1 Breach of Rules, may be penalized by forfeiture of part or all of the posted Stay of Decision Bond of \$1000.00, in addition to any other decision from a first court.

9.6 Decision to Hear Appeal

The Manager of Club Racing and the National Administrator of the Court of Appeals will make the final decision whether or not the appeal is well-founded and should be heard, and whether the appeal fee should be returned or forfeited. Said decision shall be final, binding and not subject to appeal. In reaching this decision, they may review the SCCA's Observer's Report, the Notice of Appeal and any other material they deem pertinent. In the event of disagreement, the Divisional Appeal Court Representative from the Division where the event was held shall break the deadlock. In the event he is unavailable, unwilling or disqualified from making said decision the President of the SCCA shall appoint a qualified third party. The aforesaid officials shall also decide whether the appeal fee is to be retained or returned. If the appeal involves a professional event, the Manager of Pro Racing shall replace the Manager of Club Racing in all matters in this Paragraph 9. The designation of said officials shall be final, binding and not subject to appeal. The officials designated herein shall use every effort to make their final decision within 7 days of the receipt of the Notice of Appeal.

9.7 Convening the Court of Appeal

If it is determined the appeal should be heard, the Manager of Club (or Professional) Racing shall contact the Divisional Appeal Court Representative from the Division in which the event was

held and request him to convene the Court of Appeal. In the event said official is unwilling, unable or disqualified from participating, the Manager of Club (or Professional) Racing shall select a senior divisional official who will make the selection. No member of the Court of Appeal shall have taken part as competitor, driver or official in the event concerning which the court will render a decision, or shall have been directly or indirectly interested or involved in the matters under consideration. The Court of Appeal will normally be convened in the Division in which the event was held, with due consideration given to the geographical convenience of the parties to the appeal and the members of the Court. The official appointing said Court of Appeal may arrange with a representative from another Division for the appointment of the Appeal Court in that Division. The appointment of the Court, and written notice to the appellant or appellants shall occur within 7 days of the decision to hear the appeal.

9.8 Hearing the Appeal

The Court of Appeal shall use its best efforts to convene and hear the appeal no earlier than 2 weeks from notice to the parties and no later than 4 weeks from said notice. All parties concerned shall be entitled to call witnesses and present, within reason, other evidence of their choice. They may present their appeal personally, be represented by an advocate or advocates or may submit the case to the Court on documents without personal appearance.

9.9 Judgement of the Court of Appeal

After considering all material they deem relevant, the Court of Appeal shall meet privately, reach its decision and prepare a written opinion. It may decide that the penalty or other decision of the SOM's or other court appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but shall not order a competition to be rerun. The Court shall order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the original Court's decision is nullified.

9.10 Review of the Court of Appeal Decision

The decision of the Court of Appeal shall be reviewed by the National Administrator of the Court of Appeals and the Manager of Club Racing (or Manager of Professional Racing as the case warrants). The decision may be published as final or vacated. In the event of disagreement, the Divisional Court of Appeal Representative from the Division where the event was held will be contacted to break the deadlock. In the event he is unavailable, unwilling or disqualified from making said decision, the President

of the SCCA shall appoint a qualified third party. The aforesaid officials shall use every effort to issue the final decision of the Court of Appeal within 10 days of their receipt of the decision from the Chairman of the Court of Appeal unless said decision is vacated. In the event a decision is vacated, a new Court of Appeal may be commenced pursuant to the procedure in Paragraph 9.7.

Once a final decision has been published, a Court of Appeal decision shall not be reopened nor shall a new Court of Appeal be convened unless an appeal is reopened pursuant to Paragraph 9.13 herein.

9.11 Publication and Effect of Decision

The SCCA shall publish all final Court of Appeals decisions including the names of all parties concerned. Person, entrants or organizations referred to in each said decision shall have no right or action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the Court of Appeals shall be sent to all parties to the appeal as soon as possible after the decision becomes final.

Any penalty imposed by the Court of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension or loss of points shall be made effective from the date of the conclusion of the event involved.

9.12 Bad Faith Appeals

If the Court determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a breach of the GCR and impose an additional penalty for said breach.

9.13 Newly Discovered Evidence

An appeal may be reopened within thirty (30) days of publication when information is presented to the Manager of Club/ Professional Racing and the National Administrator of the Court of Appeals and they determine it to be new, significant and previously unavailable. Upon such determination, they shall reconvene the Court of Appeals, as outlined above.

APPENDIX A AUTOMOBILES

1. GENERAL REGULATIONS

1.1 Eligibility

To compete in an SCCA-sanctioned event, cars shall meet the following requirements as well as the specifications of the class and category in which they are entered.

1.2 Fuel

All cars shall use fuel as defined in GCR, 2.11 unless a specific exemption is made in the rules for a particular category automobile.

1.3 Identification Marks

Each automobile shall carry identification numbers, class letters, or other marks required by the Supplementary Regulations. Numbers shall be placed on the front, rear and both sides of each automobile so that they are legible. Formula car numbers are required front and both sides only. Numbers used shall normally be restricted to only to two digits and shall meet the approval of the Chief Timer and Scorer. Three-digit numbers may be used when individually approved in advance by the Chief Timer and Scorer for an event or where approved on an individual basis by the Manager of Club Racing.

All automobiles shall carry numbers, at least eight to 10 inches high with a 1½- to 2-inch stroke on a contrasting background. Metallic numbers are prohibited. The distance between two numbers must be at least as wide as the stroke of the numbers.

Each automobile competing in an SCCA-sanctioned speed event must display the official SCCA logo (3), unobstructed and prominently on both sides of the automobile to the front of the side numbers. A logo shall be displayed on the front of the automobile unobstructed and prominently near the front number or on the spoiler for cars so equipped. (See Page 104)

1.4 Advertisements on Automobiles

Advertising, names and symbols may be displayed on cars provided they are in good taste and do not interfere with identification marks.

1.5 Mechanical Condition of Automobiles

The Chief Technical and Safety Inspector shall have the responsibility for approving every automobile before it is allowed to take part in a practice or competition. An automobile which is

disapproved, or which is driven in a practice or competition, or which is presented for recheck without the corrections specified by the Chief Technical and Safety Inspector may be disqualified from the event.

Automobiles which have been altered or damaged after they have been approved at technical and safety inspection shall be subject to reinspection and approval.

All major body components such as front and rear hoods, fenders, doors and wind screen should be maintained in normal position throughout the competitions. In the event that a loss of bodywork is a safety hazard, the car may be black-flagged. Cars completing a race with bodywork missing may be penalized if the loss is a performance advantage.

All cars must meet or exceed the minimum weight specified (where applicable), exactly as they come off the race circuit, at the conclusion of a race or qualifying session. Cars found to be underweight at race impound shall have it noted on the next page of the vehicle logbook. The car must be weighed at the next event and meet the proper minimum weight before being allowed to qualify. Platform scales, or individual scales that weigh one axle (two wheels) at a time, are acceptable. The scales must be certified.

The scales may be certified by:

- a. On site certification by a commercial scale service, or
- b. Use at the track of certification weights, minimum 250 pounds total for individual wheel scales and minimum 750 pounds total for platform scales.

A test car shall be used at all events where the scales or weights do not bear a commercial certification dated within ninety (90) days prior to the event, and the test car shall:

- a. Weigh a minimum of 1500 pounds.
- b. Be pushed by hand (rather than driven) on and off the scales and may be weighed in one direction only as the sole purpose is to establish and confirm the repeatability of the scales.
- c. Be used solely for test car purposes for the duration of the event.
- d. Be weighed a minimum of three times daily (suggested as during the first hour the scales are open, during the third hour the scales are open, and one additional time during the day.) All test car weighings shall be supervised and recorded by a licensed scrutineer.
- e. The maximum variation of the test car weight during the event shall be the maximum tolerance allowed to any car in determin-

ing legality.

- f. If there is any question of the weight legality of a car, the test car shall be weighed again and recorded immediately following the re-weighing of the impounded car in question.

The scales at the event are the official scales for the event and their availability must be made know to drivers/entrants. (See GCR 3.1.3.) Ballast may be added to all cars (except Showroom Stock) as required, to meet minimum weight, provided it is securely mounted with the bodywork and serves no other purpose.

1.5.1 Technical and Safety Inspection

Where practical, technical inspection is permitted to take place with cars remaining on open trailers.

The points covered at technical and safety inspection shall be:

- a. Eligibility for class entered--compliance with the GCR and Spec Books. A COMPLETE AND UP TO DATE VEHICLE LOG BOOK.
- b. Suitability for competition.
- c. Appearance--neat and clean. Specifically, automobiles that are dirty either externally or in the engine and passenger compartments, or that show bodywork damage, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition.
- d. Tires--"120 mph-rated tires or better are allowed in SCCA racing for all classes not specified or controlled."
- e. Brakes--shall be pedal-operated, working directly on each wheel, and in perfect working order. Rolling brake tests are prohibited.
- f. Fenders--shall be securely mounted. Fender skirts and hub caps shall be removed.
- g. Exhaust system--shall be directed away from the body and shall terminate at or aft of the equidistant point between front and rear hubs. Closed cars shall run with at least one main window fully open, or provide other ventilation. Holes for ventilation in quarter or rear windows on production cars are not allowed, unless specified in PCS, GTCS.
- h. Hood and engine compartment--all parts shall be securely fastened.
- i. Suspension and steering--shall be of suitable design and in proper order. All Heim-type spherical rod ends used on major suspension and steering components of cars must be

retained either by the design of the mounting brackets or by a larger area captive washer or by the inherent mechanical design of the unit (Circlip or Messerschmidt joints).

- j. Leakage and caps--no leakage of any fluid shall be allowed. Monza (flip top) gas caps are prohibited.
- k. Brake lights--except for Formula cars, all cars shall have two operating red brake lights. All Formula (open wheel) cars must be equipped with a red taillight of at least 15 watts. This light must be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight must be switched on when so ordered by the Chief Steward.
- l. Seats--shall be securely mounted. (See Appendix Z Roll Cage)
- m. Seat belts and shoulder harness conforming to specifications of Appendix Y of the GCR.
- n. Passenger seat back--if a folding seat, shall be securely bolted or strapped in place.
- o. Roll bar/roll cages--each car shall be equipped with a roll bar or roll cage as specified in Appendix Z of the GCR.
- p. Tonneau covers and boot covers are prohibited.
- q. Fire wall and floor--shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids. All rear-engined Formula cars are required to have an under tray, from driver's foot area to the fire wall, for protection of legs and torso.
- r. Mirrors--shall provide driver visibility to the rear of both sides of the car.
- s. **All cars registered after 1/1/83 must be equipped with an on-board fire system.** (Halon) Except Showroom Stock Fire Extinguisher--shall be dry chemical type or Halon 1301 or 1211 type of the following minimum capacities:
 - 1. Dry Chemical: 2 pounds, 10BC Underwriters Laboratory rating (potassium bicarbonate (Purple K) recommended) or 1A10BC Underwriters Laboratory rating multipurpose (ammonium phosphate and barium sulfate). Monnex.
 - 2. Halon 1301 or 1211 Minimum 5-pound capacity for: in-car integrated installations (manual or automatic releases).

3. Handheld Halon 1301 or 1211 minimum 2 lbs capacity. Except for in-car integrated installations, fire extinguishers shall be securely mounted in the cockpit. All mounting brackets must be of metal. In the case of hand-held manual operation units, this metal mounting bracket must be of the quick release type. On Formula cars and single seat sports racers, fire extinguishers may be mounted in an accessible location outside the cockpit. Positive indication must be provided that the fire extinguisher or system is adequately charged. Integrated systems are recommended on all cars.
- t. Flame resistant garments, crash helmets, goggles or face shields--shall be approved at safety inspection and may also be checked on the starting grid. (Ref.: GCR, 4.8)
 - u. Scattershields--The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars must be fitted with a protective case/shield to retain the chain in case of failure. Minimum material specification are:
 - .125 inch SAE 4130 alloy steel
 - .250 inch mild steel plate
 - .250 inch aluminum alloyNHRA approved flexible shields
 - v. Detachable Hardtops, Panels and Detachable Doors (e.g. Lotus Seven) must be removed, unless specified in PCS for that automobile. (See SSS Book for Showroom Stock Cars)
 - w. Oil catch tanks--all engine crankcase breathers whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers must be equipped with oil catch tanks. Minimum catch tank capacity shall be one U.S. quart each for the engine and transmission/transaxle. If a single catch tank is used for both the engine and the transmission/transaxle, the minimum capacity shall be two U. S. quarts. Oil catch tanks shall not be mounted in the driver/passenger compartment. Crankcase vacuum devices that pass through the oil catch tank(s), to exhaust systems or vacuum devices that connect directly to exhaust systems are prohibited.
 - x. Master switch--All cars, except Showroom Stock, must be equipped with a general circuit breaker (master switch) easily accessible from outside the car. The circuit breaker will cut all electrical circuits (ignition, fuel pumps, lights,

alternator, etc.) but not an on-board fire extinguisher. It shall be clearly marked by the international marking of a spark and blue triangle (note: Regions order from the National Office) and mounted in a standard location. Off position will be clearly indicated at the master switch location. The standard locations will be as follows:

- A. Formula and Sports Racing Cars--in close proximity to the right hand upright member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member. This is the standard location on Formula cars built to the Constructors Association's requirements for Formula 1.
 - B. Closed Sports Racers, Production Cars, and Sedans--in front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively it may be mounted below the center of the rear window.
 - C. Open Production Cars--may exercise a choice among the above locations.
- y. Steering wheel lock devices--shall be removed.
 - z. Wood rim steering wheels are prohibited.
 - aa. The driver of all Formula cars must be able to see 90 degrees to either side (total of 180 degrees) with both eyes, by turning his head, but without lifting his head forward or otherwise moving from the normal driving position. Plexi-glass or similar uncolored transparent material may be substituted for existing body work. "Token" portholes do not satisfy this requirement. Only a structural member such as a roll bar brace or frame tube may interrupt the required field of vision.
 - bb. Window safety nets must be used on the driver's side window of all closed cars. The window net must be equipped with a quick release device. If attached to the door rather than a roll cage, the door shall be pinned shut. (See SSS Book for Showroom Car window net.)
 - cc. Header tanks and unshielded water lines shall not be exposed to driver. "Aeroquip" lines are considered to be shielded lines.
 - dd. Windows must be clear or uncolored.
 - ee. It is recommended that all cars adhere to Appendix Z, Section J "Drivers Seat".

- ff. Formula 2000, F and Sports 2000 carburetors with the swaged fuel inlet fitting, must be replaced by drilling and tapping the carburetor body for a threaded fitting.

1.5.2 Batteries

Battery location is free within the bodywork. If moved from the manufacturer's original location, it must be in a nonconductive marine type container or equivalent. The hot terminal must be insulated on all cars.

All batteries (on board power supplies) shall be attached securely to the frame or chassis structure in such a way as to insure that the battery will remain in place.

1.5.3 Fuel Cell Installation

All cars registered after 1/1/83 must be equipped with a fuel cell.

General. Fuel tanks may be substituted with safety fuel cells conforming to the SCCA safety fuel cells standards as specified in Appendix X and are strongly recommended.

Capacity. There shall be no restriction of fuel capacity, except where otherwise specified, or dimensions when installing safety fuel cells, and the installation of more than one cell is permitted.

Location. Fuel cells shall be located within 12" of the standard tank or alternate tank as shown in the PCS/GTCS. Free fuel filler location is allowed with installation of an SCCA-approved safety fuel cell.

Installation. Internal body panels may be modified to accommodate the installation of safety fuel cells as long as modifications serves no other purpose. In the event installation includes encroachment into the driver compartment, a metal bulkhead must prevent exposure of the driver to the safety fuel cell. The Fuel cell shall not be installed any closer to the ground than six (6) inches, unless enclosed within the bodywork.

Filler caps, fuel pickup opening and lines, breather vents and fuel lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel cell, a check valve shall not be required provided the filler cap is of positive locking type and does not incorporate an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve must be incorporated in the fuel cell to prevent fuel from escaping if the cap and filler neck is torn from the tank.

Fuel cell breathers must vent outside the car.

It is recommended that all lines and filler openings be incorporated in a single fitting located at the top of the fuel cell(s).

Fuel Cell Vent(s). Fuel cell evaporative emission control devices must be removed from all Production and GT Category cars. Fuel cell vents shall not discharge to the driver/passenger compartment, even if installed that way by the manufacturer. It is not permitted to vent the fuel system through the roll bar/roll cage structure.

Bulkhead. The addition of a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell is required. (Ed. note: This includes fuel cells that are flush-mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.)

1.5.4 Spoilers (Production and GT Category)

"A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forwardmost part of front fender opening (cutout) and shall not be mounted more than 4 inches above the horizontal centerline of the front wheelhubs. The spoiler shall not cover normal grill opening at the front of the car. (An intermediate mounting device may be used on cars whose front body work is above the 4-inch maximum.) Openings are permitted for the purpose of ducting air to the brakes, radiator and/or oil coolers.

Bumpers, when used or when they are part of the bodywork: The spoiler and bumper/replica bumper shall appear to be two separate parts."

1.5.5 Aerodynamic Skirts

Aerodynamic skirts are prohibited in Club racing.

1.5.6 Accumulators (e.g. Accusumps) may be installed (except for Formula Vee and Showroom Stock). Location is free, but must be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment must be of metal braided hose (e.g. Aeroquip).

1.5.7 Turbocharging Restriction Requirements (Production, GT Category)

"Restrictor on inlet side of turbocharger compressor must not be further than 4" from turbocharger inlet and must maintain the specified restricted size for at least 1/2" (.500)".

Inside diameter between restricted diameter (as listed in PCS and GTCS) and turbocharger inlet must not exceed inside diameter of turbocharger inlet.

1.5.8 Track

The distance between the centerlines of the wheels as raced without driver, measured at a horizontal plane through the wheel hub centerline and is to be measured as follows: From centerline to centerline of wheels. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two dimensions obtained are to be added together and divided by two to obtain the average. Measurements to be taken at both front and rear of the wheels and averaged to compensate for toe-in/out. A tolerance of three (3) percent is permitted to compensate for the change in measuring method. This applies ONLY to Showroom Stock cars.

Additionally, this DOES NOT permit modifications that would achieve the 3% extra dimension over published SSS track dimension.

Wheel rim width shall be measured at the base of the bead seat.

APPENDIX B

SCCA NATIONAL CHAMPIONSHIP

ROAD RACING

1. National Champions

The SCCA shall designate a champion in each Division for each class of automobile eligible to compete in National Championship events. These championships shall be determined annually on the basis of a driver's accumulation of points earned in his best performances in a maximum of six National Championship races of which no more than two held outside the driver's home Division shall be counted.

A driver's Division shall be determined by his official Region of Record as recorded in the membership files at the SCCA National Office. A driver may not change his Division for accumulation of National Championship points after the conduct of the third National Championship race within his Division. A driver desiring to change his Division for the purpose of accumulating National Championship points is responsible for notifying the Manager of Club Racing, in writing and must also provide written confirmation of membership in a region in the division to which he is transferring.

Such notification and confirmation must be received, in writing, by the Manager of Club Racing, at the National Office, prior to the conduct of the third National Championship event in the driver's original Division. It is the responsibility of the Driver to initiate action to insure such Notification and Confirmation reaches Club Racing at the National Office.

A driver running more than one car must race them all in the same Division for the purpose of points accumulation.

Winners of these championships shall be designated Northeast, Southeast, Central, Midwest, Southwest, Northern Pacific and Southern Pacific Champions in each class.

Ties in the final point totals shall be resolved on the basis of each driver's record of first place finishes; then if necessary second place finishes; then if necessary third place finishes. If two or more drivers have accumulated the same number of first, second and third place finishes in the races counted, they shall be considered tied for the championship.

These championship standings shall determine driver eligibility for invitations to the annual SCCA Interdivisional Championship event.

The SCCA shall designate the winner of each class competition held at the annual Interdivisional Championship event as the National Champion for the class.

National Championship automobiles must prominently display, on both sides and on the front, SCCA Field Logo decals. (See A. 1.3. & Page 105)

2. **National Championship Events**

Each year the SCCA shall designate a series of National Championship events open only to drivers holding SCCA National Competition Licenses. For additional information, see GCR 3.3.2.a.

The results of each National Championship race must be sent to Editor, Sports Car, and National Office within 5 days, for publication of the class winners.

3. **Interdivisional Championship Event**

SCCA shall schedule an event each year titled the SCCA RUNOFFS, open by invitation to the highest placing drivers in the National Championship point championship series held in each Division with a minimum requirement of being classified as a starter in at least three (3) National Championship events, two (2) of which must be in the home division of his/her region of record. The SCCA RUNOFFS event shall determine the SCCA National Champion in each eligible class. Supplementary Regulations defining driver and automobile eligibility and other details of this event shall be published by SCCA.

The minimum interval between the last National Race and the beginning of the SCCA RUNOFFS shall be five (5) weeks.

The 1985 SCCA RUNOFFS will be held at Road Atlanta, October 12th thru the 20th.

SCCA RUNOFFS LATE ENTRY

3.1 **Application Fee**

An entrant who fails to apply for and file entry application to the SCCA RUNOFFS with a U.S. Government postmark by September 14, 1985, may apply for a late entry application to the SCCA RUNOFFS with the Manager of Club Racing in Englewood, Colorado, and must pay a late entry fee NON-REFUNDABLE in the sum of five hundred dollars (\$500.00) payable to Sports Car Club of America.

In addition, the late entry applicant may forfeit any claim he/she may have to participate in SCCA RUNOFFS travel fund distribution and motel allowance or any contingency that may be posted by the Sports Car Club of America.

Late entry applicant cannot bump or otherwise change the status of an entrant who has entered on time and been accepted. The decision on acceptance of an entrant will be made September 30, 1985.

Defending SCCA RUNOFFS Champion Invitations

Effective in 1978, all defending SCCA RUNOFFS Champions, who have not qualified, will be invited to participate in the same class in the SCCA RUNOFFS the year following their title conquest regardless of National Championship points earned.

Stipulations:

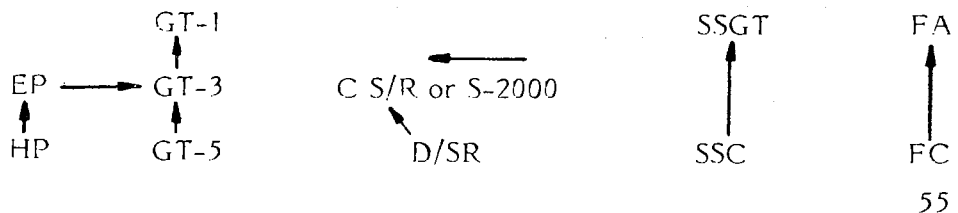
1. Must hold a current SCCA National Competition License.
2. Must have been classified a finisher in the same class during at least three National Championship events during the year.
3. Cannot "bump" anyone who has earned a bonafide invitation.
4. Will not participate in SCCA RUNOFFS Travel Fund distribution, unless otherwise qualified.

4. **Point Awards**

Points in National Championship races shall be awarded to leading finishers by class and category of automobile on the following basis:

Number of Starters	Points Awarded for Position
2	1st only
3	1st and 2nd
4	1st, 2nd and 3rd
5	1st, 2nd, 3rd and 4th
6	1st, 2nd, 3rd, 4th and 5th
7	1st, 2nd, 3rd, 4th, 5th and 6th
8	1st, 2nd, 3rd, 4th, 5th, 6th and 7th
9	1st, 2nd, 3rd, 4th, 5th, 6th, 7th and 8th
10 or more	1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th and 9th

Two automobiles are required to form a class to earn points. One car in a class must move up to compete for points in the next higher class. A car moves up until there are at least two cars in a class as follows:



1/1/85

There are five such categories: Production, Sports Racing, GT, Formula and Showroom Stock. Automobiles move up until there are at least two in a class. No automobiles shall move from a class which has two or more cars starting. It is not permissible to move up from Sports Racing Category Class C, GT-1, Showroom Stock Class SSGT or Formula Atlantic.

Drivers earning points that have been moved up in class shall record their points in the class to which they actually belong.

No points shall be awarded in a class of less than two automobiles.

Points for finishing position in SCCA National Championship events shall be:

Position	Points
1st	12
2nd	9
3rd	7
4th	6
5th	5
6th	4
7th	3
8th	2
9th	1

In the case of a dead heat for any position, the total points involved based on the number tied shall be divided evenly among those tied. Example: If the dead heat is for second at a National race involving two cars, the points from second and third place will be added together and divided by two to obtain the sum points awarded for a dead heat for second place. 8 would be the number points awarded each. There would be no third place points awarded in that event. Points will continue starting with 4th place, etc.

Points shall normally be awarded to one driver per automobile for placing in one pre-designated competition per championship event. When more than one driver finishes a given automobile, neither shall therefore be awarded points, except in those events where the Supplementary Regulations provide for the nomination of co-drivers, such as endurance races, where points shall be awarded in full to each driver who is approved to drive the placing automobile and who completes the minimum distance specified in the Supplementary Regulations for the competition.

Any points earned in National Championship competition shall not be withdrawn by the driver.

APPENDIX C

NATIONAL CHAMPIONSHIP RACE SCHEDULING

A Divisional Scheduling Representative is appointed for each Division by the Divisional Executive Steward. The term of appointment shall be from July 1 until June 30 of the following year.

Immediately upon appointment, the Divisional Scheduling Representatives will prepare a list of available National Championship race dates for the following calendar year for their Division. The schedule of available dates will note and assign traditional dates on a tentative basis and will also recognize holiday weekends established by history or law and will be otherwise formulated in compliance with scheduling policies as follows:

- a. Scheduling preference will be given to spectator races.
- b. National Championship races scheduling on consecutive weekends should be avoided whenever possible.
- c. National Championship races shall not be scheduled on three consecutive weekends.
- d. A Region shall not conduct more than two National Championship events on any one course.
- e. There shall not be more than two National Championship events on any one course. Regions must conduct a Driver School on any course, to be sanctioned for a National race for that Region.
- f. No National races shall be scheduled after Labor Day Weekend.

Requests for exceptions to the above scheduling policies must be made in writing to the Manager of Club Racing, and Divisional Scheduling Representative. Their recommendation requires the approval of the Chairman of the Competition Board.

The minimum interval between the last National Championship race and the beginning of the SCCA RUNOFFS shall be five weeks. No exceptions are permitted!

Scheduling of National Championship races on three consecutive weekends in the same Division is prohibited. Waiver of this policy can only be made by the Board of Directors.

The list of available National Championship race dates must be mailed by the Divisional Scheduling Representatives to the Regional Executives of each Region in the Division no later than August 15. Written requests for National Championship race dates must be returned to the Scheduling Representative no later than October 15. To be considered a firm date request, the Regions' request must be confirmed in writing by the circuit owner/manager.

The Scheduling Representatives shall mail copies of the final National Championship racing schedule for their Division to the Manager of Club Racing, Chairman of the Competition Board and the Regional Executives of all Regions in their division and to the Scheduling Representatives of the other six Divisions no later than December 1st.

APPENDIX F

FLAGGING AND COMMUNICATIONS STANDARDS

The following shall be the basic standards for flagging and communications at all SCCA-sanctioned speed events:

1. General Organization

The Flagging and Communications Chief shall be responsible for the establishment and operation of the flagging and communications organization at each SCCA speed event. The purpose of this organization shall be to provide safe course control by:

- a. Informing the drivers, through flags, lights or other signals, of the condition of the course, the condition of their cars or of any unusual conditions affecting the running of the event;
- b. Informing the Chief Steward and other officials, through the communication network, of the condition of the course and the competing cars, and of any situation requiring decisions and/or action by the race officials;
- c. Relaying information and instructions from the Chief Steward to the persons operating the various emergency vehicles and equipment around the course as well as to the race drivers and turn personnel;
- d. Undertaking emergency action needed to protect the lives and property of drivers, workers or spectators in the event of an accident;
- e. Maintaining a clear course.

2. Central Control Station

The Communications Chief shall have charge of the Central Control Station where all communications affecting the control of the event are carried out. The Central Control Station shall maintain immediate liaison with the Chief Steward and all corner stations.

3. Corner Stations

- a. **Number**--There shall be a sufficient number of corner stations established and manned to keep the entire course under observation at all times and to protect all areas of the course not immediately visible to oncoming drivers.
- b. **Location**--Each corner station shall be located in accordance with the following considerations: The flagman to have a clear view of the area to be covered; maximum visibility of the flagman to the oncoming drivers; maximum protection for the corner station crew from out-of-control automobiles.

- c. **Personnel**--Each corner station should be staffed by at least four persons: a flagger, a communicator, a safety worker and a corner captain who shall be designated to be in charge of the station. The yellow flag must be displayed when a corner worker or other personnel move to a less protected or unprotected area.
- d. **Equipment**--Each corner station should be equipped with at least the following:
1. Device for communicating immediately, privately and without interference with the Central Control Station, other corner stations and other stations as appropriate.
 2. The following flags or signalling paddles: Yellow, yellow and red striped, white, blue and a yellow stripe, black.
 3. One dry chemical-type fire extinguisher of at least 20-pound size although two 10-pound extinguishers are recommended.
 4. Pry bar of sufficient length (4-5 feet).
 5. Broom (push type).
 6. Oil/gasoline absorbent material.
 7. Blanket or fire sheet.
 8. Vest or armband to distinguish the Corner Captain.
 9. Pair of day-glo orange re-entry gloves.
 10. 20-foot length of half inch rope.
 11. Asbestos gloves.
 12. Each black flag station must additionally be equipped with black and mechanical black flags plus a blackboard or other means of displaying simultaneously the affected car's number, or the word "ALL".

APPENDIX G

G.1 GLOSSARY

Accessible: capable of being reached

Associate: to join or connect together

Bodywork: All parts of the car licked by the air stream and situated above a plane passing through the center of the wheel hubs with the exception of the roll bar or cage. For Formula and Sports Racing cars further exceptions are, those units definitely associated with the function of the engine or transmission.

Duct: a pipe, tube or channel that conveys a substance

Enclose: to close in, surround

Fairing: a member or structure whose primary function is to produce a smooth outline to reduce drag or air resistance

Firewall: a verticle $\pm 10^0$ metal bulkhead separating drivers compartment from engine room preventing the passage of flame and debris. Metal ducts may penetrate the firewall, but must begin and end outside of the driver's compartment. No intakes are allowed in the firewall.

Intake: an opening through which fluid/air enters an enclosure

Lubricant: A substance which can be interposed between moving parts of machinery to make surfaces slippery, reduce friction, and prevent sticking bewtween the lubricated surfaces.

Outline: a line that marks the outer limits of an object or figure

Restrictive: serving or tending to restrict or regulate

Specification: a detailed precise presentation of something

Surround: to enclose on all sides

Suspension Stabilizer: An auxiliary device (not normally a suspension component) which controls, stabilizes or limits suspension movement. Typical devices are Watt's linkage, trailing arm, panhard rod, radius arm, traction rod, torque arm, lateral link (as used on live axle rear suspension), etc.

A suspension stabilizer may be removed without effecting the static stability of the vehicle. Removal of a suspension component does affect static stability of the vehicle and its removal would cause the suspension to collapse.

Where an anti-sway bar serves a dual purpose (i.e. McPherson strut), both sway bar and suspension link, its diameter may be changed.

Visibility: Capability of being seen, perceptable to the eye, apparent, evident.

APPENDIX L

SCCA COMPETITION LICENSES

Grade of Licenses

Novice Permit: Issued only by the driver's home Region. Holder may participate in any SCCA-sanctioned Driver School, and two Regional events.

Regional Licenses: Issued by the SCCA Driver Licensing Department upon completion of requirements. Holders may participate in Regional races, Hill Climbs and Restricted races where eligible.

National Licenses: Issued by the SCCA Driver Licensing Department upon completion of requirements. Holders may participate in National Championship Races, Regional Races, Hill Climbs, Restricted races where eligible, and may serve as instructors at Driver Schools.

Minor Licenses: See end of this Appendix.

License Term

All SCCA competition licenses will indicate the month and year of expiration. This will coincide with membership anniversary renewal.

Participation Requirements

These requirements, which are specified for each grade of license, must be met by participation in and completion of National Championship, Regional, Restricted, or FIA-listed events (Ref.: 2.15) which are sanctioned by the SCCA. The following will not be considered as meeting these requirements:

1. Hill Climbs
2. Driver Schools
3. Races held as part of Driver School
4. Events not sanctioned by the SCCA
5. Events resulting in a DNS or DNF

Medical Requirements

1. An applicant for an SCCA competition license or permit must submit a completed, current SCCA physical examination-medical history form. Physical examination date shall not be more than three months prior to date applicant applies for competition license or novice permit, or applies for license renewal.
2. Medical forms are available from Regions and from the SCCA Driver Licensing Department.

3. Applicants who progress from one grade of license to another within a 12 month period need not submit another examination form.
4. An SCCA Competition License shall not be issued to any applicant who has organic abnormality of the heart as shown in an EKG and a Vector-Cardiogram. Those with possible history of cardiac abnormality may obtain a Competition License only with the consent of the Divisional Medical Director.
5. A SCCA Novice Permit may be issued to an applicant who has diabetes that requires insulin, only with the consent of the Divisional Medical Director. Existing licenses may be renewed subject to normal renewal requirements and to approval of the Divisional Medical Director.

Novice Permit and Log Book

Novice Permits and Log Books will be issued by the SCCA Regions to enable student drivers to obtain the training and experience needed for Regional Competition Licenses.

Requirements

An SCCA member, over 18 years of age (see licensing of minors), who holds a valid operator's permit in state of residence, applies for a Novice Permit only from his home Regional Executive or designated representative such as Contest Board Chairman (the National Office may issue permits) by submitting the following:

1. Completed Current SCCA medical form
2. Fee of \$25.00 (Region(s) retain \$15.00, National Office \$10.00)
3. Two (2) Passport photographs
4. Proof of age

The applicant will receive the Novice Permit, with one photo attached. At the time of issue, the applicant must either purchase a current GCR or have one in his possession. The GCR and Spec Books may be purchased either from the Region or the National Office. This permit must be presented at Driver School. "Novice Permits expire on membership anniversary date. Should the Novice Permit be issued three (3) months (maximum) prior to the membership anniversary date, it will be extended thru the full year to the next membership anniversary date." National Office may issue Novice Permits.

Holders of Novice Permits must meet the following minimum Driver School requirements before they may participate in a speed event:

1. Obtain the signature of the Chief Steward attesting to participation at each SCCA Driver School attended.
2. Complete a total of at least six hours of in-car, on-course time at Driver School events.
3. Complete at least two Driver School events with a "Satisfactory" rating.

Upon completion of Driver School requirements, the holder of a Novice Permit must:

1. Participate in two Regional events (Ref.: 2.15) and obtain the signature of the Chief Steward attesting to satisfactory performance. Driver shall only receive credit for one race, regardless of number of races entered per sanctioned event. Only one race is required per event for credit.
2. Complete the requirements for a Regional license within a maximum of two years from date of issue.
3. Driver who logs 6 Regional races on the novice permit, then applies directly for a National License will be licensed for a fee of \$60.00. Applicant must supply results for any races beyond the two required.

Renewal

A Novice Permit shall be renewed only once. When it expires, it will be renewed by the home Region upon receipt of a new medical form, fee, and photographs, and the old permit will be attached to the new. If the requirements have not been completed at the expiration of the renewed license, and the holder wishes to continue, he must start over again with no credit for schooling or Regional race participation.

Revocation

A Novice Permit may be revoked by the Divisional License Chairman upon recommendation of the Chief Steward of an event or the driver's home Region.

Applicants with Prior Racing Experience

The Chief Steward of an SCCA Driving School, or the Divisional License Chairman, may waive all or part of the SCCA Driving School requirements for drivers with prior racing experience. Only the Divisional License Chairman or the Manager of Club Racing may waive anything other than Driving School requirements.

SCCA Approved Private Driving Schools

Completion of courses at a SCCA accepted private driving school may be submitted in lieu of one (only) SCCA Driving School, at the discretion of the Chief Steward of the SCCA school or of the divisional licensing chairman. (A list of approved private schools may be requested from the Club Racing Department.)

Regional Competition License Requirements

Holders of Novice Permits who are current SCCA members in good standing and who have satisfactorily completed the Driver School requirements and two Regional events (Ref.: 2.15) may apply for a Regional license. Submit to:

SCCA
Competition License
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

1. Novice Permit with approving signature of the Regional Executive or his designated representative in the space provided.
2. Current medical form (see Medical Requirements).
3. The appropriate license fee payable to SCCA, Inc.

Refusal by the home Region to approve the application may be appealed by the applicant to the Divisional License Chairman for final decision.

Once a Novice Permit holder has completed the requirements for a Regional license and has had his permit signed off (back page) he may photo-copy the entire permit. The photo-copy is valid for the two weekends immediately following the second Regional recorded in the Novice Permit. The original must be submitted as above.

Driver shall only receive credit for one race, regardless of number of races entered per sanctioned event.

Renewal

Renewal applications will be mailed automatically. Regional license holders may apply for renewal by submitting:

1. Completed renewal application with a record of completion of at least two events (Ref.: 2.15) during the preceding 12 months.
2. A new, completed medical form.
3. The appropriate license fee payable to SCCA, Inc.
4. 'Special handling fee' of double the appropriate fee for any member receiving such attention over and above the normal processing time for competition licenses.

Applicants with Prior Racing Experience

Participation requirements for issuance or renewal of a Regional competition license may be waived in total or in part by the Divisional License Chairman or the Manager of Club Racing.

National Competition License Requirements

Drivers who are current SCCA members in good standing and who have completed at least four Regional events (Ref.: 2.15) as a

Regional license holder within the license year, may apply for a National license. Driver shall only receive credit for one race regardless of number of races entered per sanctioned event.

Submit to:
SCCA
Competition License
P. O. Box 3278
6750 South Emporia Street
Englewood, Colorado 80112

A driver satisfactorily completing his/her upgrade requirements during a Regional/National event needs only Chief Steward approval to enter the National event.

1. Regional license with record of completion of at least four events in the past 12 months, signed by applicant. The two events run as a novice do not count.
2. Current SCCA medical form (see Medical Requirements).
3. The appropriate National license fee payable to SCCA, Inc.

Renewal

Renewal applications will be mailed automatically. National license holders may apply for a renewal by submitting:

1. Completed renewal application with a record of completion of at least three events (Ref.: 2.15) in the preceding 12 months, either; three SCCA sanctioned National, Professional or FIA events, or; two SCCA sanctioned National, Professional or FIA events and one Regional event, or; one SCCA sanctioned National, Professional or FIA event and three Regional events, or; four SCCA sanctioned Regional events. Those who have not met the renewal requirements must contact his/her Divisional License Chairman for a waiver of the requirements.
2. A new, completed SCCA medical form.
3. The appropriate license fee payable to SCCA, Inc.
4. 'Special handling fee' of double the normal appropriate fee for any driver receiving such attention over and above the normal processing time for competition licenses.

Applicants with Prior Racing Experience

Participation requirements for issuance of a National Competition License may be waived in total or in part only by the Divisional License Chairman or the Manager of Club Racing.

LICENSING OF MINORS

Novice Permits, Log Books and Licenses for minors are issued by Regions.

Requirements—Novice Permit and Log Book

SCCA members between 18 and 19 years of age living in Alabama, Nebraska or Wyoming may apply by submitting a completed, notarized waiver currently dated and of the form approved by the SCCA, Inc., and signed by applicants parent or legal guardian. All other requirements per novice permit and log book. The novice permit will be stamped "Minor" on the front cover.

Canadian "CASC" Licensing

Canadian residents holding a current CASC National Grade "A" or better may submit to the SCCA Driver Licensing Department with the appropriate fee for issuance of a SCCA National License.

1. Applicant must be a current member of SCCA, Inc. and a member of a SCCA Region.
2. Applicant must include a copy of current CASC License and Medical form.
3. The normal requirements per GCR Appendix "L" will be followed thereafter.

Vintage Racer License: issued by the driver's home region. Holder may participate in any SCCA sanctioned Vintage race.

General Information

Address inquiries to the Region or:

SCCA
Competition License
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

FIA License Information

Applicants for FIA Driver's Licenses must hold a current SCCA National Competition License, and must have successfully completed five events in the previous 12 months prior to application.

Applications for an FIA Driver's License must be accompanied by the appropriate fee and two passport photos.

FIA Entrant's Licenses are also available from SCCA, on request, and payment of the appropriate fee.

License Fee's:

Regional License	\$25.00	Vintage License	\$25.00
National License	\$25.00		
FIA Driver	\$50.00		
FIA Entrants	\$50.00		

APPENDIX M

MEDICAL AND FIRE SAFETY FOR CONDUCT OF SPEED EVENTS

Purpose: To establish mandatory minimum equipment and personnel needed to effect a workable medical-safety team and fire-rescue team. Equipment comparable to anything required herein may be substituted with approval in advance from the Divisional Medical Director involved.

1. MEDICAL/RESCUE TEAM

1.A Equipment: Minimum

1.A.1. Wheeled Vehicles

- a. At least one ambulance: one fully equipped for accident care and meeting state and federal requirements as a functional emergency ambulance.
- b. Reserve pool of station wagons or back-up ambulances equipped with pads for bedding and capable of transporting disaster victims as per event's disaster plan.

1.A.2 Personnel

Racing safety is a full time job. The medical official in charge and all medical personnel on duty should be immediately available at their stations. The Chief Race Medical Official or his designate cannot participate in any racing for that event--this is his sole job.

- a. Medical Secretary: To record basic medical and nonmedical facts and to see that medical records are kept.

1.A.3 Operating Rules

- a. General: When on duty, medical personnel shall remain near their vehicles.
- b. Briefing: Before each event, duties and job definitions must be clarified. Complete familiarization of the race circuit, including all entrances and regular and emergency exits, must be provided to each member of the Medical-Rescue team. Proper vehicle handling during automotive racing activities must be reviewed with the vehicle drivers.
- c. Dispatching: Emergency vehicles are part of the whole racing organization. Their presence on the race track is to be determined only by the Chief Steward. Pre-established dispatching methods will be peculiar to individual race courses and should be agreed upon prior to racing activities by the Chief Medical Official, Chief Steward and Chief of Communications.

- d. Routes to hospital: The Race Chairman and Race Medical Official must establish an optimum route to a local primary and secondary hospital prior to a race event and distribute a map of this to vehicle drivers.
- e. Hospital arrangements: The Chief Race Medical Official shall confirm, well in advance of the race event, the presence of adequate hospital staff and facilities available for acceptance of possible injuries. Even though the Race Medical Official and ambulance are needed back at the race course, responsibility of the race Medical Official does not end until a hospital staff member assumes responsibility of the care of the injured. The Chief Race Medical Official must know local regulations, as dictated by the county Coroner or Medical Examiner, pertaining to deaths which may occur during a racing event.
- f. Identification of personnel: All Medical-Rescue personnel should be identifiable by some means other than the usual passes to permit unhampered movement about the course, i.e. arm bands, tie-on vests, jackets, etc.
- g. Start of race: All emergency equipment must be readied and engines running for the first lap of each scheduled race.
- h. Racing activity: When the course is unattended by a Race Medical Official and an ambulance because they are enroute to or from the hospital, or for any other reason, all racing activity must stop at once. No compromise is permissible.

2. FIRE/RESCUE TEAM

2.A. Equipment—Minimum

2.A.1 Wheeled Vehicles

- a. One fire truck, or more as necessary, to be spaced so as to be capable of reaching any point on the course within two minutes at not over 50-60 miles per hour. (Can be small, light trucks or commercial vehicles with the capability of carrying equipment.)
- b. One wrecker capable of raising any race car used in the events of the weekend (this may also serve as a fire truck.)

2.A.2 Corner Equipment

- a. Not less than one-20 lb. or two 10 lb. dry chemical fire extinguishers (potassium bicarbonate Purple K, or multi-purpose ammonium phosphate and barium sulphate) at each flagging station.
- b. Four to five-foot pry bar or three-foot wrecking bar for each station.
- c. Asbestos gloves. (Suggest cool water-soaked sheets for burned drivers).

2.A.3 Accessory Equipment

A minimum of two sets, either on wreckers or on fire vehicles.

- a. Sharp knife
- b. Bolt cutters, 3-foot
- c. Fire axe
- d. Pry bars, 2-foot and 6-foot
- e. Halligan tool (compound forcible-entry tool) or equivalent
- f. Rope, (3/4-inch nylon/or strap, 6000-lb. test), 30 feet
- g. Bow saw (30-inch blades) or equivalent tool
- h. Tool box, containing:
 - vice grip pliers
 - hammer, 5-lb.
 - cold chisel, 9-inch by 1-inch
 - small pry bar
 - screw drivers, flat head and Phillips
 - "Y"-shaped chisel
 - tin shears
 - hack saw and blades
 - adjustable crescent wrenches large and small
- i. Oil dry compound

2.B. Personnel—Training

1. Per fire vehicle: At least two people with fire training and use of the provided equipment based on actual vehicle fire, (five to 15 gallons of gasoline) put out in 30-40 seconds.
2. Flagging and Communications: Twenty percent of corner personnel shall have had experience in fighting real or simulated racing fires.

APPENDIX N

SOUND CONTROL

GENERAL:

This appendix shall establish SCCA test procedures, instrumentation, and environmental requirements for determination of race vehicle sound emissions.

Competitors carry sole responsibility to determine that their vehicles complies with sound control regulations at each event. Mufflers may be required.

1. The Chief Steward need not seek out and advise each individual competitor of their violations of the sound levels. However, the Chief Steward shall ensure that a competitor can determine their sound readings after each session at the place established via the Supplementary Regulations or other official notification. Competitors will use these readings to monitor their legality.
2. The Sound Control Officer, and/or Team, may offer advice to the competitors. This advice, however, shall be in no manner construed to imply that said suggested corrective action(s) absolves competitor from complying.
3. Regions may require a violator to pass a static test before being allowed to return to the track. Static tests will not replace ontrack readings because of its inability to read entire vehicle noise.
4. Vehicle sound emission is NOT a constant factor which can be trimmed to barely legal (in the manner of engine displacement or vehicle weight); sound emission may vary significantly from morning to afternoon, and day-to-day; therefore, the competitor is advised to treat 103db as marginal.

STANDARDS:

The primary standard for SCCA Sound Control shall be a sound pressure level of 108db 'A' frequency weighted (dba) measured on the fast response

setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge.

An advisory standard (static test) will be made available if required. (See Sound Control Manual, Static Test.)

EQUIPMENT:

1. A sound level instrument (meter) which meets American National Standards Institute (ANSI) Specification SL.4-1971, Class 2, Type S2A or better, and provides the following features:
 - a. Demountable microphone
 - b. Fast response (not peak)
 - c. 'A' frequency (scale) weighting
 - d. Max. (maximum) hold
 - e. General accessories shall include:
 1. Tripod
 2. Microphone cable for remote operation, 50 foot minimum
 3. Operating manual
 4. In-field calibrator procedures
2. Weather (meteorological instruments to support sound readings:
 - a. Barometer, capable of reading 0.1 inches of mercury (recommended).
 - b. Thermometer, accurate to +/- 1 degree Fahrenheit. (wet bulb thermometer recommended.)
3. General equipment
 - a. Tape measure, 50 foot minimum

MEASUREMENT:

The SCCA Sound Control criteria is a composite of Federal Standards and Society of American Engineers' specifications.

1. **GENERAL:** Proper location and use of all test instrumentation is essential to obtain valid measurements. Operating Manuals or other Manufacturer's literature should be referenced for both recommended operation and precautions to be observed.
2. **TECHNIQUE:**
 - a. Acoustic calibration procedures should include extension cable influence.

- b. Field calibration shall be done at least every four hours while in the operating mode. Actual observed values shall be recorded on the SCCA Instrumentation Report. This shall include battery check/level readings.
- c. Weather conditions should be recorded every hour when conditions are unstable, or otherwise every two hours.

MICROPHONE:

1. The microphone shall be:
 - a. 3.5 feet (minimum) above the ground surface.
 - b. 2.0 feet (minimum) above the level of the roadway.
 - c. No more than 6 feet above the level of the roadway.
 - d. 200 feet or more away from any tunnel or overpass through which the target vehicle passes.
2. The microphone shall be mounted on a tripod, remote from the sound meter, using up to 50 feet of cable.
3. Whenever possible the microphone shall be located on the outside edge of the track; i.e., between race car and outside perimeter of racing facility, aimed into infield areas.

REPORTS:

The Sound Control Officer shall submit a report containing information requested in the Sound Control Manual to the SCCA observer for inclusion in the Race Report.

STATEMENT OF POLICY

1985 is a year of monitoring and learning. Stewards and Competitors must work together to make sound control work without creating undue hardship.

APPENDIX P

RULES OF THE PITS

1. At every SCCA event there shall be a definite place assigned for the accommodation of each competing car's equipment, repairs, fueling, and attendants. At this place the car shall remain whenever the car is not actually in competition, with the exception of its retirement from competition, at which time it will be moved to the paddock, if possible. Therefore, any car which is removed from the course or the pits will be ineligible to return to the competition in progress.
2. A car shall have no more than six attendants in the pits in addition to the driver or drivers, and this number may be decreased at any event at the discretion of the Chief Steward of Supplementary Regulations for that event.
3. At no time shall anyone but authorized attendants be in the pits.
4. Unless the car is actually in the pit, no one shall be allowed in front of the pit, or in front of the pit bench, if one is provided, except for one person who may be in front of the pit for the purpose of signaling to his driver, and then only for the length of time needed to accomplish the actual signaling operation.
5. Pit crews are at all times under the control of the Pit Marshall appointed by the Chief Steward.
6. Should a pit-bound driver overshoot his pit, the car must either be pushed back into the pit by hand, or else continue for another lap. No car may be pushed back to the pit under conditions which would constitute a hazard.
7. Fire extinguishers--minimum 10 lb./60 BC rated units placed at 50 foot intervals along the pit lane with operators. If the event calls for refueling stops during the race, each pit crew shall provide one minimum 10 lb./60 BC fire extinguisher for their own use.

False Grid and Impound--Due to the high probability of carburetor fires (hot starting in False Grid) and fuel line fires (drawing of fuel samples in Impound), it is recommended that each of these specialties be equipped with at least one 10 lb./10 BC rated CO₂ fire extinguisher. The use of a CO₂ extinguisher in the engine compartment or down the carburetor throat does not require a tear down as would dry chemical.
8. Pets are prohibited in the pits, but are permitted in the paddock, provided they are leashed to an adult with a three meter maximum line or enclosed in a vehicle.

Dog Bites: Owners will be fully responsible for their pets actions and liability arising therefrom.

APPENDIX R
RULES OF THE ROAD

1. **Flags** -- The following flag signals shall be obeyed WITHOUT QUESTION:
 - GREEN -- A race is under way at the instant the green flag is displayed. This flag shall normally be in possession of the Chief Starter only, and will not ordinarily be displayed at the flag stations around the course. When displayed, the green flag indicates that the course is clear.
 - YELLOW -- Motionless -- Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past emergency area.
 - NOTE: A driver may encounter several yellow flags before reaching the emergency area. The requirements are still the same, "SLOW DOWN, no passing".
 - Waved -- Great Danger, Slow Down, be prepared to stop -- NO PASSING FROM THE FLAG until past emergency area.
 - RED -- Should the Chief Steward or the Assistant Chief Steward decide to stop the race, he will show a red flag at the Start/Finish line or in front of race control; simultaneously, each flag station around the course will display a black flag. These flags will inform all drivers that they must stop racing immediately and proceed to their pits, exercising extreme caution and being prepared to stop if necessary. Should the driver encounter a RED FLAG, it is the driver's responsibility to come to an immediate and controlled stop with regard to other drivers. Clear the circuit as well as the circumstances permit. The RACE HAS BEEN STOPPED. The Chief Steward at his discretion may place at a variety of flag stations, around the course, additional red flags.
 - BLUE WITH DIAGONAL YELLOW STRIPE -- Motionless -- Another competitor is following you very closely.
 - Waved -- A faster competitor is trying to overtake you.
 - YELLOW WITH VERTICAL RED STRIPES -- Take care. Oil has been spilled or a slippery condition exists somewhere on the road.
 - WHITE -- An ambulance, service vehicle or slow moving (e.g. with mechanical trouble) race car is on the circuit. Take care.
 - BLACK -- Complete the lap you are now on. Then stop for consultation at your pit, or at the location designated by the Chief Steward or the Supplementary Regulations for that event.
 - BLACK WITH THE WORD "ALL" DISPLAYED -- All cars complete the lap you are now on and proceed to your pit. The

waving yellow flag at all stations should normally precede this procedure. Restarts in these cases are to be the same as for a red flag.

FURLED BLACK -- WARNING -- You are driving in an unsafe or improper manner -- if continued, you will be given a black flag.

BLACK WITH ORANGE BALL IN CENTER -- There is something mechanically wrong with your car. Proceed to your pit at reduced speed.

CHECKERED -- You have finished the race (or practice session). Complete one more lap cautiously before stopping.

2. To be considered a starter, a car must receive the green flag at the start. Cars entering the race after the initial start shall also be considered starters. Also, to be considered a starter a car must enter the race before the checkered flag is displayed.
3. In order to be considered a finisher, a car must complete half the distance covered by the overall winner of the race. A car has five minutes after the checkered flag is displayed to complete his last lap. If the race length is an uneven number of laps, divide the overall winner's laps by two and round down to the nearest whole integer.
4. The responsibility for the decision to pass another car rests with the overtaking driver. However, this will not relieve the overtaken driver from responsibility for the safe passing of the other car. The overtaken driver shall not block. Any driver who fails to make use of his rear view mirror, or who appears to be blocking another car seeking to pass, may be black flagged.
5. Hand signals --
 - a. Before entering the pits from the course, the driver should signal by raising his arm.
 - b. An overtaken driver should point to the side on which an overtaking driver should pass him.
 - c. The driver of a stalled car should raise both arms to indicate that he will not move until the course is clear.
6. Whenever a driver leaves a (artificially) marked course or an airport circuit with all four wheels, he must re-enter the course at the same spot where he went off, and cannot simply re-enter further down the course.
NOTE: Local exceptions may be covered in the Supplementary Regulations.
7. During an event it is expressly forbidden to drive or tow a car at any time or under any conditions in a direction opposite to that in which the event is being run without the specific approval of the

Chief Steward. Infraction of this rule may mean immediate disqualification.

8. Should a pit-bound driver overshoot his pit, the car must either be pushed back into the pit by hand, or else continue for another lap. No car may be pushed back to the pit under conditions which would constitute a hazard.
9. If for any reason a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other competitors.
10. Drivers shall obtain no assistance during the race other than from their pit crews and in the pits. This does not preclude assistance by race officials for safety reasons. (See Exception in R. 12.)
11. Cars shall not be moved under power of the starting device while on the course, except to remove them from a hazardous position to one of greater safety.
12. In all SCCA competitions, engines shall be started with a starter (operated by the driver in normal driving position - except F440), and an on-board or supplementary power supply. Carburetor or fuel injection systems may be manipulated and/or primed in the process of starting automobiles. Push starts are permitted. A driver unable to start the automobile on the false grid may push start provided the automobile is back in position prior to the one-minute signal. Push starts on the false grid shall be under the supervision of the grid marshall to guarantee they are done in a suitable manner. After the one-minute signal, the right to start the automobile, by push starting, is relinquished.

After the field has left the grid, the Chief Steward, at his discretion, may add an alternate entry that has started, or permit the gridded entry to push start and join the field at the back of the pack, either during the pace lap or start from the pit exit after the green flag has been displayed.

13. The use of a pace car is authorized in an emergency situation, at the discretion of the Chief Steward, for the purpose of pacing the field and allowing corner personnel to safely remove a disabled driver(s) and/or vehicle(s) from a hazardous position. The Chief Steward will designate the driver of the car, preferably a current or recent National license holder.

In the event a pace car is used, no car, unless directed to do so by an official in the pace car, shall pass the pace car. The official shall wave cars by until the leader is behind the pace car. All cars must then hold position until the pace car has left the course and the green flag is displayed. Any car illegally passing the pace car

may be black flagged.

14. Rain Racing Procedure: If a race is started in the dry, and it starts to rain on all or part of the course, the Chief Steward is empowered to use the following procedure: If the race has covered half distance or more, it may be stopped with the CHECKERED FLAG at any time. If the race has not reached half distance, the BLACK FLAG ALL procedure will be used to bring all cars into the pits, and 15 minutes will be allowed for installing rain tires. At that time cars will be put back on the course in the positions that they had the lap before the black flag was displayed.
15. The driver is required to follow the marked course during a competition and shall not gain an advantage from an off-course excursion.

APPENDIX S

STARTER INSTRUCTIONS AND STANDARDS

Instructions for Starters

1. **Responsibility** — The Starter shall operate directly under, shall carry out the orders of, and shall be responsible solely to the Chief Steward.
2. **Function** -- The Starter shall control the competing drivers by conveying to them the orders of the Chief Steward during practice and during competitions from the time the automobiles are placed in their starting positions ready to start, until the competitions are concluded and all competing automobiles have left the course.
3. **Location** -- The Starter shall be stationed in such a manner that he is at all times in a location of maximum visibility to the competing drivers. He must also have immediate communication with the Chief Steward at all times.
4. **Equipment** — The Starter shall be equipped with a complete set of signal flags required by the SCCA General Competition Rules.
5. **Procedure**
 - a. The Starter shall conduct the start of the competition in accordance with the general definitions of Rule 3.5 in the SCCA General Competition Rules.
 - b. The start shall not take place until the Chief Steward has so ordered.
 - c. The signal to start shall not be given until all drivers have indicated that they and their automobiles are fully prepared.
 - d. At no time shall the Starter take his attention from the starting field until after signal to begin pace lap or start has been given.
6. **SCCA Standard Start** — The following rolling start technique shall be known as the SCCA Standard Start and shall be utilized at all SCCA races, unless an alternate procedure has been approved by the Divisional Executive Steward and so stated in the Supplementary Regulations for the event.
 - a. On instruction of the Chief Steward, a signal plainly audible to the full grid shall be given a five minute and at one minute prior to the scheduled starting time of each race. This will alert drivers to man their cars, and crews to complete last minute preparations.
 - b. At the one minute signal the Starter or Grid Marshall shall take a position in front of the grid, visible to all competing drivers, and shall give signal to start motors by rotating the furler

- yellow flag in small circles directly overhead for a sufficient length of time for all drivers to observe.
- c. The Starter or Grid Marshall, after observing that all unnecessary personnel have left the grid and all drivers are in their cars and apparently ready, shall next raise his free arm as a signal for drivers to raise one of their arms indicating that their cars are running and they are prepared to start the pace lap. The Starter or Grid Marshall shall, by looking directly at each car individually and altering his position as necessary to do so, satisfy himself that each driver on the grid is indicating this ready signal.
 - d. The Starter or Grid Marshall shall next signal all drivers to lower their arms by lowering his free arm in a definite movement.
 - e. The Starter or Grid Marshall shall, as soon as possible, signal the drivers to begin the pace lap, which may or may not be led by a pace car, by moving his free arm and the still furled yellow flag in parallel arcs from his front to his back. The pace lap is to be run at considerably less than racing speed.

In the case where a pace car is employed, the Starter or Grid Marshall shall first signal it to begin moving prior to releasing the field. The pace car shall set the pace, including the speed at the moment of starting where possible, by proceeding parallel to the field and to one side, either on the course or in the pit lane, approaching the starter, and at a constant slow speed, the front row drivers having been instructed not to pass the pace car until the green flag is displayed. If a pace car is not utilized, the "pole" car will serve the same function as a pace car from his position in the front row. In the event the race is not started, necessitating another pace lap, depending on conditions, the pace car may overtake the field and resume its function, assuming that the front row drivers have been previously advised of this plan. Otherwise, the "pole" car shall assume the duty of the pace car, remaining in this front row position.

- f. During the pace lap, the Starter shall position himself at a safe location where he can clearly view the approaching field, and where he can be seen by all the drivers in the grid. He shall remain motionless, with the green flag hidden, and no other flags visible.
- g. Upon determining that the approaching field is at a constant slow speed, well bunched and in line, and close enough to him that all drivers can see his flag, he will suddenly and contin-

uously wave the green flag, until all cars have passed the start line. The race shall be underway throughout the field at the instant the green flag is waved, and passing may occur at any point, within reasonable safety standards.

- h. Should the Starter determine that the field is not in good order, or that some drivers have improved their position by moving out of line or passing prior to the waving of the green flag; he should abort the start by making no flag movements whatsoever, and at the same time shake his head in a negative manner, to indicate that a start will not take place. This will inform the drivers to proceed on another pace lap. All flag stations should display a yellow flag during all pace laps.
 - i. Should a driver improve his position not in the view of the Starter prior to the start, and the race started, that driver or drivers may be black flagged and held in the pits or start line for a period of up to one minute. The SOM may levy other penalties at their discretion.
7. It is to be emphasized that the SCCA Standard Start is a rolling start, not a "flying" start. While the pace lap may proceed at a brisk pace, the field should be slowed at a sufficient distance before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is somewhat dictated by the types of cars, size of the field and course layout. Only one official should be designated to brief the front row drivers before each race, preferably the Starter, acting under the orders of the Chief Steward.
8. **Standing Starts** — The following starting techniques shall be known as the "SCCA Standing Start" and shall be utilized in all cases where standing grid starts are permitted and specified in the Supplementary Regulations for the event:
- a. On instructions of the Chief Steward, a signal plainly audible to the full grid shall be given at five minutes and at one minute prior to the scheduled starting time of each race. This will alert drivers to man their cars, and crews to complete last minute preparations.
 - b. At the one minute signal the Starter shall take a position in front of the grid, visible to all competing drivers, and shall give the signal to start engines by rotating the furled green flag in small circle directly overhead for a sufficient length of time for all drivers to observe, after which he shall lower the flag slowly.
 - c. The Starter, after observing that all unnecessary personnel have left the grid, and all drivers, are in their cars and apparently

- ~~ready, shall next raise his free arm as a signal for drivers to raise one of their arms indicating that their cars are running and they are prepared to start the competition. The Starter shall, by looking directly at each car individually and altering his position as necessary to do so, satisfy himself that each driver on the grid is indicating this ready signal.~~
- d. The Starter shall next, without diverting his attention from the grid, station himself in full view of all drivers at a safe position at the edge of the course. He shall face the drivers and slowly raise the green flag overhead, holding it squarely and unfurled with his free hand. This is the signal for drivers to set their RPM.
 - e. After holding this position only momentarily, the Starter shall then give the signal to start the competition by sharply bringing down the unfurled flag from its raised position. The competition shall start at the instant the green flag starts downward.
 - f. In case it becomes necessary to delay the start, the Starter shall cease the starting procedure and return to the front of the grid, simultaneously slowly furling and lowering the green flag, and shall signal the drivers to reduce RPM by a rapid horizontal motion of his free hand at shoulder level and shaking his head in a negative manner to indicate NO START. After the cause of the delay has been corrected, the Starter shall repeat items c., d., and e.
 - g. In case it becomes necessary to discontinue the start, the Starter shall proceed as in f., except that he shall signal the drivers to cut their engines by drawing his free hand in a horizontal motion sharply across his throat. After the cause of the discontinuance has been corrected, the Starter shall repeat items b., c., d., and e.
 - h. In case a driver makes a false start by moving ahead before the starting signal is given, the start shall proceed on schedule and shall not be delayed for this cause. The offending driver may then be penalized by being blackflagged and held in the pit for up to one minute. The SOM may levy other penalties at their discretion.

APPENDIX T
GUIDE TO TIMING AND SCORING

1. The Chief Timer and Scorer shall employ two separate timing and scoring systems in recording the performance of cars in competition.
2. The Scoring System shall be:
 - a. A minimum of five independently prepared "tapes". The tapes shall record on consecutively numbered sheets the order of passage of each car across a designated line. The sheet number is to coincide with the overall leader's completed laps. The tapes shall indicate "Flag" on the final tape when the checkered flag has been given to the overall leader. These five tapes shall be checked for agreement each lap by auditors.
 - b. A minimum of three independently prepared lap charts tabulated from three of the above-mentioned matching audited tapes. These charts shall be so prepared that position and lap count are indicated on different axes. Each car's number shall be entered on the chart in the order recorded on the tape, appearing on the chart only once for each lap. Some method shall be used to indicate on the lap chart all cars taking the checkered flag as shown on the final tape. In cases of multiple-class races, upon completing the lap chart tabulation, the charters will enter the class designation for each finisher opposite the finisher's position and indicate class positions.
3. The Timing System shall be:
 - a. All timers shall be equipped with stop watches. These watches shall be of continuously running type, capable of being read to the nearest 1/10 of a second, and having a split-action sweep hand. This will not be construed as making certain types of electronic timing equipment unacceptable; however, watches as described shall always be used as a backup source of information.
 - b. Timers shall be assigned a car or cars according to capability and experience.
 - c. For the start of a race all watches shall be zeroed (stopped in the 12 o'clock position) and wound, and be started simultaneously when the first car breaks the starting line after the green flag has been displayed by the Starter.
 - d. Timers will then record each time of passage for the assigned cars in the proper order on the time card, compute and enter individual lap times.

- e. The timer will note on the time card for each of the assigned cars such occurrences as "Pit stop," "Black flag," "Checkered flag," "Off course, etc., as personally observed, and/or officially observed or reported.
- f. Times shall be recorded in hours (where required), minutes, seconds and 10ths.
- g. The Timer will indicate on the time card for each car the fastest lap and the fastest lap time occurring during the event.

Note: The above designated procedure should be followed for qualifying sessions with the exception that watches should be started simultaneously on a signal given by Chief Timer before the start of qualifying. At the end of each qualifying session the time cards shall be audited and any errors or discrepancies resolved. The grids for each race shall then be prepared from these audited time cards, with the fastest cars, without regard to class, nearest the starting line as described in GCR, 3.5.3 Starting Positions.

Chiefs of Timing and Scoring are cautioned that it has been common practice at SCCA events to have sessions that are almost unlimited in size of fields, and to combine race groups for qualifying. It is strongly recommended that Chiefs of Timing and Scoring participate with the Race Chairman (GCR, 6.11) and Chief Steward in the preparation of schedules or practice sessions and races. Cars in practice sessions, whether untimed or qualifying, should be the same as in races; and those cars which are to race first should be those which are qualified first. There also needs to be cooperation between the Race Chairman, Registrar, Chief of Timing and Scoring, and Stewards to insure that under no circumstances will there be duplicate car numbers in either qualifying or races.

At the end of each race provisional results may be posted when either two of the three independently prepared lap charts agree, or when one lap chart agrees with the order of finish (time within laps completed). When these are in agreement one of the agreeing lap charts may be posted as provisional results. The time of posting shall be noted on the posted provisional results and an announcement made. At the expiration of the protest these provisional results may be considered official.

The Chief of Timing and Scoring is responsible for the compiling and the publishing of the official results of the event. The official results must include several types of information. Description of the event must include: location of event, date, sanction number, name of conducting Region, length of course and race duration (laps or miles). Timing and Scoring must include: total number of starters (including the DNF's; those not starting must be

listed DNS), the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the fastest race lap time and winner's average speed for each class and any new course records. Fastest race lap time for each car will be provided. (SCCA considers course records to be established only during races, not during qualifying). The driver information must include: driver's full name, hometown, state, Region of record, car number and car make and model as furnished on the entry form. "Additional information that can be considered optional includes: The overall time and average speed for each class winner, pit stops information and accident reports. When a disqualification occurs, the official order of finish should remain as in the actual race. The disqualified car (or cars) should be footnoted thusly: Car number (X) is disqualified, then all cars move up (Y) position(s)."

The above described systems shall be required for all SCCA sanctioned events with the exception of Regional races. It is recognized that it may be difficult for some Regions to recruit sufficient experienced timers and scorers to handle the two separate systems of timing and scoring described. While it is strongly recommended that both systems be used, if this is impossible the Scoring System shall be the primary source of information for tabulating results. Qualifying sessions should however, be timed to establish grid positions. Overall timing for class leaders during races is also recommended.

Electronic timing devices are mandatory for all professional racing events. Several types of these devices are available for rental or purchase. The electronic timer to be used should be actuated by a photo-electric cell, and time and print the sequence of passage of cars to 1/100th of a second, or if possible, 1/1000th of a second.

It is strongly recommended that at all spectator events the Chief Timer and Scorer meet with the course and Regional Press Officers in order to establish close cooperation with the announcer and all media, and to arrange for fast transmission of unofficial and official timing and scoring information to these people.

The track announcer and all media at spectator events should be furnished as quickly as possible unofficial qualifying times as they occur, thus providing constantly updated unofficial grid positions, but making certain that this information is clearly titled, "Unofficial." When the qualifying times become official, together with the official grid, these should be transmitted at once to the announcer and media. During the race, up-to-date standings should

be provided, as well as average speeds, time separating lead cars, new course records established, etc. These can be unofficial until verified or corrected. Within a very few minutes after the completion of each spectator race, and prior to the preparation of official results which require time-consuming auditing and verification, unofficial results showing at least the top 10 finishers, the winner's average speed, fastest lap turned in miles-per-hour, time and/or distance separating the first three finishers and overall time for the race should be transmitted to the track announcer and media. Again caution is recommended to insure that this information is clearly labelled "Unofficial."

It is always preferable that the circuit announcer and any radio and television announcers receive information relating to timing and scoring from members of the official timing and scoring personnel, via the circuit or Regional Press Officer.

APPENDIX X

SAFETY FUEL CELL SPECIFICATIONS

Starting January 1, 1983, all new cars registered after 1/1/83 shall be equipped with a safety fuel cell per Appendix "X" Specifications. (Except Showroom Stock.)

1. Safety fuel cells shall consist of a fuel bladder enclosed in a container as follows:

A. Fuel Bladder

- (1) Materials

Bladders shall be constructed of nylon or dacron woven fabric impregnated and coated with a fuel resistant elastomer.

- (2) Physical Properties -- Minimum Standards

Tensile Strength	450 lbs.	Spec. CCC-T-191 b Method 5102
Tear Strength	50 lbs.	Spec. CCC-T-191 b Method 5134
Puncture Test	175 lbs.	Spec. Mil-T-6396 Article 4.5.17

These physical properties must be maintained throughout all areas of the finished bladder, including seams, joints and fittings.

- (3) Fittings

All fittings shall be built into the bladder and bonded and cured as an integral part of the bladder during vulcanization.

- (4) Approval

Only those bladders produced by manufacturers specifically approved by SCCA shall be allowed. In order to gain SCCA approval a manufacturer shall submit laboratory test documentation of physical properties and type of construction together with a finished bladder to the SCCA. SCCA may require additional data. The manufacturer shall be required to certify that bladders he produces shall conform to the test standards of construction of the sample bladder submitted. Manufacturers may be required to identify bladder produced to indicate SCCA approval. SCCA may withdraw its approval at any time at its sole discretion.

B. Container

(1) GT and Production Category

The bladder shall be installed in a container of 20-gauge steel, .059 inch aluminum or .125 inch Marlex, fully surrounding the bladder.

(2) Sports Racing Category and Formula Cars

The fuel bladder shall be completely surrounded by a container (which may also be a part of the structure of bodywork of the car) to insure rigid and secure mounting of the bladder and provide additional protection. A minimum of 20-gauge steel, .059 inch aluminum or an approved equivalent is required for all vehicles manufactured after January 1, 1972.

(3) Fuel cells shall not be installed any closer to the ground than six (6) inches unless enclosed within the bodywork.

C. Foam

Foam internal baffling is required where safety fuel cells are required in SCCA competition.

2. Other Designs

SCCA may at its discretion approve safety fuel cells of other types and with basic specifications that differ from the bladder and container specifications above. In such cases, the manufacturer shall be required to demonstrate to the satisfaction of SCCA that such cells meet or exceed the crash resistant properties of cells meeting the standard specifications. SCCA may require independent laboratory analysis, comparative destructive testing, and such other tests it deems sufficient.

3. A positive locking fuel filler cap (no Monza/flip type) must be used and fuel pick-up openings and lines, breather vents and fuel filler lines shall be designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel bladder, a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the fuel filler cap is not located directly on the fuel bladder, a check valve must be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder.

Fuel cell breathers must vent outside the car.

The cell need not incorporate a drain fitting.

Fuel filler location is unrestricted when SCCA approved safety fuel cells are installed in Production and GT Category cars.

It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel cell.

4. Where safety fuel cells are allowed or required in GT and Production Category automobiles, size and capacity shall be free.
5. Safety fuel cells currently approved are as follows:
 - Aero Tec -- Fluorathane, ATL 100, ATL 421D, ATL 426C, ATL 444C,
 - ATL 501A, ATL 510B, ATL 512D, ATL 514D, ATL 565
 - Goodyear -- BTC 60-3
 - Donn Allen -- Impregnated Ballistic Nylon
 - FPT Industries -- Hycalam FPT/PF/507
 - Lifeline Products/Centaur Racing -- Lifeline Safety Fuel Cell
 - Pyro-Guard -- Safety Fuel Cell
 - Firestone -- Rasafe
 - Fuel Safe -- Impregnated Ballistic Nylon
 - Autodelta -- No foam required
 - Simpson -- Racesafe Type A-100
 - Marston Excelsior LTD
 - Premier Fuel Systems LTD
 - Woodville Rubber Company LTD
 - Fuel Bladders Inc.
 - Phoenix Fuel Systems
 - Fuel Safe Inc. Cells
 - Aero Tech Service - Bladders
 - Aero Tec -- Petro-Cell (for GT and Production cars where FIA FT-3 cells are not specifically required)

In addition, the following external coated tanks are permitted to be used on tube frame automobiles only:

 - Pyro-Guard
 - Goodyear -- Vithane
 - Marnita -- Safety Fuel Products
 - RJS Safety Cell

APPENDIX Y

DRIVER'S RESTRAINT SYSTEM

All Drivers in SCCA-sanctioned speed events must utilize either a five- or six-point restraint harness meeting the following specifications. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

1. A five-point system is recommended for use in automobiles where the driver is seated in an up-right position and consists of a three-inch seat belt, approximately two-inch strap over-the-shoulder type of shoulder harness and approximately two-inch anti-submarine strap.
2. A six-point system is recommended for use in automobiles where the driver is seated in a semi-reclining position and consist of either a two- or three-inch seat belt, approximately two-inch strap over-the-shoulder type of shoulder harness and approximately two two-inch leg or anti-submarine straps.
3. The material of all straps shall be nylon or dacron polyester and in new or perfect condition. The buckles must be of metal to metal quick-release type except in the case of leg straps of the six-point system where they attach to the seat belt or shoulder harness straps.
4. The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness.

The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of 40° with the horizontal.

In cases where the driver is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver's spine and the shoulder harness is 45° or greater.

Only separate shoulder straps are permitted. (Y-type shoulder straps are not allowed.) "H" type configuration is allowed.

It is recommended that the shoulder harness, where it passes over the shoulders, be up to three inches wide or have three inch wide padding.

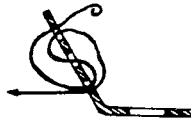
5. The single anti-submarine strap of the five-point shall be attached to the floor structure of the car similar to the shoulder harness mounting and have a metal to metal connection with the single release common to the seat belt and shoulder harness.
6. The double leg straps of the six-point system may be attached to the floor as above for the five-point system or be attached to the seat belt

so that the driver sits on them, passing them up between his legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his legs to the seat belt release or shoulder harness straps.

All straps must be free to run through intermediate loops or clamps/-buckles.

7. The minimum acceptable bolts used in the mounting of all belts and harness is SAE Grade 5. Where possible, seat belt, shoulder harness and anti-submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc. is not acceptable.
8. Recommended that driver restraint systems be replaced every (3) three years.

SHOULDER HARNESS THREADING



FOR THREADED TYPE BRACKETS

SEE FIGURE 2, PAGE 106

APPENDIX Z

ROLL CAGES (Revised 1/1/84)

Roll cages are required in all cars registered (including SSGT effective 1/1/83 and SSA effective 1/1/85) with the SCCA after Jan. 1, 1979. Although Showroom Stock cars B and C are excluded from this requirement, roll cages are recommended (see section M, Showroom Stock Roll Cage -- Removable). There is no requirement for cars registered before 1979 to have roll cages, however, members are encouraged to install roll cages in "older" cars where satisfactory installation can be achieved. Specific installations are subject to approval by the Technical and Safety Inspector at each event. These revised specifications apply to automobiles registered/ manufactured after 1/1/84.

A. Basic Design Considerations

1. The basic purpose of the roll cage is to protect the driver if the car turns over, runs into an obstacle such as a guardrail or catch fence or is struck by another car. It must be designed to withstand compression forces from the weight of the car coming down on the roll-over structure and to take fore, aft and lateral loads resulting from the car skidding along the ground on its roll-over structure.
2. A system of head restraint to prevent whiplash and prevent the driver's head from striking the underside of the main hoop must be installed on all vehicles. The head restraint must have minimum area of 36 square inches and be padded with a non-resilient material such as Ethafoam^(R) or Ensolite^(R) or other similar material with a minimum thickness of one (1) inch. The head restraint must be capable of withstanding a force of 200 lbs. in a rearward direction.
3. Forward braces and portions of the main hoop subject to contact by the driver's helmet (as seated normally and restrained by seat belt/shoulder harness) must be padded with non-resilient material such as Ethafoam^(R) or Ensolite^(R) or other similar material with a minimum thickness of one-half (1/2) inch.
4. No portion of the safety roll cage shall have an aerodynamic effect by creating a vertical thrust.
5. Roll cage or chassis design must prevent engine intrusion into the driver compartment.

B. Material

1. Seamless, or DOM (drawn over mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent or alloy steel tubing (SAE 4125, 4130) (T-45) must be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

- An inspection hole at least 3/16 inch diameter must be drilled in a non-critical area of the roll cage hoop to facilitate verification of wall thickness.

C. General Construction

- One continuous length of tubing must be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than 3 times the diameter of the tubing.

Whenever possible, the roll cage hoop should start from the floor of the car, and in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs to distribute the loads. It is recommended that gussets be used at all joints.

- All welding must be of the highest possible quality with full penetration and must be done according to A.S.T.M. specifications for the material used. Arc welding, particularly heliarc, should be used whenever possible. Welds should be inspected by magnaflux or dye penetrant after fabrication. Alloy steel must be normalized after welding.
- Aluminum bronze or silicon bronze welding technique is permitted, but extreme care must be used in preparation of parts before bronze welding and in the design of the attaching joints.

D. Minimum Tubing Sizes — All Cars

1. Main and Front Hoops	Material	
	Mild Steel	Alloy Steel
Vehicle Race Weight		
WITHOUT DRIVER		
Under 700 lbs.	1.0" x .095"	1.0" x .080"
700 lbs. to 900 lbs.	1.25" x .095"	1.25" x .080"
900 lbs. to 1500 lbs.	1.375" x .095"	1.375" x .080"
1500 lbs. to 2500 lbs.	1.50" x .095"	1.375" x .095"
Over 2500 lbs.	1.50" x .120" or 1.75" x .095"	1.50" x .095"

For purposes of determining tubing sizes, the vehicle race weight is as raced without fuel and driver. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.

E. Main Hoop

Main hoop (behind the driver) must be the full width of the cockpit for all closed cars, Formula and Sports Racing cars, Showroom Stock cars, and is recommended for open Production and GT Category cars. A partial width main hoop (only behind driver) may be used in open Production and GT Category cars. Vertical members of the main hoop

must not be less than 15" apart (inside dimensions) at their attachment to the chassis (full or partial width hoops). Formula cars; 15" apart at the upper most main chassis member.

On all closed cars and all Showroom Stock cars, the main hoop must be as near the roof as possible. On open cars (Production, GT, Formula, and Sports Racers) a straight line drawn from the top of the main hoop to the top of the front hoop must pass over the driver's helmet when the driver is seated in the normal driving position. The top of the main hoop, however, must not be less than two (2) inches over the driver's helmet, with the driver seated normally and restrained by seat belt/shoulder harness.

F. Front Hoop

1. Open cars (Production, GT, Formula and Sports Racers): The front hoop may be a low hoop (near the dashboard, but at least as high as the top of the steering wheel rim) or a high hoop, (similar to the rear hoop but without a lateral brace). On cars of full monocoque construction, a fabricated sheet metal structure may be approved as a substitute upon specific application to the SCCA. If a high front hoop is used, it should be of a similar design as that required for closed cars.
2. Closed cars (and ALL SS cars)
The front hoop must follow the line of the front pillars to the top of the windshield and be connected, by horizontal bars, to the top of the main hoop on each side (as close to the roof as possible). Alternatively, two side hoops following the line of the front pillars to the top of the main hoop. These two side hoops are to be connected by a horizontal bar over the top of the windshield. (See Figure 1)

G. Bracing

Except for specific exceptions for single seater Formula and Sports Racer cars (see below), all required bracing must be of the same diameter and wall thickness as listed in Appendix Z.D.2. (Main and Front Hoops)

All full cockpit width main hoops (except Formula Cars) must incorporate a lateral brace (same diameter and wall thickness as main hoop) to prevent lateral distortion of the main hoop. (Figures 1, 2, 10)

1. Main Hoop Bracing

- a. Closed cars; all Showroom Stock cars, and open Production and GT Category cars with full cockpit width main hoops must have two (2) braces extending to the rear, attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least 30 degrees.
- b. Formula and Sports Racers must have two (2) braces extending

forward from the main hoop, attaching to the frame, mono-coque or front hoop. This bracing may be supplemented by rear bracing. Forward and rear bracing must be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least 30 degrees. The driver's shoulders and torso must be protected by this bracing.

- c. Minimum dimensions for forward and rear bracing for single seater Formula and Sports Racer cars under 1500 lbs. is: 1.0" diameter x .080" wall thickness alloy steel or mild steel of equal dimensions to that of the main and front hoops.
 - d. Open Production and GT Category cars with partial cockpit width main hoops must have two braces extending forward from the main hoop attaching to the frame or front hoop. Forward and rear bracing must be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least 30 degrees. The driver's shoulders and torso must be protected by this bracing.
 - e. Removable bracing must incorporate connectors of the double lug, tapered, or muff type as shown in Figures 4, 5, 6. The double lug type must include a doubler, gusset or capping arrangement so as to avoid distortion or excessive strain caused by welding.
2. Front Hoop Bracing (all cars except Showroom Stock)
There must be two (2) braces extending forward from the front hoop to protect the drivers legs. It is recommended that this bracing extend to the bulkhead in front of the drivers feet, but in any case, must be integrated into the frame or chassis to provide substantial support for the front hoop. For Formula and Sports Racing cars under 1500 lbs., may be a minimum of 1.0" diameter x .080" wall (alloy steel) or 1.25" x .080" wall thickness (mild steel).

H. **Side Protection** -- open and closed Production and GT Category cars.

1. The minimum side protection must consist of a horizontal side tube connecting the front and rear hoops across the driver's door opening. Additionally, there must also be either a diagonal tube from the front hoop to the rear hoop bisecting the door opening below the horizontal side tube, or not less than 2 horizontal side tubes. Additional tubing may be added. Side bars are not required for Showroom Stock cars.
2. In cars (except Showroom Stock) with full roll cage installations including side bars, interior door panels may be altered, replaced, or removed. When door panels are removed, all sharp edges or projections must be protected.

I. Mounting Plates

The thickness of mounting plates bolted or riveted to the structure of the car shall not be less than the thickness of the roll hoop or brace that they attach and must be backed-up with a plate of equal size (area) and thickness on the opposite side of the panel, with the plate through-bolted (riveted) together. A minimum of three (3) bolts per mounting plate is required for bolted mounting plates. All hardware (bolts) must be Grade 5 or better. Mounting plates welded to the structure of the car shall not be less than .080" thick. Whenever possible the mounting plates should extend onto a vertical section of the structure (such as door pillar) (See section K, "Installation on cars of space frame and frameless design").

J. Removable Roll Cages

1. Removable roll cages and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, on the permanent mounted tube, and at least two bolts must be used to secure each such joint. The telescope section must be at least eight (8) inches in length. (See drawing NO. 4.) Removable bracing sections (compression loading only) may use 3 bolt flange design (minimum thickness 3/16").

K. Installation on Cars of Space Frame and Frameless Design

1. It is important that roll cage structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll cage to a single tube or junction of tubes. The roll cage must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add necessary strength to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll cage can only be as strong as any single tube in the frame.
2. On cars of frameless construction, consideration should be given to using a vertical roll hoop of 360 degrees completely around the inside of the car, and attached with suitable mounting plates. This type of roll hoop then becomes a substitute for the frame.

L. Driver's Seat

The driver's seat must be firmly mounted to the structure of the car. In cars where the seat back is up-right (most common in GT and Production cars) the back of the seat must be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Bulkheads, firewalls, rear decks or similar structures of suitable strength may be used as a substitute for the main roll hoop or cross bracing to provide the required seat back support.

M. SHOWROOM STOCK ROLL CAGE-REMOVABLE

Required for "SSGT" 1/1/83 and SSA 1/1/85, highly recommended for other SS classes.

NOTE: Roll cages with excessive bracing to stiffen the chassis is not consistent with the philosophy of this class, roll cages installed in Showroom automobiles are for driver safety and must be contained entirely within the driver/passenger compartment and bolted in. Cage should be installed without welding in place so that the cage may be removed at any time without cutting or deforming.

1. Removable Roll Cages:

Removable roll cages and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design and at least two bolts must be used to secure each such joint. The telescope section must be at least eight (8") inches in length. (See drawing NO. 4.)

2. Tubing sizes for front and main hoops and all required bracing see Appendix Z.D.1.

3. Main Roll Hoop

Main roll hoop (behind the driver) must extend the full width of the driver/passenger compartment and must be as near the roof as possible. It must incorporate a diagonal lateral brace to prevent lateral distortion of the hoop.

4. Front Roll Hoops:

The front or side hoops must follow the line of the front pillars to the top of the windshield (as close to the roof as possible) then horizontally to the rear attaching to the main hoop. (See detail "A") These two side hoops are to be connected together by a tube over the top of the windshield.

Alternatively, a front hoop following the line of the front pillars and connected by horizontal bars to the main hoop on each side at the top.

5. Bracing:

The main roll hoop must have two braces extending to the rear attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop not more than 6 inches below the top and at an included angle of at least 30 degrees.

6. Side Protection Bars:

Side bars are not required.

7. Mounting Plates:

Mounting plates bolted to the structure of the car shall not be less than .1875 (3/16) inch thick with a back-up plate of equal size and

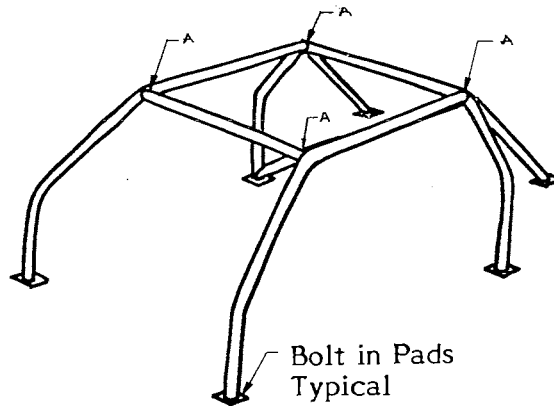
thickness on the opposite side of the panel with the plates through bolted together. There must be a minimum of 3 bolts per mounting plate.

8. Hardware: (Bolts)

All hardware must be grade 5 or better.

SHOWROOM STOCK ROLL CAGE REMOVAL

- Side Bars not required-
"A" - See Drawings 2 thru 4



9. Roll Bar Material/Weight Specification (SSB, SSC, Only)

Showroom Stock Car Roll Bar Specifications allowable materials ERW, Seamless DOM or 4130. See Appendix Z Roll Bars, page 102, for the Design and Construction Guide.

Material Minimums

VEHICLE WEIGHT

Under 1700 lbs
1700 to 2700 lbs
Over 2700 lbs

MILD STEEL

1.50" x 1.20"
1.75" x .120"

Full Roll Cage Required

ALLOY STEEL

1.375" x .095"
1.50" x .095"

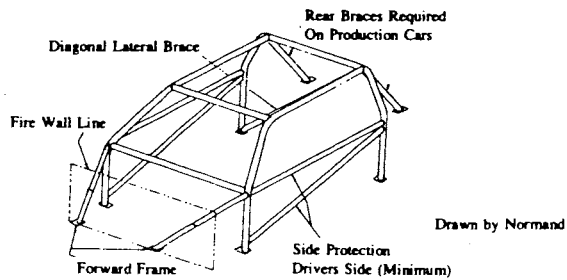


FIGURE 1
RECOMMENDED ROLL CAGE
OPEN AND CLOSED, GT & PRODUCTION CARS

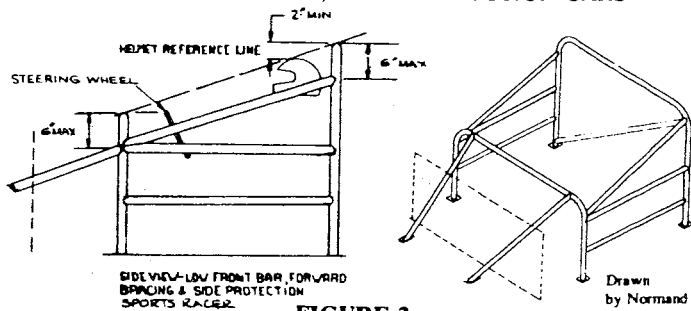


FIGURE 2
FULL WIDTH, LOW FRONT HOOP
TWO SEAT SPORTS RACER

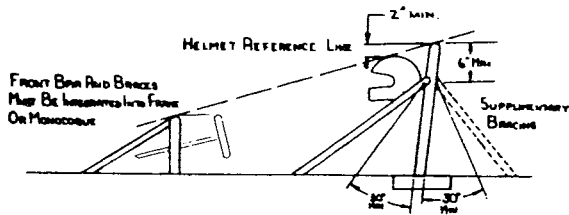
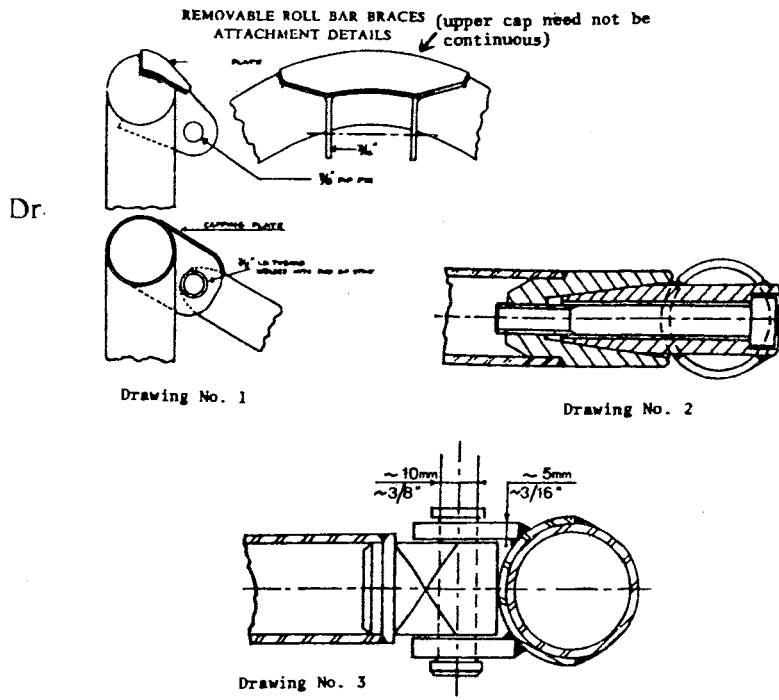


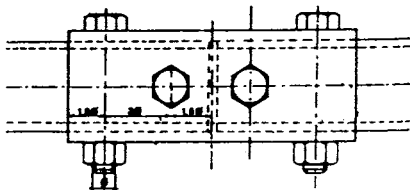
FIGURE 3
FORMULA CARS

REMOVABLE ROLL BAR BRACES
ATTACHMENT DETAILS

(upper cap need not be
continuous)



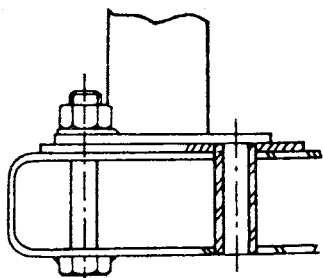
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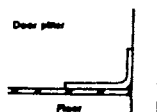
Drawing No. 4

12 mm (tube < 40 mm diam. ext)
 $\phi = 14$ mm (tube ≥ 40 mm < 50 mm diam. ext)
 16 mm (tube ≥ 50 mm diam. ext)

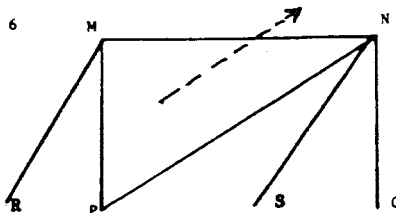
ROLL BAR ATTACHMENT TO
 INTEGRAL CHASSIS TYPE OF CAR



Drawing No. 6



Drawing No. 5



Drawing No. 7

The lateral brace must be fitted
 either from M to Q, from N to P,
 M to S or N to R.

R.

Appendages to Roll Bar/Cages: The following procedures are approved for modification to roll bars/cages that do not meet the 2-inch required minimum:

The old main hoop may be cut off near the chassis mounting and a New main hoop of equal tube size or a section of equal tubing size may be added, an inner tube(s) must be used to mate all sections together. All braces must be minimum distance from top of hoop per Appendix Z. All welding for this modification must be arc welded (min). The inner tube(s) must be rosette welded (3) places near top and bottom.

Refer to diagram below:

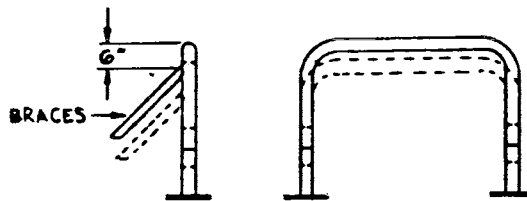
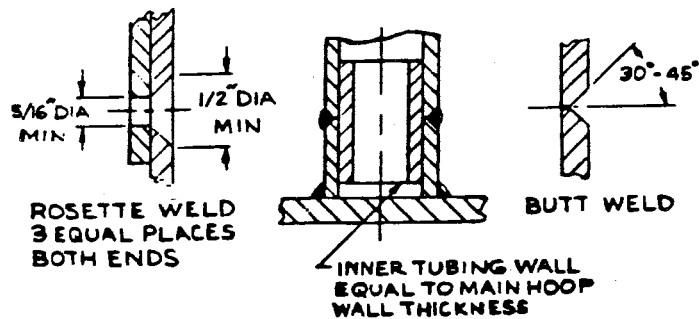


FIGURE 4



ROLL BARS

THESE SPECIFICATIONS ARE FOR INSPECTING CARS REGISTERED PRIOR TO JANUARY 1, 1979, and Showroom Stock Cars B through C, and are mandatory and represent minimum requirements. Specific installations are subject to approval by the Technical and Safety Inspector at each event. **Effective 1/1/85 all newly registered SSA cars are required to have a roll cage.**

A. Basic Design Considerations

1. The basic purpose of the roll bar is to protect the driver if the car turns over or is involved in a serious accident. This purpose should not be forgotten.
2. The top of the roll bar must be a minimum of two inches above the top of the driver's helmet when the driver is sitting in a normal driving position (as near the roof as possible on closed sedans) and shall not be more than six inches behind the driver.
3. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.
4. The two vertical members forming the sides of the hoop shall not be less than 15 inches apart inside dimension. It is recommended that the roll bar extend the full width of the cockpit to provide maximum bearing area.

The roll bar vertical members on Formula Cars must not be less than 15 inches apart, inside dimension, at their attachment points to the uppermost main chassis member.

5. A system of head restraint to prevent whiplash and to prevent the driver's head from striking the underside of the roll bar must be installed on all vehicles. The head restraint should be capable of withstanding a force of 200 lbs. in an aft direction.

It is recommended that a headrest of approximately 36-square inch area with a non-resilient padding two inches thick be used.

It is mandatory that any portion of the roll bar or bracing which might be contacted by the driver's helmet shall be covered with styrofoam or other energy-absorbing material (high density), to a minimum thickness of one inch. The energy absorbing material must be covered by duct tape or similar protective wrapping. The padding need not be installed where side or forward vision is restricted.

6. No portion of the safety roll bar shall have an aerodynamic effect by creating a vertical thrust.

B. Material

1. The roll bar hoop and all braces must be seamless, ERW or DOM mild steel tubing or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant.
2. For the purpose of determining tubing sizes, the vehicle race weight is without driver. The size of the tubing shall be determined as follows:

**Vehicle
Race
Weight**

**ROLL BAR
Mild Steel Alloy Steel**

Under 1500#	1.5 x .120	1.375 x .090
1500#-2500#	1.75 x .120	1.625 x .095
Over 2500#	2.25 x .120	2.00 x .095

Note: See alternate tubing sizes & diagrams at end of Appendix Z.

An inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of the roll bar hoop to facilitate verification of wall thickness.

Where bolts and nuts are used, the bolts shall be at least 3/8 inch diameter SAE Grade 5 or equivalent aircraft quality.

C. Fabrication

1. One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure. It is recommended that the radius of the roll bar hoop be such that the minimum outside width measured at a point four inches below the uppermost point is 12 inches.
Whenever possible the roll bar hoop should start from the floor of the car and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs in order to distribute the loads.
2. All welding must be of highest possible quality with full penetration. Arc welding, particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or dye penetrant after fabrication. Alloy steel must be normalized after welding.

D. Bracing

1. Full cockpit width (two seats) roll bar hoops must have two fore/aft braces with tubing of dimensions at least equal to that required for the hoop itself. Diagonal lateral bracing of equal dimension tubing must be installed to prevent lateral distortion of the hoop. (In most cases, a lateral brace from the bottom corner of the hoop on one side to the top corner of the hoop on the other side is sufficient.)

The following alternates are permitted: Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace as shown in the drawing below will be acceptable.

2. Partial cockpit (single seat) roll bar hoops may have either one fore/aft brace with a minimum dimension equal to the tubing required for the main hoop or two fore/aft braces with a minimum dimension of 1.0 x .090 inches mild steel or alloy steel.
3. The bracing must be attached as near as possible to the top of hoop but not more than six inches below the top of the hoop and at an included angle of at least 30°. If a single brace is used, it must be attached at the top of the main hoop.
4. If the fore/aft bracing must be removable, the connection between the roll bar hoop and the brace-rod must be of the double lug type fabricated from material at least 3/16 inch thickness and welded through a doubler or gusset arrangement to avoid distortion or excessive strains caused by welding. (See diagrams)

It is recommended that the fore/aft brace be attached to a rear chassis member through a double lug connection. If attached to the engine, it must mount to a major component such as a head stud or combination of head studs.

E. Mounting Plates

1. Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16 inch thick.
2. In the case of cars with unitized or frameless construction, or cars with frames where frame-mounting of the roll bar is impractical, mounting plates must be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible.

Mounting plates bolted to the structure shall not be less than .1875 (3/16) inch thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together.

Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible the mounting plate should extend onto a vertical section of the structure such as a door pillar.

F. Removable Roll Bars

Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two bolts must be used to secure each such joint. The telescope section must be at least eight inches in length.

G. Installation on Cars of Space Frame and Frameless Design

1. It is important that roll bar structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.
2. On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360° completely around the inside of the car, and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

H. Other Roll Bar Designs (Acceptable for cars built prior to 1/1/79)

Roll bars of alternate material or design may be accepted by the Technical and Safety Inspector upon presentation of data verifying the installation is able to withstand three simultaneously applied loads:

- 1.5 G Lateral
- 5.5 G Fore-and-aft
- 7.5 G Vertical

The induced loads being carried over into the primary structure.

Royal Automobile Club (RAC) certification of alternate designs is acceptable for automobiles built prior to 1/1/79.

J. Alternate Tubing Sizes

Roll bar tubing of an alternate diameter and wall thickness equal to or exceeding the bending strength of those specified in Table B.2 may be used:

Under 1500 lbs.

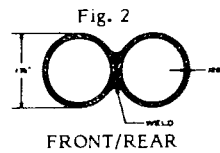
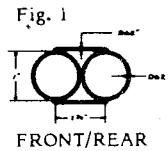
1.375" x .187"
1.625" x .120"
Fig. 1 (2 each) 1.00" x .062"
With (2) 1 1/4" x .062" strips

Under 2500 lbs.

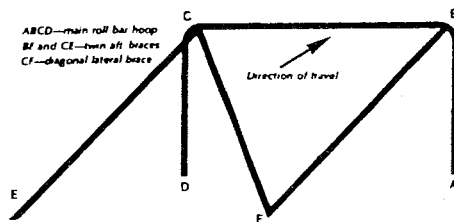
Fig. 2 (2 each)
1.50" x .120"
1.50" x .250"
1.625" x .160"
1.875" x .088"

Over 2500 lbs.

2.00" x .180"
2.125" x .162"
2.50" x .085"



CROSS-SECTIONAL
TOP VIEW OF ONE LEG



FACTS AND FORMULAS

Facts and Formulas to be used at all SCCA events:

1 inch = 2.54 cm = 25.4 mm
1 cubic inch = 16.387 cubic cm
1 millimeter = .03937 inch
1 meter = 1.0936 yards
1 kilometer = 1000 meters = .62137 mile = 1093.6 yards
1 mile = 1,760 yards = 1.60934 kilometers
Miles per hour = kilometers per hour x .62137
Kilometers per hour = miles per hour x 1.60934
1 cubic centimeter = .061 cubic inch
1 liter = 61.03 cubic inches = 1000 cubic centimeters (cc)
1 kilogram = 2.21 pounds
1 pound = 453.6 grams
1 hundred-weight (cwt.) = 112 pounds (British), 100 lbs. (U.S.)

Note: If a British car is said to weigh 25 cwt., its weight would be 25 times 112 or 2800 lbs.

1 U.S. gallon = 231.18 cu. in. = 3.785 liters
6 U.S. gallons = 5 Imperial (British) gallons
1 mile per hour = 1.467 feet per second

$$\text{Cylinder volume (displacement)} = \frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$$

Engine displacement = Cylinder volume times number of cylinders

$$\text{Compression ratio} = \frac{V1 + V2}{V2}$$

Where V1 is total volume of one cylinder

V2 is volume of space above piston at top of stroke

Piston speed (ft. per min.) =

2 x RPM x stroke in feet, or RPM x stroke in inches

$$\text{Brake Horsepower (BHP)} = \frac{\text{RPM} \times \text{torque (in lbs. ft.)}}{5250}$$

Note: Formula is actually $\frac{6.28 \times \text{RPM} \times \text{torque}}{33,000}$

by dividing 6.28 into 33,000 we get 5250

$$\text{Torque} = \frac{\text{BMEP} \times \text{Swept volume (in cc)}}{2473}$$

$$\text{Frontal Area (for figuring air resistance)} = \frac{T \times H}{144} \quad (\text{answer in square feet})$$

Where T is front tread in inches, H is overall height inches.

$$\text{MPH} = \frac{\text{RPM} \times \text{wheel diameter (in inches)}}{\text{gear ratio} \times 336}$$

Note: Wheel diameter is overall diameter of the inflated tire, not the nominal diameter of the wheel.

**THE FOLLOWING MANUALS ARE AVAILABLE AS
GUIDELINES FOR PROPER PROCEDURES
AT EVENTS**

		Order Item Number
\$2.00	Medical and Safety Manual 1979 Edition	#78
\$1.00	Guideline for Starters 1980 Edition	#81
\$1.00	Race Control Manual 1978 Edition	#79
\$1.00	Guideline for Registration 1977 Edition	#80
\$2.00	Timing and Scoring Manual 1983 Edition	#82
\$2.00	Medical Procedure and Guideline 1983 Edition	#74
\$3.00	Operations Manual 1983 Edition	#76
\$2.00	SCCA Directory 1984 Edition	#89
\$3.00	Flagging and Communication Manual 1983 Edition	#677
\$3.00	Vintage Racing Manual	#685
\$3.00	Sound Control Manual	

SCCA Patch MUST be displayed on drivers suit for
National Events, recommended for
All Other Events.

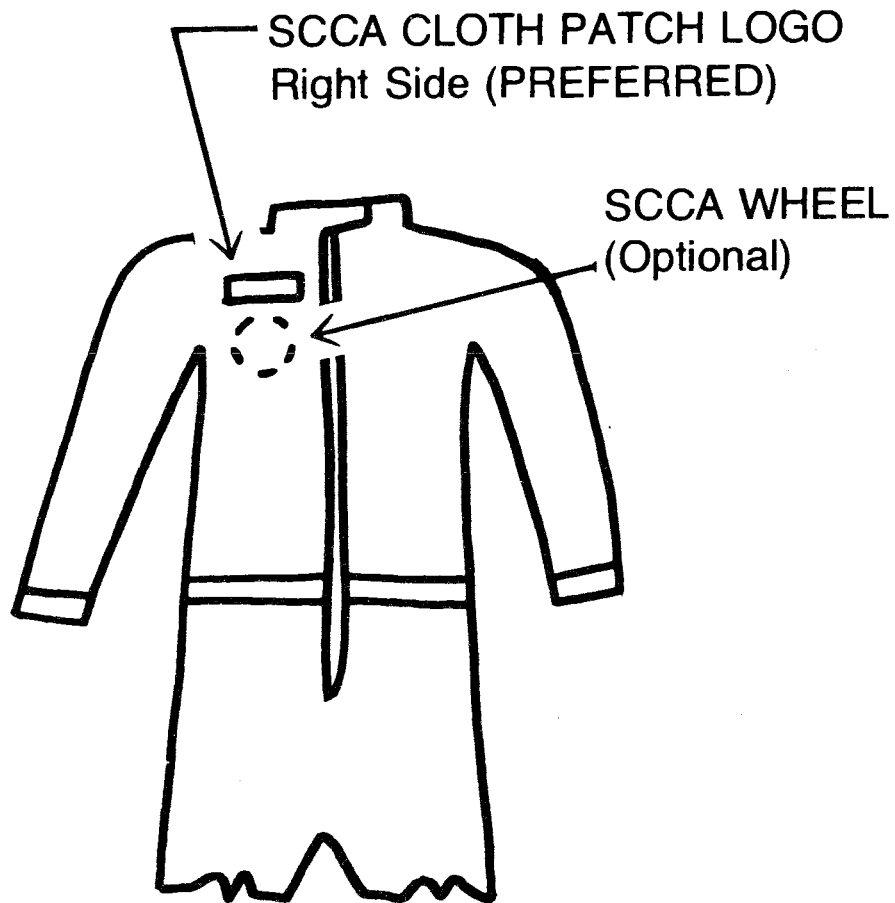
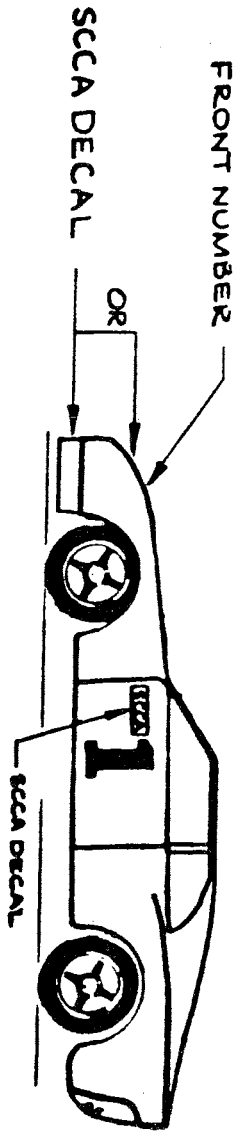
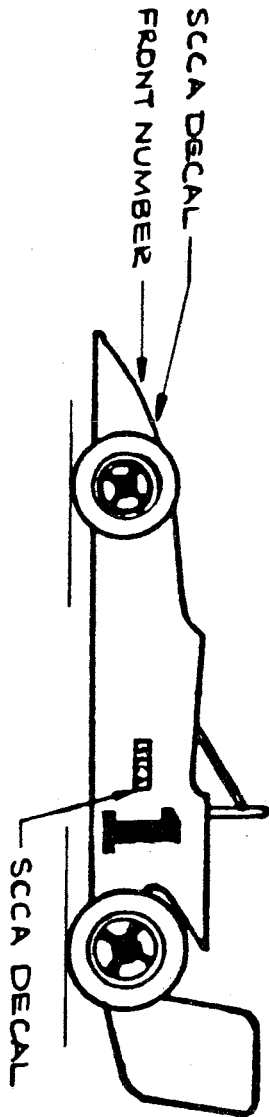


Fig. 1

IDENTIFICATION MARKS; NUMBERS, LOGO'S



111



Each automobile competing in an SCCA-sanctioned speed event must display the official SCCA logo (3), unobstructed and prominently on both sides of the automobile to the front of the side numbers. A logo shall be displayed on the front of the Formula automobile unobstructed and prominently near the front number.

GT or Production Automobiles: The SCCA Logo displayed on the nose of the vehicle shall be affixed to a vertical surface so that it shall be easily seen when viewed from the front.

1/1/85

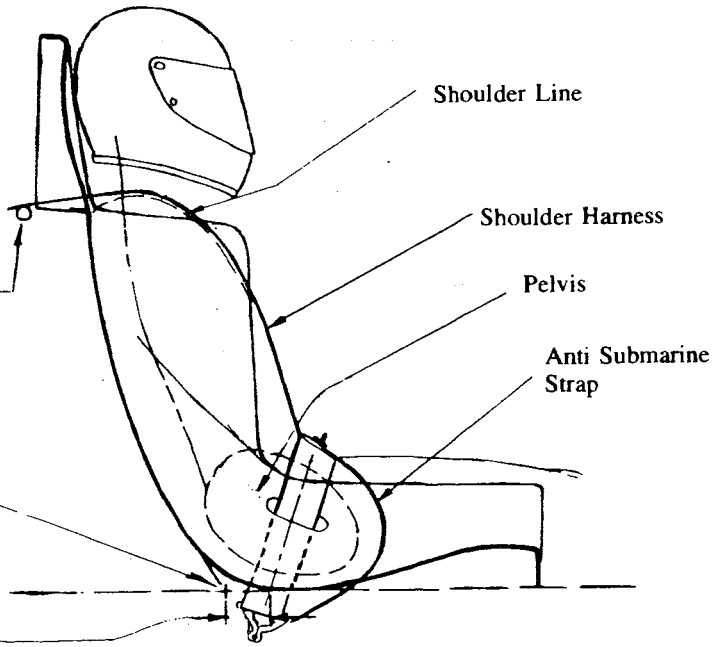
DRIVER RESTRAINT FIGURE 2

Shoulder Harness
Should Be Installed
90° To Spine At
Shoulder Line To
Minimise Compression
Injuries, Under
High "G" Loading

Shoulder Harness
Guide
Or Anchorage

Seat Back/Bottom
Junction

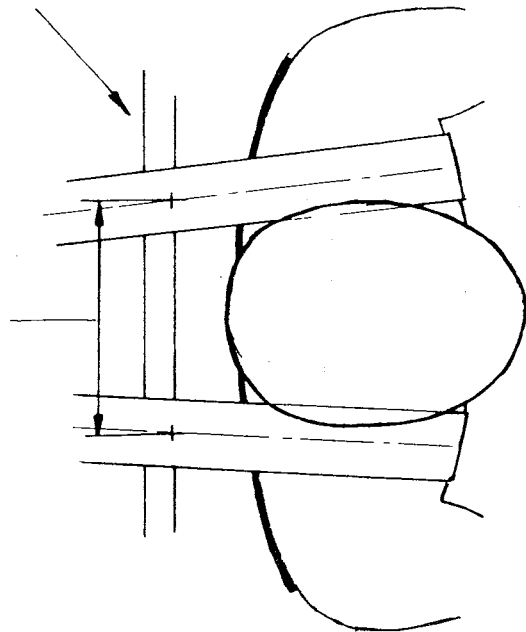
3.0 Min/Max To Centerline
Of Lap Belt At Seat Back
Seat Bottom Junction
Lap Belt Should Continue
In Straight Line To Anchorage



Drawn
C. Normand

Guide

4-6" At Guide
Or Anchorage

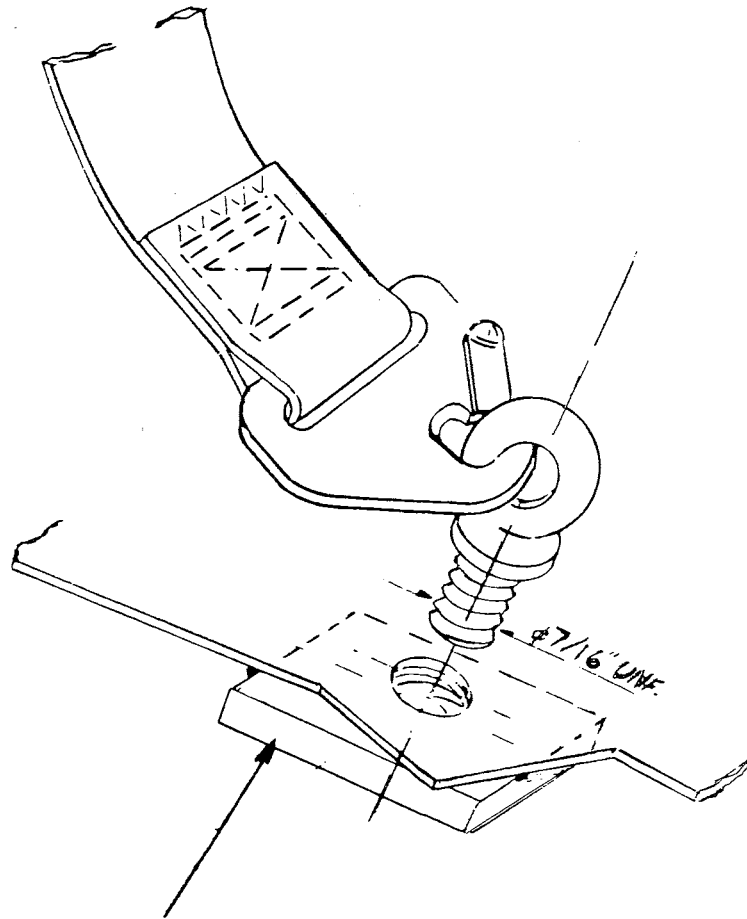


Drawn
C. Normand

1/1/82

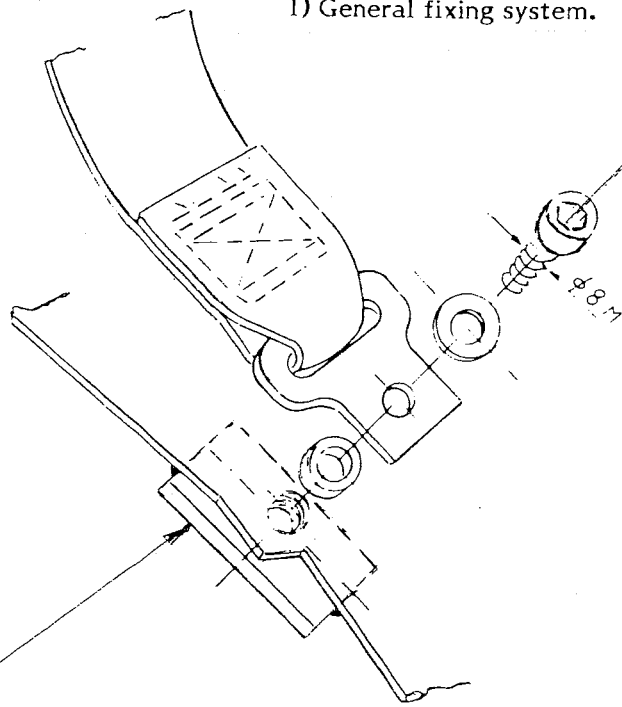
SAFETY BELTS

The following systems are recommended for fixing seat belts:



Reinforcing plate fixed to the car's chassis

1) General fixing system.



Reinforcing plate fixed to the car's chassis
(The bolt should preferably work in shearing stress and not in traction)

2) Crutch strap mounting

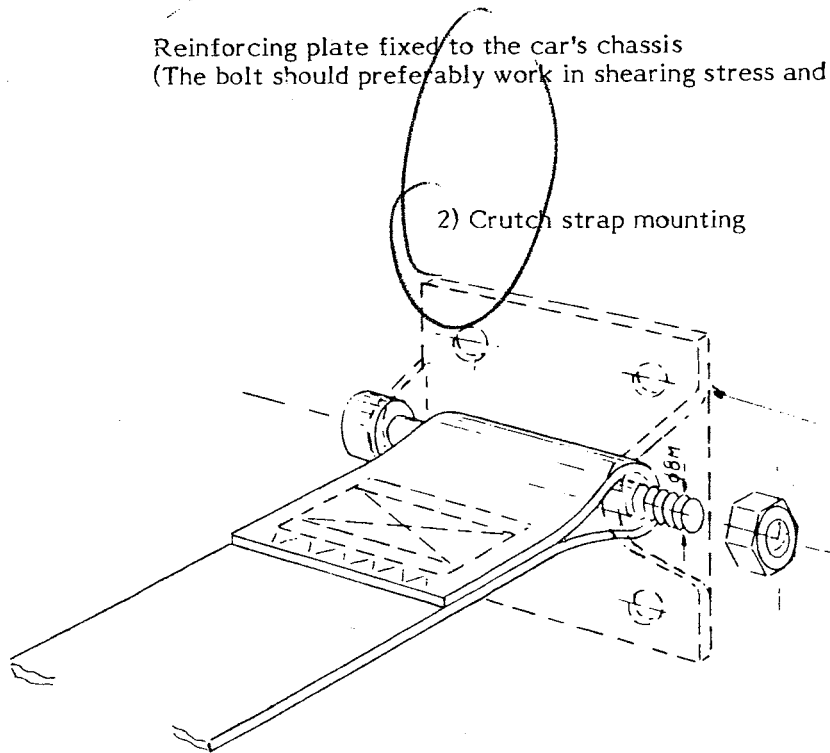
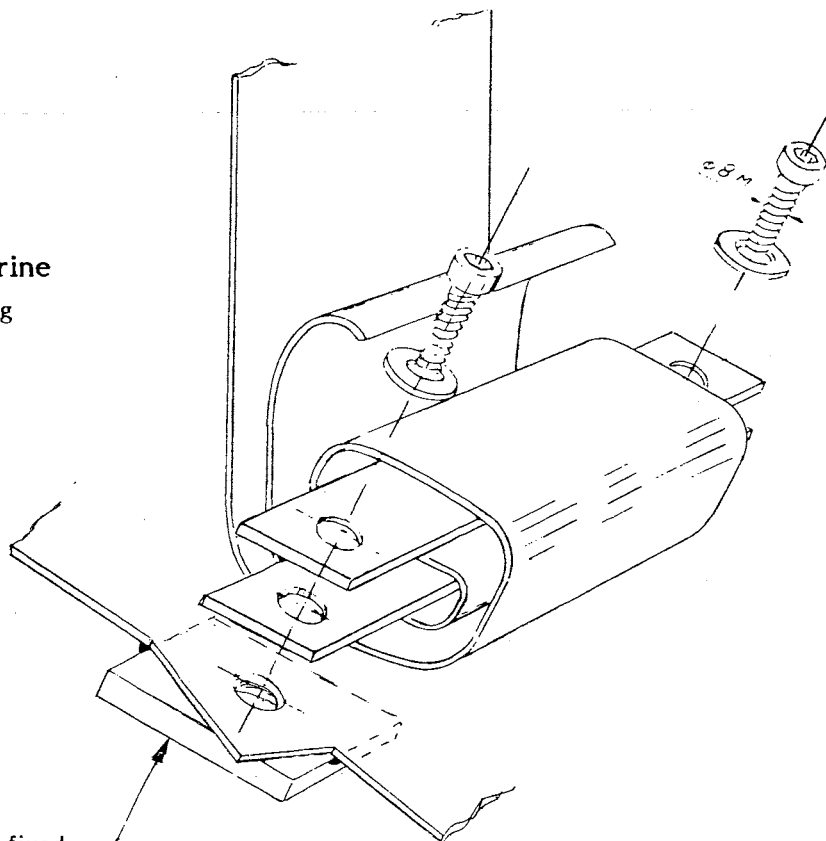
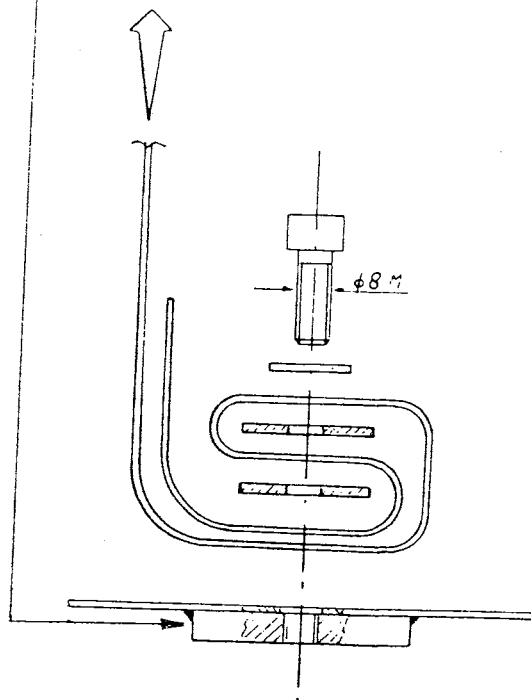


Plate fixed to the chassis
and strengthened by a
reinforced plate on the
other side

3) Anti-submarine
strap mounting

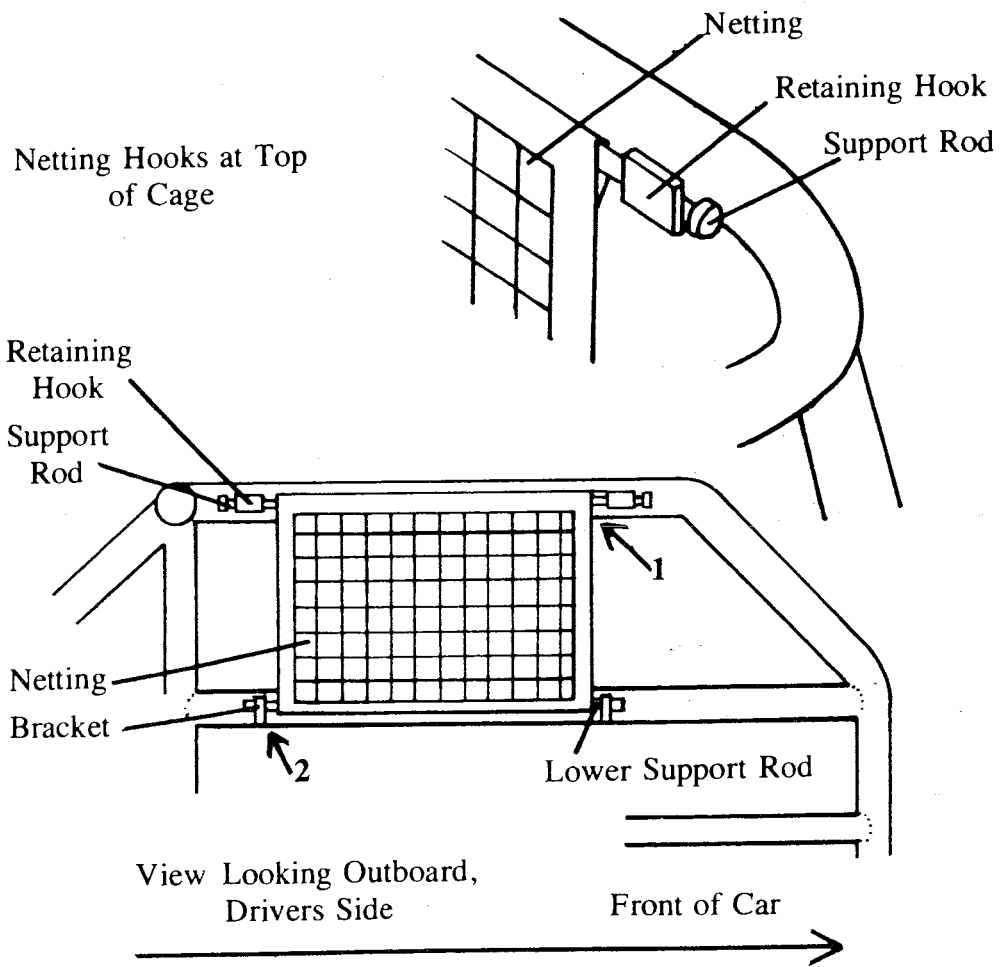


Reinforcing plate fixed
to the car's chassis

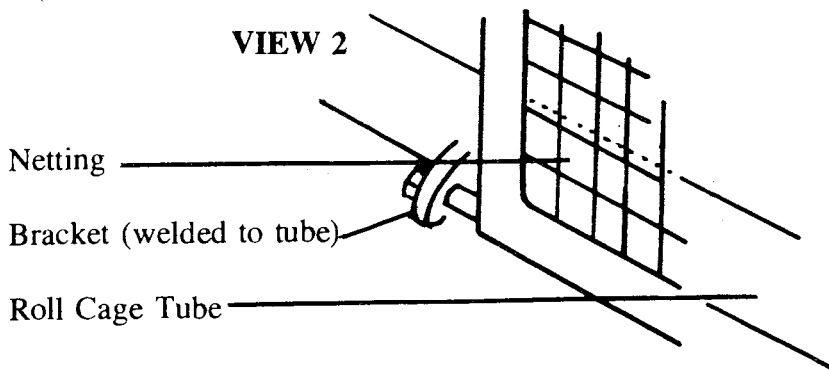


PROPER WINDOW NET INSTALLATION

VIEW 1



VIEW 2



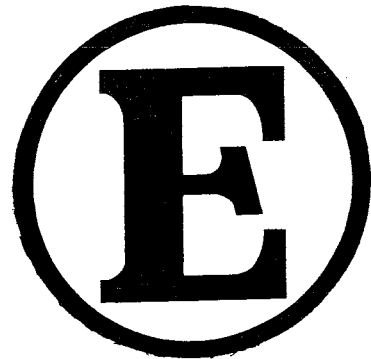
REQUIRED DECALS AND PATCHES



CAR DECAL 3 REQUIRED



KILL
SWITCH



ON BOARD
FIRE SYSTEM



UNIFORM
PATCH

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category, refer to that class/category
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NOTES

NOTES

(

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PRODUCTION CAR SPECIFICATIONS

1985 EDITION



**Sports Car Club of America, Inc.
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155**

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Printed in the United States of America

1/1/85

FOREWORD

Effective January 1, of each year, all editions of the SCCA Production Category Specifications are superseded by the following SCCA Production Category Specifications.

The SCCA reserves the right to revise these Specifications, to issue supplements to them at any time, by "Drivers Newsletter", "Racing Bulletin" in Sports Car, Tech Bulletins and Supplements.

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1/1/83

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MGB

Malvern Racing

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Charlottesville, VA 22901
(804) 971-9668

PRODUCTION CATEGORY

All automobiles must comply to GCR Appendix A.1 "Automobiles General Regulations"

2. PRODUCTION CATEGORY

2.1 Definition

- a. The purpose of the Production Category shall be to provide a Club-wide program of speed events for the benefit and pleasure of SCCA members who desire to compete in series-produced sports cars, generally available for purchase by the public, and suitable for speed event participation, and who additionally desire to improve the performance of these cars within specific and uniform preparation limitations.

The SCCA shall publish a list of sports cars eligible to compete in the Production Category during the current calendar year. After this list has been established, no changes or additions in classification shall be made during the current calendar year.

- b. Production Category automobiles submitted for new recognition shall be those which are series-produced with normal road touring equipment in quantities of at least 1000 within 12-month period and approved by E.P.A. and D.O.T. for sale in the United States. This requirement must be met by June 30, of each year for recognition. However, the SCCA may exclude any automobiles from the Production Category even if made in greater quantities, if such automobiles are not considered suitable.
- c. Production Category automobiles shall be recognized according to the manufacturer's complete designation, including the name, model, model number and engine displacement.

Under the SCCA Production Category rules, optional equipment is not normally recognized. The recognition policy and form does, however, contain a provision for requesting alternate transmissions, brakes and induction.

All alternate (optional) equipment and/or alternate specifications, that are recognized by the SCCA in the Production Category, must be available in sufficient quantity to supply legitimate competitors.

Alternate (optional) equipment and/or alternate specification is defined as any item specifically recognized/ listed by the SCCA that is different from that supplied on identical cars and is available in sufficient quantity to qualify for basic recognition in the category. In addition to sufficient quantity, all items must be available at a reasonable price.

If at any time an item is found, to the satisfaction and at the sole discretion of SCCA, not to be in compliance with the policy stated above, recognition of the specific item will be rescinded, not later than the beginning of the next calendar year.

The SCCA shall publish the Production Car Specifications (PCS) containing the official recognized specifications for each car eligible to compete in the Production Category during the calendar year.

- d. Production Category automobiles must be raced as they are normally delivered to the public through the manufacturer's sales outlets, except that they may be updated or back-dated within the specifications of a recognized make and model, as listed on a single page of the SCCA Production Car Specifications and except for the modifications authorized by these Rules.
- e. The SCCA shall publish the specifications for each recognized Production Category model. This specification shall state the weight for each model.

Cars must meet or exceed the official weight as qualified or raced, with driver.

Track is to be measured per GCR Appendix A.

- f. Production Category automobiles shall be classified for racing purposes in groups of cars of similar performance.
- g. On closed Production Category cars, both main door window must be fully open during competition.

2.2 Authorized Modifications

The following modifications are authorized on all Production Category cars. Modifications shall not be made unless specifically authorized herein. IF IN DOUBT DON'T.

A. Bodywork

- 1. Fitting all accessories, gauges and indicators, and all inside modifications for the purpose of improving the comfort and convenience of the driver and to permit the installation of required safety equipment, provided they have no influence whatever on the mechanical performance and do not materially reduce the weight of the car. Floor mats may be

removed. The removal of interior trim except door panels is permitted. Window slots may be covered and interior door panels may be substituted with panels of non-flammable material. The driver's seat may be replaced with any suitable seat, driver's seat must be located such that another seat of equal dimensions could be fitted to the passenger side of the car, no center seating. The driver must be seated on the left side of the car as viewed from the rear. Passenger seats may be removed completely. Seat head rest(s) may be removed. Seat mountings must be reinforced. (See GCR Appendix Z.L.)

The instrument panel may be altered for the installation of instruments, switches, and gauges and to permit the installation of required safety equipment, provided a facsimile of the original is maintained.

2. Raising hood for ventilation of engine compartment by use of hinge adjustment mechanism as installed by manufacturer. (Hood blocks or other modifications are not allowed.) Additional hood strap or fasteners may be used. It is specifically prohibited to alter or fabricate openings in the hood, deck, or other body panels for purposes of additional ventilation. Sealing or shrouding the air flow area between the normal grille opening and the water radiator is permitted. The radiator shroud may be altered.
3. The use of any gas cap, except Monza type (flip type), is permitted. One-way, anti-surge caps are recommended. The filler cap may be relocated directly on the fuel bladder. The filler neck/hose may be removed and resulting hole(s) shall be covered.
4. The top may be removed from open cars or else must be folded and securely fastened.
5. The windshield on open cars may be folded or removed provided a suitable windscreen is fitted, not exceeding the height or width of the standard windshield and not extending rearward past a vertical plane at the rear most part of the standard windshield nor forward of the front most part of the standard windshield/windscreen frame. The windscreen must be made of transparent material. If the standard windshield is removed, the entire windshield (that is, both halves of a divided windshield) including all brackets and mounting fixtures must be removed. The windshield wiper arms, motor(s) and mechanisms may be completely removed. On open cars, all window glass, channels,

vent windows and window winding mechanism may be removed. On closed cars, all window (door vents) glass must be removed, channels, and window winding mechanisms may be removed.

6. Bumpers may be removed, except when it (they) are an integral part of the bodywork, in which case, it (they) may be replaced with replica(s) of a different material, non-intergal bumpers may be replaced with a replica of alternate material or removed. If the bumper is removed, all projecting hardware such as brackets and fixtures must also be removed. Bumper bracket holes in bodywork may be covered, provided such covering serves no other purpose. No substitute bumpers are allowed except as specified above. Grilles shall not be removed.
7. Glass and/or plastic headlight, front parking light, front signal light, lenses and bulbs must be removed. The openings must be covered with a wire mesh screen or panel made of metal, fiberglass or other approved material having the same contour as the original lens, mounted so that the headlight bezel/rim remains in place presenting a stock appearance. Side marker light assemblies must be removed and the resulting openings covered with a plate whose dimensions do not exceed those of the original parts. Other lighting parts and operating ancillaries may be removed. In the case of pop-up headlights, the entire assembly may be removed and the opening covered with a screen or plate (as above), but without the headlight bezel/rim requirement.

Headlight, front parking light, front signal light and similar standard openings in the front of the car may be used for ducting air to the engine, front brakes and/or oil coolers and may pass through interior panels for this purpose. The cross sectional area of a single duct shall not exceed the cross sectional area of the original (single) headlight lens.

Plastic or glass headlight covers must be removed and may be replaced with metal or fiberglass duplicates, mounted in the original location of the standard covers.

8. Polycarbonate rear windows and rear quarter windows, minimum 1/8 inch thickness, are permitted on all closed production category cars.
9. Component parts of the automobile, such as hood, doors and deck lid, may be lightened provided external appear-

ance of the car, as raced, is not altered and structural rigidity is maintained. Chemical removal of metal is prohibited.

Replacement parts for hood, deck lids and fenders of alternate material are allowed. One-piece front body sections are allowed only on cars that are manufactured as one-piece (i.e. MKI Sprite, Spitfire).

Automobiles with one-piece front body sections (i.e. Spitfire) which includes inner fender panels, must maintain the inner fender panels, which may be of alternate material. Doors may be pinned, but not bolted. Door hinges must remain in place. Hood and deck lid hinges may be removed. Heater plenums that do not serve as a major part of the structure of the firewall may be removed or modified. Production cars are allowed to recess floor pans for mufflers only. All other parts (headers, tailpipes, etc.) of the exhaust system shall not be recessed, notched, or any modifications made to the bodywork for that purpose.

10. **Accumulators** (e.g. Accusumps) may be installed. Location is unrestricted, but must be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment must be of metal braided hose.

11. **Fuel Cell Installation**

All cars registered after 1/1/83 must be equipped with a fuel cell.

General. Fuel tanks may be substituted with safety fuel cells conforming to the SCCA safety fuel cells standards as specified in Appendix X and are strongly recommended.

Capacity. There shall be no restriction of fuel capacity, except where otherwise specified, or dimensions when installing safety fuel cells, and the installation of more than one cell is permitted.

Location. Fuel cells shall be located within 12" of the standard tank or alternate tank location as shown in the PCS. Free fuel filler location is allowed with installation of an SCCA-approved safety fuel cell.

Installation. Internal body panels may be modified to accommodate the installation of safety fuel cells as long as modifications serves no other purpose. In the event installation includes encroachment into the driver compartment, a metal bulkhead must prevent exposure of the driver to the safety fuel cell. The fuel cell shall not be installed any closer to the ground than six (6) inches, unless enclosed within the body work.

Filler caps, fuel pickup opening and lines, breather vents and fuel lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel cell, a check valve shall not be required provided the filler cap is of positive locking type and does not incorporate an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve must be incorporated in the fuel cell to prevent fuel from escaping if the cap and filler neck is torn from the tank.

Fuel cell breathers must vent outside the car.

It is recommended that all lines and filler openings be incorporated in a single fitting located at the top of the fuel cell(s).

Fuel Cell Vent(s). Fuel cell evaporative emission control devices must be removed from all cars. Fuel cell vents shall not discharge to the driver/passenger compartment, even if installed that way by the manufacturer. It is not permitted to vent the fuel system through the roll bar/roll cage structure.

Bulkhead. The addition of a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell is required. (Ed. note: This includes fuel cells that are flush-mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.)

12. Spoilers

"A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forwardmost part of front fender opening (cutout) and shall not be mounted more than 4 inches above the horizontal centerline of the front wheelhubs. The spoiler shall not cover normal grill opening at the front of the car. (An intermediate mounting device may be used on cars whose front body work is above the 4-inch maximum.) Openings are permitted for the purpose of ducting air to the brakes, radiator and/or oil coolers.

Bumpers, when used or when they are part of the bodywork: The spoiler and bumper/replica bumper shall appear to be two separate parts."

13. Bulkheads in Open Cockpit Cars: The installation of a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell or gas tank shall

not serve any other purpose. The bulkhead should extend no further into the driver/passenger compartment than the original factory one or, if one did not come as original equipment, it should be installed as close to vertical as possible. Bulkheads infringing in areas normally occupied by the boot (area for folding tops) are not legal, per Appendix A.1.5.1 (Tonneau covers and boot covers are prohibited.)

14. Closed Cars:

Windshield safety clips 3 inches x 1 inch x 1/8 inch must be installed. Three clips must be bolted or riveted to the body at the top of the windshield. Two clips must be bolted or riveted to the cowl and extended over the bottom edge of the windshield. Clips must be spaced a minimum of 12 inches apart. Rear window must be secured with two metal straps one inch wide, 1/8 inch thick, bolted or riveted to the body both at the top and bottom of the rear glass. It is recommended that three one (1) inch wide strips of steel or aluminum be installed behind the windshield to support it from collapsing inwards if it becomes damaged.

B. Tires, Wheels, Brakes, Suspension

1. The make and size of tires provided they do not interfere with the bodywork under any conditions of steering lock or rebound. In order to provide clearance for tires and wheels, the interior fender panels may be altered but not substituted with an alternate material. The authorized modifications may not result in any additional openings between the wheel well and the engine, passenger or luggage compartments. The exterior contour of the fenders may be altered, provided that the fender opening profile (size, location, shape) viewed from the side of the automobile is not changed. The flares may be of alternate material. Note: Unsafe flaring and/or radical bodywork modifications are not permitted.

The tire tread shall not extend beyond the fender opening at the highest point of the tire.

Spare tires shall be removed.

2. The use of any wheels of the same diameter listed by SCCA for the automobile. Wheel spacers may be used. The use of center-lock wheels and hubs is permitted.
- 3.a. The make and type of shock absorber, but not their number. Attachment points at the chassis may be changed,

the rear attachment points may enter the trunk area, but must be covered.

- 3.b. Shock Absorbers-Lever type cars: Automobiles using lever type shock absorber may add tubular shocks and their attachment points are free. When the lever shock arm(s) is part of the manufacturers system of suspension it shall not be removed (e.g. MGB, Midgets/Sprite). When lever shocks are replaced with tubular shocks, the lever shock body may be removed and suitable brackets may be fabricated for the attachment of the lever arm. The rear lever type shock(s) may be replaced with tubular shock, the upper attachment points may enter the trunk area, but must be covered.
- 3.c. Shock absorbers may have load bearing capacity, (e.g. gas filled or coil over). When using load bearing shocks, the original springs may be removed.
4. The cooling of brakes by the ventilation of backing plates or fitting of air ducts provided no changes are made in the bodywork for this purpose. Disc brake dust shields may be altered or removed. Front mounted ducting shall not extend to the side beyond the centerlines of the front wheels, nor forward of the most forward part of the front body panel. Rear brake ducts may extend in a forward direction only, and shall extend a maximum of 24 inches from the rear brake disc/drums. Disc brake rotors and brake drums shall not be modified other than for trueing and installation.
5. The make of brake linings and the use of any brake lines. The fitting of any single or dual master cylinder(s), and/or pressure equalizing device(s), is permitted. On drum brakes, wheel cylinder size may be changed. A servo assist may be added. The standard servo assist may be modified, removed or replaced.
6. The modification or substitution of front spindles and/or rear axle shafts, and modifications or substitutions of hubs, bearing, bearing carriers, universal joints or constant velocity joints is permitted providing the number of these parts remain the same as the original design. Heavy duty propeller shafts (drive shaft) may be used in place of standard units. **SOLID REAR AXLE CARS**; multiple rear axle bearings may be fitted on a solid rear axle car. These changes shall not result in any changes in tread dimensions as measured from the centerline of the car.

7. Suspension bushings may be replaced by others of a different material provided they are of the same type and size. Offset bushings and spherical bearings are permitted including adjustable type.
8. The addition or substitution of any anti-roll bar, camber compensating device and/or suspension stabilizer (see GCR Appendix G is permitted, provided there are no other changes in the standard suspension or drive train. Components may extend into the driver/passenger compartment, but must be completely sealed and separated from the driver/passenger compartment by metal panels. (These items may pass through body panels, chassis panels and frame members, depending upon chosen installation routing).
9. Springs or torsion bars of any kind may be replaced by others of unrestricted origin, but without changing the number supplied by the manufacturer and on the condition they can be fitted without alteration to the original supports and points of attachment. On independent suspension systems utilizing a hub, located by a strut, incorporating a shock absorber surrounded by a coil spring (i.e., MacPherson strut, Chapman strut, etc. the spring mounting points on the strut/shock absorber may be modified and/or relocated on the strut/shock absorber provided that the strut/shock absorber remains inside the coil spring. All components between the chassis and hub are considered to be part of the strut/shock absorber unit, except for brake components. Spacers (lowering blocks) may be used between leaf springs and the points of attachment to the axle housing.
10. The removal of the handbrake and operating mechanism.
11. Nuts, bolts, studs, washers, etc., may be substituted.
12. The improvement of the effectiveness, for racing purposes, of energy-absorbing steering columns providing that the energy-absorbing characteristics are not reduced. A collapsible type of steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is strongly recommended.
13. Production suspension control arms may be reinforced for safety. Suspension pick-up points at the chassis may be moved, but the number shall not be changed. The wheel-base of the auto shall not be changed or relocated in a fore/aft direction. The manufacturers system of susupen-

sion must be retained. System definition: live axle, McPherson strut, swing and independent axles, etc.

14. Steering arms, pitman arms, steering linkage component parts may be modified, reinforced or substituted. The manufacturer's original system of operation (e.g. rack and pinion, worm and sector, etc.) shall not be changed.

C. Electrical System

1. Make and type of spark plugs and ignition coil on condition that the system of ignition (battery vs. magneto) remains the one provided by the manufacturer. Electronic ignition is permitted, provided its installation does not require any modification of the engine.

The standard generator or alternator may be replaced by either a generator or alternator of different make and capacity providing the location and driving method remains unchanged, or it may be completely removed.

Internal modifications to the standard distributor are permitted. The vacuum actuating mechanism may be removed. Any distributor may be used, provided its installation does not require any modification to the engine.

2. Make, size or voltage (12.3 volts maximum) of battery(s). Battery location is unrestricted within the bodywork. If moved from the manufacturer's original location, it must be in a nonconductive marine type container or equivalent. The hot terminal must be insulated on all cars.

All batteries (on board power supplies) shall be attached securely to the frame or chassis structure in such a way as to insure that the battery will remain in place.

3. The wiring harness may be altered or replaced.
4. Horns may be completely removed.
5. The use of any starter is permitted provided it can be fitted without modification to the engine.

D. Engine General

All inducted air must pass through venturi(s)

1. Induction System
 - a. Carbureted engines: Any alteration to the carburetors except changing the number, model, type, size (measured at the throttle butterfly) or butterfly location of the standard equipment and except that extensions or the addition of material to the exterior of the carburetor body is prohibited. Float(s) shall not be removed or altered to produce a floatless type carburetor(s).

fuel injection components except:

--Changing the location, type, or number of the air throttles (butterfly, slide, etc.) or changing the inside dimensions of the air duct at the air throttle.

--The addition of material to the intake manifold.

--Changing the number or location of the injection nozzles.

--Changing the make and model of the fuel metering and/or fuel distribution unit. The fuel metering and/or fuel distribution unit may be modified without restriction provided that it can be positively identified as that fitted as standard equipment.

Velocity stacks (air intake horns) or cold air box(es) and air supply duct(s) may be used on any induction system provided no modifications are made to the body or frame of the car to accommodate their use. Air cleaners may be removed or of unrestricted origin.

Alternate carburetor(s) and intake manifold(s) as listed by the manufacturer, with SCCA, and included in the PCS may be used, provided the intake manifold(s) can be attached to the cylinder head(s), without modification to the head(s), in the case of reciprocating engines; or attached to the end cover, without modification to the end cover, in the case of rotary engines. If the manufacturer does not list such alternate components, SCCA may specify and list them in the PCS, or may list the car as produced. For both engine types, no portion of the intake manifold(s) may extend into the ports of the cylinder head(s). The listed carburetor(s) and intake manifold(s) may then be modified as provided elsewhere in the Rules. Intake manifold(s) may be cut and rewelded to facilitate porting and polishing, provided the external dimensions remain unchanged.

Automobiles recognized as being equipped with fuel injection may replace it with the alternate carburetor(s) and intake manifold(s) as noted above, may make any modification to the injection except changing the make and model of the fuel metering and/or fuel distribution unit, or may fit an alternate listed by the manufacturer, approved by the SCCA and listed in the PCS.

No changes shall be made in the internal or external bodywork, chassis or fire wall for the installation of the induction system.

Any linkage may be used between the throttle and the accelerator pedal.

- d. Turbocharged engines: Any alteration to the turbocharger except changing the number, type, model, size or location is authorized.

Turbo boost control: Driver operated turbo boost control is prohibited. Adjustments during any competition (race, qualifying, etc.) to the turbo boost shall ONLY be allowed during pit stops.

Turbo Restriction Requirements

"Restrictor on inlet side of turbocharger compressor must not be further than "4" from turbocharger inlet and must maintain the specified restricted size for at least 1/2" (.500)".

Inside diameter between restricted diameter (as listed in PCS) and turbocharger inlet must not exceed inside diameter of turbocharger inlet.

--The fuel metering system (carburetion or fuel injection) may be modified (not substituted) as authorized herein, provided the type and location remain unchanged.

--The turbocharger system valving and gating, may be adjusted or modified but not substituted.

--An inter-cooler, if fitted, may not be modified. An inter-cooler may not be added if not fitted as standard equipment.

--The exhaust manifold between the cylinder head and the turbocharger may be modified but not substituted.

--The intake manifold between the cylinder head, turbocharger and fuel metering system may be modified but not substituted.

2. Additional fuel pumps may be used provided they are only for supplying fuel to the carburetors and not for cooling purposes. If the mechanical fuel pump is replaced, a blanking plate may be used to cover the original mounting point.
3. Any fuel line may be used, and may pass through the driver/passenger compartment only if completely covered and protected by a supplemental metal cover or alternately be a metal braided line, and provided the number of fuel lines between the tank and firewall remains unchanged.
4. It is permitted to lighten, balance, or modify in shape by tooling components of the engine and drive train, provided

it is always possible to identify them positively as such. It is not permitted to add any material or mechanical extension unless authorized in these Rules.

Mechanical (i.e., shot or glass peening) heat, chemical (including plating) treatment of these components is permitted, provided it is always possible to identify the components positively as the original equipment.

The engine fan may be modified, substituted or removed, electrically operated fans may be installed, their installation must be within four (4) inches of the radiator.

5. The use of alternate engine and drive train components which are normally expendable and considered replacement parts such as seals, bearings, valve guides and valve seats, water pumps, timing chains and sprockets provided they are of the same type, quantity and dimensions. Bushings may be installed where none are fitted as standard provided that they are concentric and that the centerline of the bushed part is not changed. Gaskets may be replaced with others of unrestricted origin. Oil passages may be restricted or plugged. Valve may be of alternate material.
6. Nuts, bolts, studs, washers, etc., may be substituted.
7. The use of any exhaust manifold and exhaust pipe.
8. The use of any engine oil filter(s).
9. Installation of any type of vent or breather on the engine, transmission, or differential to prevent loss of lubricant and the use of oil catch tanks on the transmission and differential.
Crankcase vacuum devices that pass through the oil catch tank(s), to exhaust systems or vacuum devices that connect directly to exhaust systems are prohibited.
10. Springs or torsion bars of any kind may be replaced by others of unrestricted origin, but without changing the number supplied by the manufacturer, and on condition they can be fitted without alteration to the original supports and points of attachment.
11. Use of any oil pan (sump), oil pump(s) and/or oil pick up is allowed. Oil pumps(s) must be driven mechanically by the engine. Electrically-powered pumps are prohibited. Dry sump systems are permitted. The oil tank must be located within the bodywork. The tank must be isolated so that in case of spillage, leakage or failure of the tank, oil will not reach the driver.
12. Use of any water radiator provided installation is in same

approximate location as standard radiator and there are no changes in body, chassis or internal structure of the car to accommodate its use. Separate expansion tank provided it is mounted within the engine compartment.

13. Thermostats may be modified, removed or replaced with blanking sleeves or restrictors.
14. Generator, crankshaft and water pump pulleys may be altered or replaced with others of unrestricted origin.
15. Use of any external crankshaft vibration dampener is allowed.
16. The use of any engine, transmission and/or differential oil cooler(s) provided it (they) are mounted completely within or under the bodywork but not within the driver/passenger compartment. Oil pump(s) may be added for the differential and/or transmission oil coolers.

Air ducts may be fitted to the oil cooler(s). Front mounted ducting shall not extend forward of the most forward part of the front body panel.

17. The use of any flywheel provided the diameter is the same as the unit originally specified for the model by the manufacturer and provided the crankshaft attachment points are not changed. Dowel pins may be added.
18. Exhaust emission control air pumps, associated lines and nozzles and EGR devices cannot be modified in any way except that they may be completely removed. When these air nozzles are removed from a cylinder head, the holes must be completely plugged.
19. An engine torque suppressor (steady rod) may be fitted or if one is fitted as standard it may be altered, or replaced. Motor mounts may be made of alternate material, but there shall be no change to the engine fore and aft location or no rotation, except transverse engine automobiles may rotate the engine about the crankshaft centerline for aligning axles/U-joints. Firewall modifications are PROHIBITED unless approved and/or as listed in the PCS for a specific car.

E. Engine Reciprocating:

1. The compression ratio may be increased by machining, using any head gasket or doing without one.
2. Reboring the cylinders is authorized on condition that the greatest bore measurement specified for that make and model is not exceeded by more than 1.2 mm (.0472 inches).

3. Substitute pistons of any material or origin are authorized.
4. The substitution or addition of any valve springs of the same basic type (i.e., hairpin or helical) with which the car is normally equipped is authorized, and the substitution or addition of keepers and retainers.
Additional shims required for valve adjustment or for maintaining the geometry of a valve train after machining operations will be allowed.
5. Use of any pushrods.
6. Any camshaft(s) may be used. Any tappets (cam followers) of the same type and diameter may be used.
7. Alternate connecting rods are allowed providing they are of same material as original rods and original geometry crank pin to wrist pin dimension is maintained.
8. Alternate rocker arms and attendant assemblies are allowed. Material(s) is unrestricted.
9. Crankshaft main bearing caps may be substituted and additional main bearing caps may be used provided that no material is added to the block for there attachment. Additional main bearing cap bolts may be used provided that no material is added to the block for there attachment.

F. Engine, Rotary Piston

1. Engines shall not change the capacity of the working chamber(s).
2. The eccentric shaft may be replaced with another of the same basic material, but no changes in eccentricity of journal dimensions are permitted.
3. The rotor is unrestricted providing the number of lobes remains unchanged.
4. Alternate rotor housing is allowed only when submitted by the manufacturer and recognized by the Competition Board.

G.

1. "Transmission and final drive ratios:
Any transmission ratios may be used in the standard or recognized optional transmission. The number and direction of gears shall not be changed. A device for locking out reverse gear may be added. Shift linkage may be modified or substituted."

2. The use of any final drive ratio and the use of any limited slip or locked differential. No substitution of the differential housing is permitted.

2.3 Production Category automobiles shall be divided into classes based on relative performance as follows:

(D PRODUCTION Reclassified GT-3)
E PRODUCTION
F PRODUCTION
G PRODUCTION
H PRODUCTION

1985

PRODUCTION CAR SPECIFICATIONS

INDEX

Official weight listed are *absolute minimums* with driver (minus 5% included).

Official track dimensions are *absolute maximum* (2" allowed plus 3% included).

Official rim widths are *absolute maximum* (1.5" allowed included).

Class E

Alfa Romeo Giulia Spider Veloce	1
Alfa Romeo Giulia Sprint & GTC	2
Alfa Romeo spider Duetto & 1750 Spider thru 1971	3
Austin-Healey BN 4, BN 6 (100-6)	4
Elva Courier MK I, II, III, 1622	5
Elva Courier MK IV, 1622	6
Fiat 124 Sport Spider 1600 & Fiat 124 Spider 2000	7
Lotus Mark 46, 54, 65 Europa	8
MGB & MGB-GT	9
Opel GT 1900 Model 17	11
Porsche 356A, B, C, 1500 & 1600, C/1600 SC, B Super 90 and Cabriolet	12
Porsche 912 Coupe/Targa thru 1968	13
Porsche 912 Coupe/Targa 1969	14
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Triumph TR-2, 3, 3B, 4, 4A	17
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Class F

Alfa Romeo Giulietta, Super Sprint & Spider	1
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Alfa Romeo Giulia Sprint & Spider	3
Alpine A-110 1100	4
Astin-Healey BN1, BN2 (100-4, 100M)	5
Fiat 124 Sport Spider thru 1977	6
Fiat X1/9 1500 (w/5 Speed)	7
Lotus 7+7 America	9
MG Midget MK III & IV 1275, 1500 &	10
Austin-Healey Sprite MK IV 1275	
Morgan 4/4 MK V	11
Saab Sonett V-4, 97 Sonett III	12
Sunbeam Alpine	13
Triumph Spitfire MK III 1296	14
Triumph Spitfire MK IV and 1500	15
Turner 1500	16

Class G

Alfa Romeo Giulietta Sprint & Spider	1
Alfa Romeo Spider 1300 Junior	2
Alfa Romeo Junior Z	3
Austin-Healey Sprite 1100, AN8 1100	4
Datsun SPL 310 U	5
Datsun SPL 311 & 311 U	6
Fiat X 1/9	7
Fiat 124 Spider, 1438	8
MG Midget AN 2, AN 3	9
MGA 1500, 1600, 1622	10
MGA Twin Cam	11
Porsche 1300	12
Triumph Spitfire, MK II	13
Turner 950 S	14

Class H

Austin-Healey Sprite MK I & II, 948	1
Fiat 850 Spider Racer thru 1973	2
Fiat 850S Record Monza, 750 GT, 750 Mille Miglia	3
MG Midget 948	4
Morgan 4/4 MK IV	5
Opel GT 1100	6

E PRODUCTION

Manufacturer: Alfa Romeo
Model: Giulia Spider Veloce

Class: E

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 3.07" x 3.23"
Capacity 1570 cc
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.62"
 Exhaust 1.46"
Induction system Two Weber 40 DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.54	2.76	2.33		
2.	1.99	1.70	1.78	1.58		
3.	1.35	1.26	1.30	1.21		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.85	0.82	0.88		

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.73, 4.10, 4.56, 4.78, 5.12, 5.38, 5.86, 3.90, 4.30, 6.14, 6.8

CHASSIS

Wheelbase 88.6" or 86.6"
Track dimension, Front 54.5"
Track dimension, Rear 53.5"
Wheel diameter 14" or 15"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.6" disc		
Rear:	10.5" drum		

WEIGHT & CAPACITIES

Official weight: 1928 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Alfa Romeo
Model: Giulia Sprint GT and GTC

Class: E

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 3.07" x 3.23"
Capacity 1570 cc
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.62"
 Exhaust 1.46"
Induction system Two Weber 40 DCOE or two Solex PHH 40/2

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.54	2.76	2.33		
2.	1.99	1.70	1.78	1.58		
3.	1.36	1.26	1.30	1.21		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.85	0.82	0.88		

Overdrive

Make & Model: None

Ratio:

Final Drive Ratios: 3.73, 3.91, 4.10, 4.55, 4.78, 5.12, 5.38, 5.86, 4.30, 6.14, 6.8

CHASSIS

Wheelbase 93.7"
Track dimension, Front 55.2"
Track dimension, Rear 53.5"
Wheel diameter 14" or 15"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	11.3" disc		
Rear:	9.7" disc		

WEIGHT & CAPACITIES

Official weight:
2051 lbs.—coupe: 2089 lbs.—conv.

ALTERNATE SPECIFICATIONS

Manufacturer: Alfa Romeo
Model: Spider Duetto, 1750 Spider Veloce thru 1971

Class: E

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 3.07" x 3.23" or 3.15" x 3.48"
Capacity 1570 cc or 1779 cc
Head material Alloy
Block material Alloy
Valve head dia:
 Intake 1.62"
 Exhaust 1.46"
Induction system Two Weber 40 DCOE 27 or two Weber 40 DCOE 32 or
PI Alfa fuel injection 40 mm or two 45 DCOE Weber

TRANSMISSION

Clutch Diameter: 8" or 8.5"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.76	2.54	2.33		
2.	1.99	1.78	1.70	1.58		
3.	1.35	1.30	1.26	1.21		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.82	0.86	0.88		

Overdrive

Make & Model:

Ratio None

Final Drive Ratios: 3.90, 4.10, 4.55, 4.78, 5.12, 5.86, 6.14, 6.8, 3.73, 4.30

CHASSIS

Wheelbase 88.6"
Track dimension, Front 55.7"
Track dimension, Rear 53.5"
Wheel diameter 14" or 15"
Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.4" disc	10.4" disc	10.7" disc
Rear:	9.7" disc	10.4" disc	10.5" disc

WEIGHT & CAPACITIES

Official weight: 2048 lbs.

ALTERNATE SPECIFICATIONS

Alt. carburetor: 2 Zenith 175 CDSE

Niki Lauda Edition Spoiler

Manufacturer: British Leyland
Model: Austin Healey BN4, BN6 (100-6)

Class: E

ENGINE

Manufacturer BLM
Type Pushrod 6 cyl. inline
Bore x stroke 3.13" x 3.55"
Capacity 2639 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.69" or 1.75"
 Exhaust 1.42" or 1.56"
 Induction system Two 1.5" or 1.75" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.08					
2.	1.91					
3.	1.33					
4.	1.00					
5.						

Overdrive

Make & Model: Laycock

Ratio 0.78

Final Drive Ratios: 3.54, 3.9, 4.1, 4.8

CHASSIS

Wheelbase 92"
Track dimension, Front 53.3"
Track dimension, Rear 54.6"
Wheel diameter 15"
Rim width 7"

BRAKES

Front:

Standard

11" drum

Alternate

Alternate

Rear:

11" drum

See below

WEIGHT & CAPACITIES

Official weight: 2493 lbs.

ALTERNATE SPECIFICATIONS

H8249 disc brakes

Manufacturer: Trojan Ltd.
Model: Elva Courier MK I, II, III (1622)

Class: E

ENGINE

Manufacturer BMC
Type OHV 4 cyl. inline
Bore x stroke 3.00" x 3.50"
Capacity 1622 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.57"
 Exhaust 1.33"
 Induction system Two 1.5" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	2.44				
2.	2.21	1.62				
3.	1.37	1.27				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.73, 3.9, 4.2, 4.55, 4.88

CHASSIS

Wheelbase 90"
Track dimension, Front 53.5"
Track dimension, Rear 54.6"
Wheel diameter 13" or 14"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	9" disc	11" disc	
Rear:	9" drum		

WEIGHT & CAPACITIES

Official weight: 1408 lbs.

ALTERNATE SPECIFICATIONS

ATB 7224 MGA axle housing assy.

Manufacturer: Trojan Ltd.
Model: Elva Courier MK IV (1622)

Class: E

ENGINE

Manufacturer BMC
Type OHV 4 cyl. inline
Bore x stroke 3.00" x 3.50"
Capacity 1622 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.57"
 Exhaust 1.33"
 Induction system Two 1.5" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	2.44				
2.	2.21	1.62				
3.	1.37	1.27				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.73, 3.9, 4.2, 4.55, 4.88

CHASSIS

Wheelbase 90"
Track dimension, Front 53.6"
Track dimension, Rear 54.6"
Wheel diameter 13" or 14"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	9" disc	11" disc	
Rear:	9" drum		

WEIGHT & CAPACITIES

Official weight: 1544 lbs.

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

ATB 7224 MGA axle housing assy.

ENGINE	1600	2000	1756
Manufacturer	Fiat		
Type	DOHC 4 cyl. inline		
Bore x stroke	3.15" x 3.15"	3.31" x 3.54"	3.31" x 3.12"
Capacity	98.12" cu. in.	1995 cc	1756 cc
Head material	Alum.		
Block material	C.I.		
Valve head dia:			
Intake	1.64"		
Exhaust	1.44"		
Induction system	Two Weber 2 bbl. 40 IDF-4DIFI 40 mm Pri. 40 mm Sec. or two Solex C40P116 Alt. 2000—Fuel Injection Bosch L-Jetronic		

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.9"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.					2.571	2.571	2.571
2.	Same as Fiat 124 Sport Spider				1.875	1.714	1.875
3.					1.353	1.353	1.474
4.					1.188	1.188	1.231
5.					1.000	1.000	1.000

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.1, 4.3, 4.44, 4.78, 5.38, 6.14, 3.90, 3.58, 3.9

CHASSIS

Wheelbase	89.8"
Track dimension, Front	56.7"
Track dimension, Rear	55.4"
Wheel diameter	13"
Rim width	6.5"

BRAKES

	Standard	Alternate	Alternate
Front:	8.9" disc	10.0" disc	
Rear:	8.9" disc	10.0" disc	

WEIGHT & CAPACITIES

Official weight 1600—1955 lbs., 2000—2030 lbs., 1756—2000 lbs.

ALTERNATE SPECIFICATIONS

Alternate Rotor — Part #82346805
 Manifold 124A200.79-3

ENGINE

Manufacturer Renault
 Type OHV, 4 cyl. inline
 Bore x stroke 2.99" x 3.19" or 3.03" x 3.31"
 Capacity 89.7 cu in. or 95.5 cu. in.
 Head material Alum.
 Block material Alum./Steel
 Valve head dia:
 Intake 1.478"
 Exhaust 1.227"
 Induction system Solex 1 $\frac{3}{8}$ " DIDS2 2 bbl. or One Weber 45 DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.0"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.61	2.88	2.24	2.05	3.62	2.25	3.07
2.	2.25	1.75	1.50	1.62	2.33	1.75	2.23
3.	1.48	1.20	1.12	1.28	1.60	1.48	1.68
4.	1.032	0.96	0.90	1.00	1.21	1.21	1.30
5.					0.87	1.00	1.03

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.35, 3.78, 4.25, 4.12, 4.38

CHASSIS

Wheelbase 91"
 Track dimension, Front 56.7"
 Track dimension, Rear 56.7"
 Wheel diameter 13"
 Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	9" disc	9.63" disc	
Rear:	8" drum	*9.13" disc	

WEIGHT & CAPACITIES

Official weight: 1353 lbs.

ALTERNATE SPECIFICATIONS

Cylinder Head Casting — R-16 Renault

*Discs from twin cam

Safety fuel cell may be located in front trunk

ENGINE

Manufacturer	BLMI
Type	OHV, 4 cyl. inline
Bore x stroke	3.16" x 3.50"
Capacity	1798 cc
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.57" or 1.63"
Exhaust	1.35"
Induction system	Two 1.5" SU HS-4 — 1985 lbs. or Two 2.0" SU — 2032 lbs. or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	3.44	2.44	2.45		
2.	2.71	2.17	1.62	1.82		
3.	1.37	1.38	1.27	1.31		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: Laycock

Ratio: 0.82, 0.88, 0.79

Final Drive Ratios: 3.91, 4.10, 4.30, 4.55, 4.88, 5.125, 5.38, 3.70, 4.22, 3.30, 3.07, 2.74, 3.58

CHASSIS

Wheelbase	91.0"
Track dimension, Front	53.0"
Track dimension, Rear	53.15"
Wheel diameter	14"
Rim width	6.5"

BRAKES

Front:

Standard
10.75" disc

Alternate
Rear:

Alternate
10.00" drum

WEIGHT & CAPACITIES

Official weight: See above

ALTERNATE SPECIFICATIONS

17H 8152 0.75" rear wheel clys.

Alternate intake manifold for 2" SU — 12 H2838

ENGINE

Manufacturer Opel
 Type 4 cyl. in line
 Bore x stroke 3.66" x 2.75"
 Capacity 115.8 cu. in.
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.58"
 Exhaust 1.34"
 Induction system One Solex 32 TDID-2 Pri. 24 mm Sec. 28 mm or
 One 2 bbl. Solex 1.26" Pri. 1.26" Sec.
 One Weber DGV or DFV 32/36

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.03"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Automatic
1.	3.428	2.87	2.99	3.85			2.40
2.	2.156	1.75	1.76	2.40			1.48
3.	1.366	1.29	1.30	1.76			1.00
4.	1.000	1.00	1.00	1.26			
5.			0.87	1.00			

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.44, 3.67, 3.89, 4.22, 3.18, 4.75

CHASSIS

Wheelbase 95.7"
 Track dimension, Front 53.0"
 Track dimension, Rear 54.2"
 Wheel diameter 13"
 Rim width 6.5"

BRAKES

	Standard	Alternate	Alternate
Front:	9.37" Disc		
Rear:	9.06" Drum	9.37" Disc	

WEIGHT & CAPACITIES

Official weight: 2042 lbs.

ALTERNATE SPECIFICATIONS

One Solex Type CCI 1.57" Pri. 1.57" Sec.
 One Weber 40-DFI-5
 Disc 9.6" solid & calipers
 P/N 90000 183 left, 90000 184 right
 One Weber 32/36 DGV or DFV with adapter

ENGINE

Manufacturer Porsche
 Type OHV, 4 cyl. opposed
 Bore x stroke 3.25" x 2.91" or 3.15" x 2.91"
 Capacity 1582 cc or 1488 cc
 Head material Alum.
 Block material Alum.
 Valve head dia:
 Intake 1.50" or 1.57"
 Exhaust 1.34"
 Induction system Two Zenith 32 NDIX or Two Solex 32 PBIC or
 Two Solex 40 PBIC or Two Solex P II 4 or PJ54

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09	2.75	2.13	1.94	1.76	1.61		
2.	2.13	1.94	1.76	1.61	1.47	1.35	1.23	1.13
3.	1.61	1.47	1.35	1.23	1.13			
4.	1.35	1.13	1.04	0.96	0.89	0.85	0.82	
5.								

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.43, 4.86, 5.17

CHASSIS

Wheelbase 82.7"
 Track dimension, Front 55.0"
 Track dimension, Rear 53.7"
 Wheel diameter 15"
 Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.8" disc	11" drum	
Rear:	11.2" disc	11" drum	

WEIGHT & CAPACITIES

Official weight: 1800 lbs.

644.42.095 — 60 mm front brakes & vent backing plates

ALTERNATE SPECIFICATIONS

644.511.010.18 — Alum. front hood
 644.512.010.18 — Alum. rear hood
 644.531.004.10 — Alum. door
 644.531.003.10 — Alum. door

No change in official weight

Manufacturer: Porsche
Model: 912 Coupe/Targa-Cabriolet thru 1968

Class: E

ENGINE

Manufacturer Porsche
Type OHV, 4 cyl. opposed
Bore x stroke 3.25" x 2.91"
Capacity 1582 cc
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.50"
 Exhaust 1.34"
Induction system Two Solex PII-4

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09	2.83	2.64	2.40				
2.	2.00	1.89	1.83	1.78	1.68	1.60	1.55	2.19
3.	1.33	1.48	1.43	1.36	1.32	1.22	1.13	
4.	1.32	1.22	1.13	1.08	1.04	1.00	0.96	0.93
5.	1.22	1.13	1.04	0.96	0.93	0.89	0.86	0.82

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.43, 4.83, 5.15, 6.29

CHASSIS

Wheelbase 87"
Track dimension, Front 57.5"
Track dimension, Rear 56.2"
Wheel diameter 15"
Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	11.1" disc		
Rear:	11.2" disc		

WEIGHT & CAPACITIES

Official weight: 1998 lbs.

ALTERNATE SPECIFICATIONS: 901.351/352.401.15 — Ventilated disc brakes

Fourth gear ratios: 0.89, 0.86

Fifth gear ratios: 0.79, 1.26, 1.17

ENGINE

Manufacturer Porsche
 Type OHV
 Bore x stroke 3.25" x 2.91"
 Capacity 1582 cc
 Head material Alloy
 Block material Alloy
 Valve head dia:
 Intake 1.50"
 Exhaust 1.34"
 Induction system Two Solex 40 P11-4 Downdraft

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.87"

Gearbox

No. speeds forward: 5 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09	2.64	2.40	2.83				
2.	1.89	1.78	1.60	2.00	1.55	1.60	1.83	1.68
3.	1.32	1.43	1.22	1.56	1.13	1.48	1.36	
4.	1.04	1.08	1.00	1.32	0.86	0.89	0.96	0.79
5.	0.79	0.93	0.82	1.22	0.89	0.93	0.13	1.17

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.43, 4.83, 5.33

CHASSIS

Wheelbase 89.2"
 Track dimension, Front 57.3"
 Track dimension, Rear 56.5"
 Wheel diameter 15"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	11.1" disc		
Rear:	11.4" disc		

WEIGHT & CAPACITIES

Official weight: 1998 lbs.

ALTERNATE SPECIFICATIONS

Second gear ratio: 2.19 Fourth gear ratio: 1.26

Manufacturer: Porsche
Model: 912 E

Class: E

Manufacturer	Porsche
Type	4 cyl. opposed
Bore x stroke	94 mm x 71 mm
Capacity	1971 cc
Head material	Alloy
Block material	Alloy
Valve head dia:	
Intake	42 mm
Exhaust	36 mm
Induction system	Bosch L-Jetronic fuel injection 1.42" or two Solex PII 4 (40 mm)

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.47"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.18					
2.	1.83					
3.	1.26	Same as 914				
4.	0.96					
5.	0.72					

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.43, 4.83, 5.33

CHASSIS

Wheelbase	89.41"
Track dimension, Front	57.2"
Track dimension, Rear	56.0"
Wheel diameter	15"
Rim width	7"

BRAKES

	Standard	Alternate	Alternate
Front:	11.1" disc		
Rear:	11.4" disc		

WEIGHT & CAPACITIES

Official weight: 1980 lbs.

Note: Cast iron sleeves

ALTERNATE SPECIFICATIONS

Intake manifolds — 021 129 705 R

ENGINE

Manufacturer Porsche
 Type 4 cyl. opposed
 Bore x stroke 3.54" x 2.60" or 93 mm x 66 mm
 Capacity 1679 cc or 1795 cc
 Head material Alum.
 Block material Alum.
 Valve head dia:
 Intake 39mm (1.55") or 41.9mm (1.65")
 Exhaust 33mm (1.30") or 34mm (1.34")
 Induction system Bosch Fuel Injection 40 mm or Two Solex 40 PII-4

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 5 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09	2.64	2.40	2.83	2.19			
2.	1.76	1.89	1.60	2.00	1.83	1.68	1.55	
3.	1.22	1.32	1.22	1.55	1.48	1.43	1.36	1.13
4.	0.93	1.04	1.00	1.32	1.22	1.17	1.13	1.08
5.	0.76	0.79	0.82	1.22	0.96	0.89	0.86	

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.43, 4.83, 5.33

CHASSIS

Wheelbase 96.5"
 Track dimension, Front 56.5"
 Track dimension, Rear 58.2"
 Wheel diameter 15"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	11.06" disc		
Rear:	11.1" disc		

WEIGHT & CAPACITIES

Official weight: 1980 lbs.

ALTERNATE SPECIFICATIONS

Sleeves: cast iron
 Intake manifolds — #021 129 705 N
 Top panels may remain in place if securely bolted or pinned
 Alt. rear brakes — Use front "M" caliper

Manufacturer: British Leyland Class: E
 Model: TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A (Beam Axle)

ENGINE

Manufacturer BLM
 Type OHV, 4 cyl. in line
 Bore x stroke 3.27" x 3.62" or 3.386" x 3.62"
 Capacity 1991 cc or 2138 cc
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.56"
 Exhaust 1.30"
 Induction system Two 1.75" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter 9" or 8.75"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.
1.	3.38	3.14	2.19	1.88	2.99
2.	2.00	2.01	1.57	1.42	
3.	1.32	1.33	1.23	1.24	
4.	1.00	1.00	1.00	1.00	
5.					

Overdrive

Make & Model: Laycock

Ratio 0.821

Final Drive Ratios: 3.45:1, 3.7, 4.1, 4.3, 4.55, 4.87

CHASSIS

	TR-3's	TR-4's
Wheelbase	88"	
Track dimension, Front	53.0" or	54.6"
Track dimension, Rear	52.5" or	53.6"
Wheel diameter	15"	
Rim width	6" or	7"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc		
Rear:	9" or 10" drum	9" or 10" drum	— steel or Alfin

WEIGHT & CAPACITIES

Official weight: 2000 lbs.

ALTERNATE SPECIFICATIONS

Calipers & Rotors from TR-6

Manufacturer: British Leyland
Model: TR-4A, I.R.S.

Class: E

ENGINE

Manufacturer BLM
Type OHV, 4 cyl. in line
Bore x stroke 3.386" x 3.62"
Capacity 2138 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.56"
 Exhaust 1.30"
Induction system Two 1.75" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9" or 8.75"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.14	2.19	1.88	2.99		
2.	2.01	1.57	1.42			
3.	1.33	1.23	1.24			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: Laycock

Ratio 0.821

Final Drive Ratios: 3.45, 3.7, 4.1, 4.3, 4.55, 4.87

CHASSIS

Wheelbase 88"
Track dimension, Front 53.6" or 54.6"
Track dimension, Rear 52.6" or 53.6"
Wheel diameter 15"
Rim width 6" or 7"

BRAKES

Front:

Standard

11" disc

Rear:

9" drum

Alternate

9" or 10" drum — steel or Alfin

Alternate

WEIGHT & CAPACITIES

Official weight: 2000 lbs.

ALTERNATE SPECIFICATIONS

Calipers & Rotor from TR-6

Manufacturer: Volvo
Model: P-1800, 1800 S, 1800 E, 1800 ES Sports Coupe

Class: E

ENGINE

Manufacturer Volvo
Type OHV, 4 cyl. in line
Bore x stroke 3.313" x 3.15" or 3.50" x 3.15"
Capacity 1780 cc or 1982 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.57" x 1.65" or 1.73"
 Exhaust 1.38"
 Induction system Two 1.75" SU or two Stromberg CDSE 1.75" or two 1.75" SU HS 6 or Bosch electronic F.I.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.13	2.62	3.14			
2.	1.99	1.67	1.97			
3.	1.36	1.24	1.34			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: Laycock

Ratio 0.756 or 7.97

Final Drive Ratios: 4.1, 4.56, 4.88, 4.3, 5.38, 3.91

CHASSIS

Wheelbase 96.5"
Track dimension, Front 55.4"
Track dimension, Rear 55.4"
Wheel diameter 15"
Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc	10.7" disc	
Rear:	9" drum	11.6" disc	

WEIGHT & CAPACITIES

Official weight: 2182 lbs.

ALTERNATE SPECIFICATIONS

F PRODUCTION

Manufacturer: Alfa Romeo
Model: Giulietta Super Sprint and Spider

Class: F

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 2.91" x 2.95"
Capacity 1290 cc.
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.46"
 Exhaust 1.34"
 Induction system Two Weber 40 DCO or DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.54	2.76	2.33		
2.	1.99	1.70	1.78	1.58		
3.	1.35	1.26	1.30	1.21		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.85	0.82	0.88		

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.10, 4.55, 4.78, 5.12, 5.38, 5.86, 3.9, 4.30, 6.14, 6.8, 3.73

CHASSIS

Wheelbase Sprint — 93.7" Spider — 88.6" or 86.6"
Track dimension, Front 54.5"
Track dimension, Rear 53.5"
Wheel diameter 15" or 14"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.3" drum	10.6" disc (girling)	10.7" disc
Rear:	10"	10.5" drum	

WEIGHT & CAPACITIES

Official weight: 1812 lbs.

ALTERNATE SPECIFICATIONS

21 gal. fuel tank — Spider

Manufacturer: Alfa Romeo
Model: Giulia Sprint and Spider

Class: F

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 3.07" x 3.23"
Capacity 1570 cc
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.62"
 Exhaust 1.46"
Induction system One Solex 32 PAIA or one 36 DCD Weber

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.54	2.76	2.33		
2.	1.99	1.70	1.78	1.58		
3.	1.35	1.26	1.30	1.21		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.85	0.82	0.88		

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.73, 4.10, 4.55, 4.78, 5.12, 5.38, 5.86, 3.90, 4.30, 6.14, 6.8

CHASSIS

Wheelbase 88.6" or 86.6" Spider: 93.7" Sprint
Track dimension, Front 55.2"
Track dimension, Rear 53.5"
Wheel diameter 14" or 15"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.6" disc	10.5" drum (3 shoe)	
Rear:	10.5" drum		

WEIGHT & CAPACITIES

Official weight:

1898 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Alpine
Model: A-110 1100

Class: F

ENGINE

Manufacturer Renault
Type Pushrod 4 cyl. inline
Bore x stroke 2.76" x 2.83"
Capacity 1108 cc
Head material Alum. - Gordini
Block material C.I.
Valve head dia:
 Intake 1.38"
 Exhaust 1.26"
Induction system One Weber 40 DCO or two Weber 40 DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.1"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.7	3.7	3.7	3.62		
2.	2.41	2.67	2.22	2.25		
3.	1.61	2.00	1.54	1.48		
4.	1.28	1.40	1.18	1.03		
5.	1.04	1.25	0.97			

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.89, 4.13, 4.14, 4.38, 4.71

CHASSIS

Wheelbase 82.7"
Track dimension, Front 57.3"
Track dimension, Rear 54.4"
Wheel diameter 13" or 15"
Rim width 6"

BRAKES

Front:

Rear:

Standard

Alternate

Alternate

WEIGHT & CAPACITIES

Official weight: 1372 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Austin Healey BN1, BN2 (100-4) (100M)

Class: F

ENGINE

Manufacturer	BLM1
Type	Pushrod 4 cyl. inline
Bore x stroke	3.44" x 4.38"
Capacity	2660 cc
Head material	C.I.
Block material	C.I.
Valve head dia:	
Intake	1.73"
Exhaust	1.42"
Induction system.....	Two 1.5" SU or two 1.75" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9"

Gearbox

No. of speeds forward: 3 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.25	3.08				
2.	1.47	1.91				
3.	1.00	1.33				
4.		1.00				
5.						

Overdrive

Make & Model: Laycock

Ratio..... .79

Final Drive Ratios: 3.54, 3.67, 3.91, 4.10, 4.12, 4.8

CHASSIS

Wheelbase	90"
Track dimension, Front.....	53.5"
Track dimension, Rear	55.4"
Wheel diameter	15"
Rim width.....	7"

BRAKES

	Standard	Alternate	Alternate
Front:	11" drum		
Rear:	11" drum	See below	

WEIGHT & CAPACITIES

Official weight: 2247 lbs.

ALTERNATE SPECIFICATIONS

7H1719 Alfin brake drums
H8249 disc brakes
Louvered hood

ENGINE

Manufacturer Fiat
 Type DOHC 4 cyl. inline
 Bore x stroke 3.15" x 3.15"; 3.15" x 3.12"; 3.31" x 3.12"
 Capacity 1607 cc; 1592 cc; 1756 cc
 Head material Alloy
 Block material C.I.
 Valve head dia:
 Intake 1.64"
 Exhaust 1.43"
 Induction system One Weber 34 DFH 1, 26/34 DHSA 1, 28/36 DHSA 2
 or 34 DMSA 1/100 or one Weber 32 ADFA 2/100
 Alt 34 DMS 201

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.9" or 8.5"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	alt.	Alt.	Alt.	Alt.
1.	3.42	3.24	3.80	3.67	3.47	3.47	2.571	2.571	2.571
2.	2.10	1.99	2.18	2.10	1.99	1.99	1.875	1.714	1.875
3.	1.36	1.29	1.41	1.36	1.39	1.29	1.353	1.353	1.474
4.	1.00	1.00	1.00	1.00	1.25	1.00	1.188	1.188	1.231
5.	0.91	0.86	0.91	0.88	1.00	0.84	1.000	1.000	1.000

Overdrive

Make & Model: None

Ratio None

Final Drive Ratios: 4.1, 4.3, 4.44, 4.78, 5.38, 6.14

CHASSIS

Wheelbase 95.3" or 89.8"
 Track dimension, Front 56.7"
 Track dimension, Rear 55.4"
 Wheel diameter 13"
 Rim width 6.5"

BRAKES

	Standard	Alternate	Alternate
Front:	8.97" disc	10.0" disc	
Rear:	8.94" disc	10.0" disc	

WEIGHT & CAPACITIES

Official weight: 1955 lbs.

ALTERNATE SPECIFICATIONS

Alternate Rotor — Part #82346805

ENGINE

Manufacturer Fiat
 Type SOHC 4 cyl. inline
 Bore x stroke 3.40" x 2.92" (86.4 x 63.9)
 Capacity 1498 cc
 Head material Alloy
 Block material C.I.
 Valve head dia:
 Intake 1.43"
 Exhaust 1.31"
 Induction system One Weber 34 mm DMTR
 or STD Fuel Injection

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.1" Alternate carburetor
 Gearbox Weber 36 DCNF with
 No. speeds forward: 5 32mm Venturi and
 Ratios: manifold adapter

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.58	2.35	2.24	2.24	1.82	1.82
2.	2.24	1.84	1.82	1.68	1.58	1.37
3.	1.45	1.39	1.45	1.36	1.45	1.17
4.	1.04	1.16	1.17	1.12	1.36	1.04
5.	0.86	1.04	1.06	1.10	1.12	0.96

Overdrive
 Make & Model: None
 Ratio

Final Drive Ratios: 3.58, 3.76, 4.41, 4.81, 5.30, 5.88

CHASSIS

Wheelbase 86.7"
 Track dimension, Front 56.13"
 Track dimension, Rear 56.54"
 Wheel diameter 13"
 Rim width 6.5"

BRAKES

	Standard	Alternate	Alternate
Front:	8.94" disc	9.875" disc	
Rear:	8.94" disc	9.875" disc	

WEIGHT & CAPACITIES

Official weight: 1795 lbs.

Fuel cell may be located in front trunk.

ALTERNATE SPECIFICATIONS

Rods: P/N #4211628 **4 speed trans**
 Crankshaft #4211630 **from GP X 1/9**
 Lancia disc brakes (9.875 x .40)
 Alternate grill for '79: '78 x 1/9 grill & valance
 Top panels may remain in place if securely bolted or pinned
 Standard fuel injection
 Engine hatch rain tray may be removed

Manufacturer: Lotus
Model: Lotus 7 and 7 America

Class: F

NOTE: Parts may not be interchanged between the two engine/clutch/units.

ENGINE

Manufacturer	Ford 105E	or	BMC
Type	OHV 4 cyl. inline		OHV 4 cyl. inline
Bore x stroke	3.19" x 1.91"		2.48" x 3.00"
Capacity	997 cc		948 cc
Head material	C.I.		C.I.
Block material	C.I.		C.I.
Valve head dia:			
Intake	1.30"		1.16"
Exhaust	1.20"		1.00"
Induction system	Two 1.25" SU		Two 1.25" or 1.125" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter:	7.75"				6.25"	
Gearbox						
No. speeds forward: 4						
Ratios:						
	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	4.12	2.92	3.64	2.57	2.65	3.20
2.	2.40	1.70	2.37	1.68	1.68	1.92
3.	1.41	1.28	1.41	1.23	1.23	1.36
4.	1.00	1.00	1.00	1.00	1.00	1.00
5.						

Overdrive

Make & Model: None
Ratio

Final Drive Ratios: 4.11, 4.55, 4.88, 3.22, 3.65, 3.91

CHASSIS

Wheelbase	88"
Track dimensions, Front	50.9"
Track dimensions, Rear	52.0"
Wheel diameter	13"
Rim width	5"

NOTE: Rear edge of the front fenders are to be 4½" above the body undertray.

BRAKES

	Standard	Alternate	Alternate
Front:	8" drum		
Rear:	7" drum		

WEIGHT & CAPACITIES

Official weight: 1025

ALTERNATE SPECIFICATIONS

CAO-B405/6 front 9" disc brake kit (results in ⅞" track increase)
Authorized frame modification (see Lotus Super 7)
BMC Mark III Transmission case with 948
Headlight & associated hardware may be removed
Manifold, Unrestricted for (2) SU carbs

ENGINE

Manufacturer	BLMI	or	BLMI
Type	OHV, 4 cyl. inline		OHV, 4 cyl. inline
Bore x stroke	2.78" x 3.20"		73.66mm (2.90") x 87.38mm (3.44")
Capacity	1275 cc		1491.2 cc
Head material	C.I.		C.I.
Block material	C.I.		C.I.
Valve head dia:			
Intake	1.31"		1.44"
Exhaust	1.16"		1.17"
Induction system	Two 1.25" SU HS2 or two 1.50" SU or Stromberg		One 1.5" Zenith CD 4 or One 1.5" Stromberg SD

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.20	3.63	2.93	2.57	3.41	2.65
2.	1.92	2.37	1.75	1.72	2.13	1.78
3.	1.36	1.41	1.24	1.26	1.44	1.25
4.	1.00	1.00	1.00	1.00	1.00	1.00
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.22, 4.55, 4.88, 5.13, 5.38, 3.73, 3.91

CHASSIS

Wheelbase	80.0"
Track dimension, Front	50.2"
Track dimension, Rear	48.7"
Wheel diameter	13"
Rim width	6"

BRAKES

	standard	Alternate	Alternate
Front:	8.3" disc	9.12" disc	
Rear:	7.0" drum		

WEIGHT & CAPACITIES

Official weight:

1275 — 1584 lbs.; 1500 — 1700 lbs.

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

Note: Parts may not be interchanged between engine units

ALTERNATE SPECIFICATIONS

Alternate intake manifold for 1275 — #NPN 500

9.125" disc — #208715

Callipers — #2711 2711 4661

Manufacturer: Morgan Motor Company
Model: Morgan 4/4 Mk V

Class: F

ENGINE

Manufacturer Ford 116 E
Type OHV, 4 cyl. inline
Bore x stroke 3.19" x 2.86"
Capacity 1498 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.44"
 Exhaust 1.19"
Induction system One 28/36 Weber D.D.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7 $\frac{3}{8}$ "

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.5					
2.	2.4					
3.	1.4					
4.	1.0					
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.1, 4.56, 4.8

CHASSIS

Wheelbase 96.0"
Track dimension, Front 51.5"
Track dimension, Rear 52.3"
Wheel dimension 15"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc		
Rear:	9" drum		

WEIGHT & CAPACITIES

Official weight: 1563 lbs.

NOTE: Roll cage/bars requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

4/4-12-251 close ratio gears

Manufacturer: SAAB
Model: SAAB Sonett V4, 97 Sonett III

Class: F

ENGINE

Manufacturer Ford
Type OHV — V4
Bore x stroke 3.54" x 2.32" or 3.54" x 2.63"
Capacity 91.4 cu. in. or 103.6 cu. in.
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.46" or 1.48"
 Exhaust 1.26" or 1.28"
 Induction system Solex 28-32 Posit-4 32 mm, one Solex 40 P-II or Autolite DD 1 bbl. 1.26"

TRANSMISSION AND DRIVE TRAIN

clutch Diameter: 7.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.48	3.14	2.64			
2.	2.09	1.86	1.60			
3.	1.30	1.30	1.19			
4.	0.84	0.92	0.92			
5.						

Overdrive

Make & Model: None

Ratio:

Final Drive Ratios: 4.67, 4.88, 5.14, 5.43, 5.83

CHASSIS

Wheelbase 84.6"
Track dimension, Front 52.0"
Track dimension, Rear 52.0"
Wheel diameter 15"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.5" disc		
Rear:	8.0" drum	*	

WEIGHT & CAPACITIES

Official weight: 1980 lbs.

ALTERNATE SPECIFICATIONS

Alternate intake manifold — Part #379050

*Alt. front caliper "wilwood" w/ADAPTER PLATE

ENGINE

Manufacturer **Rootes**
 Type **OHV, 4 cyl. in line**
 Bore x stroke **3.21" x 3.25" or 3.21" x 3.00" or 3.11" x 3.00"**
 Capacity **1725 cc or 1592 cc or 1494 cc**
 Head material **Alum.**
 Block material **C.I.**
 Valve head dia:
 Intake **1.50" or 1.48" or 1.432" or 1.436"**
 Exhaust **1.21" or 1.18" or 1.172" or 1.176"**
 Induction system **Two Zenith-Stromberg 150 CD or One Solex 32 PAIA or Zenith 36 WIP2**

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: **8"**
 Gearbox
 No. speeds forward: **4**
 Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.35	3.32	2.97	2.97		
2.	2.14	1.90	1.90	1.60		
3.	1.39	1.24	1.23	1.24		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive
 Make & Model: **Laycock**
 Ratio **0.803**

Final Drive Ratios: **3.89, 4.22, 4.44, 4.86**

CHASSIS

Wheelbase **86"**
 Track dimension, Front **55.1"**
 Track dimension, Rear **54.0"**
 Wheel diameter **13"**
 Rim width **6"**

BRAKES	Standard	Alternate	Alternate
Front:	10" disc		
Rear:	9" drum		

WEIGHT & CAPACITIES

Official weight: **1956 lbs.**

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Triumph Spitfire Mk III

Class: F

ENGINE

Manufacturer BLMi
Type OHV, 4 cyl. in line
Bore x stroke 2.9" x 2.99"
Capacity 1296 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.3"
 Exhaust 1.17"
 Induction system Two 1.25" Stromberg or Two 1.25" SU or
 One 1.5" CDSE Stromberg or one 1.5" SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.75	2.93	2.65			
2.	2.16	1.78				
3.	1.39	1.25				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock "D"

Ratio 0.802

Final Drive Ratios: 4.1, 4.55, 4.87, 3.90

CHASSIS

wheelbase 83"
Track dimension, Front 53.6"
Track dimension, Rear 52.6"
Wheel diameter 13"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	9" disc	9.7" disc	
Rear:	7" drum	8.0" drum	

WEIGHT & CAPACITIES

Official weight: 1600 lbs.

NOTE: Roll cage/bars requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
 Model: Spitfire Mk IV and 1500

Class: F

ENGINE

Manufacturer	BLMI	or	BLMI
Type	OHV, 4 cyl. in line		OHV, 4 cyl. in line
Bore x stroke	2.90" x 2.99"		2.90" x 3.44"
Capacity	1296 cc		1493 cc
Head material	C.I.		C.I.
Block material	C.I.		C.I.
Valve head dia:			
Intake	1.3" or 1.44"		1.44"
Exhaust	1.17"		1.17"
Induction system	Two 1.25" SU or Stromberg		One 1.5" Stromberg type SU or one 1.5" SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter:	6.5"				7.25"	
No. speeds forward:	4					
Ratios:						
	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.65	2.93	3.50	3.75		
2.	1.78	1.78	2.16	2.16		
3.	1.25	1.25	1.39	1.39		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: Laycock "D"
 Ratio

Final Drive Ratios: 3.2, 3.63, 3.89, 4.1, 4.55, 4.87

CHASSIS

Wheelbase	83"
Track dimension, Front	53.6"
Track dimension, Rear	54.6"
Wheel diameter	13"
Rim width	6"

BRAKES

	Standard	Alternate	Alternate
Front:	9" disc	9.7" disc	
Rear:	7" drum	8.0" drum	

WEIGHT & CAPACITIES

Official weight:
 1296 — 1669 lbs.; 1500 — 1700 lbs.

NOTE: Roll cage/bars requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

Note: Parts may not be interchanged between two engine/clutch/units.

ALTERNATE SPECIFICATIONS

Manufacturer: Turner
Model: 1500

Class: F

ENGINE

Manufacturer Ford
Type OHV, 4 cyl. in line
Bore x stroke 3.187" x 2.864"
Capacity 1498 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.45"
 Exhaust 1.20"
Induction system One Weber 28/36 DCD 22

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.38"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.54	2.92	2.51			
2.	2.39	1.69	1.69			
3.	1.41	1.28	1.28			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: None

Ratio

Final drive Ratios: 3.78, 4.2, 4.5, 4.88, 5.12, 3.90:1

CHASSIS

Wheelbase 82.0"
Track dimension, Front 48.9"
Track dimension, Rear 48.2"
Wheel diameter 13"
Rim width 5.5"

BRAKES

	Standard	Alternate	Alternate
Front:	9.0" disc		
Rear:	8.5" drum		

WEIGHT & CAPACITIES

Official weight: 1680 lbs.

NOTE: Roll cage/bars requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Hobbs mech-a-matic gearbox ratios: 1. 3.78 2. 2.32 3. 1.46 4. 1.00
125 E Crankshaft

G PRODUCTION

Manufacturer: Alfa Romeo
Model: Giulietta Sprint and Spider

Class: G

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 2.91" x 2.95"
Capacity 1290 cc
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.46"
 Exhaust 1.34"
 Induction system One Solex 35 APAIG or one 36 DCD Weber

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.54	2.76	2.33		
2.	1.99	1.70	1.78	1.58		
3.	1.35	1.26	1.30	1.21		
4.	1.00	1.00	1.00	1.00		
5.	0.79	0.85	0.82	0.88		

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.10, 4.55, 4.78, 5.12, 5.38, 5.86, 3.73, 3.90, 4.30, 6.14, **6.8**

CHASSIS

Wheelbase Sprint 93.7"; Spider 86.6" or **88.6"**
Track dimension, Front 54.5"
Track dimension, Rear 53.5"
Wheel diameter 15" or 14"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.3" drum	10.6" disc (girling)	10.7" disc
Rear	10" drum	10.5" drum	

WEIGHT & CAPACITIES

Official weight: 1859 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Alfa Romeo
Model: Spider 1300 Junior

Class: G

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 2.91 x 2.95
Capacity 1290 cc
Head material Alloy
Block material Alloy
Valve head dia:
 Intake 1.46
 Exhaust 1.34
Induction system Two Weber 40 DCOE 28

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.87

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.54	2.76	2.33	2.33	
2.	1.99	1.70	1.78	1.58	1.58	
3.	1.35	1.26	1.30	1.28	1.28	
4.	1.00	1.00	1.00	1.00	1.00	
5.	0.79	0.86	0.88		0.88	

Overdrive

 Make & Model: None

 Ratio:

Final Drive Ratios: 4.1, 4.56, 4.78, 5.12, 5.37, 5.86, 6.14, 3.73,
3.9, 4.30, 6.8

CHASSIS

Wheelbase 88.6"
Track dimension, Front..... 55.7"
Track dimension, Rear 53.6"
Wheel diameter 15"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.5" disc		
Rear:	10.5" disc		

WEIGHT & CAPACITIES

Official weight: 2110 lbs.

ALTERNATE SPECIFICATIONS

14 in. wheels, width 6.0 in.

ENGINE

Manufacturer Alfa Romeo
Type DOHC 4 cyl. inline
Bore x stroke 2.91" x 2.95"
Capacity 1290 cc
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.457"
 Exhaust 1.339"
Induction system Two type H Weber DCOE 28 40 mm or 40 mm
Dell'Orto DHLA 40

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter:

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.33	2.54	3.30	2.54	
2.	1.99	1.58	1.70	1.99	1.70	
3.	1.35	1.21	1.26	1.35	1.26	
4.	1.00	1.00	1.00	1.00	1.00	
5.	0.86	0.88	0.79	0.79	0.86	

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.1, 4.56, 4.78, 5.12, 5.37, 5.86, 6.14, 3.73, 3.9, 4.30, 6.8

CHASSIS

Wheelbase 88.6"
Track dimension, Front 55.7"
Track dimension, Rear 53.6"
Wheel diameter 14"
Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.52" disc	9.85" disc	
Rear:	10.52" disc		

WEIGHT & CAPACITIES

Official weight: 2108 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: British Leyland
Model: Austin Healey Sprite 1100, AN8 (1100)

Class: G

ENGINE

Manufacturer BLM
Type OHV 4 cyl. inline
Bore x stroke 2.54" x 3.30"
Capacity 1098 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.22"
 Exhaust 1.00"
 Induction system Two 1.25" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.25"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.20	3.63	2.93	2.57		
2.	1.92	2.37	1.75	1.72		
3.	1.36	1.41	1.24	1.26		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratio:

Final Drive Ratios: 3.73, 3.91, 4.22, 4.55, 4.88, 5.125, 5.38

CHASSIS

Wheelbase 80.0"
Track dimension, Front 50.2"
Track dimension, Rear 48.7"
Wheel diameter 13"
Rim width 5.5"

BRAKES

	Standard	Alternate	Alternate
Front:	8.2" disc		
Rear:	7.0" drum		

WEIGHT & CAPACITIES

Official weight: 1500 lbs.

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Battery tray may be removed

Manufacturer: Nissan
Model: Datsun SPL 310-U

Class: G

ENGINE

Manufacturer Nissan
Type OHV — 4 cyl. inline
Bore x stroke 3.15" x 2.91"
Capacity 1488 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.65"
 Exhaust 1.26"
Induction system Two Hitachi HJB-38W

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.52	3.36	2.45	3.64		
2.	2.14	2.04	1.62	2.21		
3.	1.33	1.27	1.27	1.37		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.89, 4.11, 4.38, 4.62, 5.13, 4.875, 5.375, 5.855, 6.14, 6.83

CHASSIS

Wheelbase 89.8"
Track dimension, Front 51.5"
Track dimension, Rear 50.7"
Wheel diameter 13"
Rim width 5.5"

BRAKES

Front:

Rear:

Standard

9" drum

9" drum

Alternate

Alternate

WEIGHT & CAPACITIES

Official weight: 1975 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Nissan
Model: Datsun SPL-311 and SPL-311U

Class: G

ENGINE

Manufacturer Nissan
Type OHV 4 cyl. inline
Bore x stroke 3.43" x 2.63"
Capacity 1595 c
Head material C.I. or Alum.
Block material C.I.
Valve head dia:
 Intake 1.66" or 1.69"
 Exhaust 1.26" or 1.38"
Induction system Two Hitachi HJB 38W-3 1.5"

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	*Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.38	2.45	3.66	3.28	2.96	2.96	2.68	1.858
2.	2.01	1.62	2.18	1.92	1.86	1.86	1.70	1.383
3.	1.31	1.27	1.42	1.26	1.31	1.31	1.26	1.217
4.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
5.						.85	.85	.850

*Uses alt. case #32101-12200

Overdrive

Make & Model: None

Ratio.....

Final Drive Ratios: 3.89, 4.11, 4.38, 4.62, 5.12, 3.70, 4.875, 5.375, 5.855, 6.12, 6.83

CHASSIS

Wheelbase 89.8"
Track dimension, Front 53.7"
Track dimension, Rear 50.7"
Wheel diameter 14"
Rim width 6"

BRAKES

Front: Standard 11.2" disc
Rear: 9" drum

Alternate

Alternate

WEIGHT & CAPACITIES

Official weight: 2156 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Fiat
Model: X 1/9

Class: G

ENGINE

Manufacturer Fiat
Type SOHC 4 cyl. inline
Bore x stroke 3.39" (86 mm) x 2.185" (55.5 mm)
Capacity 78.72 cu. in. (1290 cc)
Head material Alloy
Block material C.I.
Valve head dia:
 Intake 1.43"
 Exhaust 1.21" or 1.23"
Induction system 1 Weber 32 DMTR 1/200" pri. 1.26" sec. or
1 Weber 32 DATRA/100 — 1.26" Pri. and Sec.
1 Weber 34 DMTR

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.1"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.58	2.24	2.24	2.24	1.82	1.82
2.	2.24	1.82	1.45	1.82	1.37	1.33
3.	1.45	1.45	1.36	1.17	1.17	1.17
4.	0.96	1.36	1.06	1.00	1.04	1.00
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.08, 4.82, 3.85, 5.30, 5.89

CHASSIS

Wheelbase 86.7"
Track dimension, Front 56.3"
Track dimension, Rear 56.6"
Wheel diameter 13"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	8.94" disc	10" x .40 (Lancia)	
Rear:	8.94" disc	10" x .40 (Lancia)	

WEIGHT & CAPACITIES

Official weight: 1818 lbs.

Fuel cell may be located in front trunk.

ALTERNATE SPECIFICATIONS

5 speed transmission from new "FP" model

Top Panels may remain in place if securely bolted or pinned

Crankshaft 4292177

Engine hatch rain tray may be removed

Manufacturer: Fiat
 Model: 124 Sport Spider 1438

Class: G

ENGINE

Manufacturer Fiat
 Type DOHC 4 cyl. inline
 Bore x stroke 3.15" x 2.81"
 Capacity 87.75 cu. in.
 Head material Alloy
 Block material C.I.
 Valve head dia:
 Intake 1.64"
 Exhaust 1.43"
 Induction system One Weber 34 DFH-1; One Weber 34 DMSA-1
 Alt 34 DMS 201

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.9"

Gearbox

No. of speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.42	3.24	3.80	3.67	3.47	3.47	2.571	2.571	2.571	2.571
2.	2.10	1.99	2.18	2.10	1.99	1.99	1.875	1.714	1.875	1.875
3.	1.36	1.29	1.41	1.36	1.39	1.29	1.353	1.353	1.474	1.474
4.	1.00	1.00	1.00	1.00	1.25	1.00	1.188	1.188	1.231	1.231
5.	0.91	0.86	0.91	0.88	1.00	0.84	1.000	1.000	1.000	1.000

Overdrive

Make & Model: None

Ratio:

Final Drive Ratios: 4.1, 4.3, 4.44, 4.78, 5.38, 6.14

CHASSIS

Wheelbase 89.8"
 Track dimension, Front 56.7"
 Track dimension, Rear 55.4"
 Wheel diameter 13"
 Rim width 6.5"

BRAKES

	Standard	Alternate	Alternate
Front:	8.94" disc	10.0" disc	
Rear:	8.94" disc	10.0" disc	

WEIGHT & CAPACITIES

Official weight: 1955 lbs.

ALTERNATE SPECIFICATIONS

Alternate Rotor — Part #82346805

Manufacturer: British Leyland
Model: MG Midget AN2, AN3

Class: G

ENGINE

Manufacturer BLM1
Type OHV, 4 cyl. inline
Bore x stroke 2.54" x 3.30"
Capacity 1098 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.22"
 Exhaust 1.00"
 Induction system Two 1.25" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7.25"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.20	3.63	2.93	2.57		
2.	1.92	2.37	1.75	1.72		
3.	1.36	1.4	1.24	1.26		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.73, 4.22, 4.55, 4.88, 5.125, 5.38

CHASSIS

Wheelbase 80.8"
Track dimension, Front 50.2"
Track dimension, Rear 48.7"
Wheel diameter 13"
Rim width 5.5"

BRAKES

	Standard	Alternate	Alternate
Front:	8.2" disc		
Rear:	7.0" drum		

WEIGHT & CAPACITIES

Official weight: 1500 lbs.

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Battery tray may be removed

Manufacturer: British Leyland
Model: MG-A 1500, 1600 & 1622

Class: G

ENGINE

Manufacturer BLM
Type OHV, 4 cyl. inline
Bore x stroke 2.88" x 3.50" or 2.97" x 3.50" or 3.00" x 3.50"
Capacity 1469 cc or 1588 cc or 1622 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.56" or 1.50"
 Exhaust 1.34" or 1.28"
 Induction system Two 1.5" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	2.45				
2.	2.21	1.62				
3.	1.37	1.27				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.9, 4.1, 4.3, 4.55, 4.88, 5.13

CHASSIS

Wheelbase 94.0"
Track dimension, Front 51.0"
Track dimension, Rear 52.3"
Wheel diameter 15"
Rim width 5.5" or 6"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc	10" drum	
Rear:	10" drum		

WEIGHT & CAPACITIES

Official weight: 1961 lbs.

ALTERNATE SPECIFICATIONS

4 wheel disc brakes
Allowed replace wood floor boards with metal

Manufacturer: British Leyland
Model: MG-A Twin Cam

Class: G

ENGINE

Manufacturer BLM
Type DOHC, 4 cyl. inline
Bore x stroke 2.97" x 3.50"
Capacity 1588 cc
Head material Alum.
Block material C.I.
Valve head dia:
 Intake 1.59"
 Exhaust 1.44"
Induction system Two 1.75" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	2.54				
2.	2.21	1.62				
3.	1.37	1.27				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.9, 4.1, 4.3, 4.55, 4.88, 5.13

CHASSIS

Wheelbase 94.0"
Track dimension, Front 51.0"
Track dimension, Rear 52.3"
Wheel diameter 15"
Rim width 5.5" or 6"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc		
Rear:	11" disc		

WEIGHT & CAPACITIES

Official weight: 2179 lbs.

ALTERNATE SPECIFICATIONS

Allowed replace wood floor boards with metal.

Manufacturer: Porsche
Model: 356, 356A — 1300 and 1300 S Coupe and Cabriolet

Class: G

ENGINE

Manufacturer Porsche
Type OHV, 4 cyl. opposed
Bore x stroke 2.94" x 2.92" or 3.15" x 2.52"
Capacity 1290 cc or 1286 cc
Head material Alum.
Block material Alum.
Valve head dia:
 Intake 1.50"
 Exhaust 1.20"
Induction system Two Solex 40 PBIC or 32 PBIC or 32 PBI
or 2-32mm Zenith DD carb.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward:

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09	2.75					
2.	2.13	1.94	1.76	1.61			
3.	1.61	1.47	1.35	1.23	1.13		
4.	1.35	1.14	1.04	0.96	0.89	0.85	0.82
5.							

Overdrive

 Make & Model: None

 Ratio

Final Drive Ratios: 6/31, 7/31, 7/34

CHASSIS

Wheelbase 82.7"
Track dimension, Front 55.0"
Track dimension, Rear 53.7"
Wheel diameter 15" or 16"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	11" drum		
Rear:	11" drum		

WEIGHT & CAPACITIES

Official weight:
Coupe: 1850 lbs.; Cabriolet: 1870 lbs.

ALTERNATE SPECIFICATIONS

60mm front brakes with vented backing plate.
E-P1200 alt brakes

ENGINE

Manufacturer BLMi
Type OHV, 4 cyl. in line
Bore x stroke 2.729" x 3.00"
Capacity 1147 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.30"
 Exhaust 1.15"
 Induction system Two 1.25" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.75	2.93	2.65			
2.	2.16	1.78				
3.	1.39	1.25				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock

Ratio 0.821

Final Drive Ratios: 4.11, 4.55, 4.88, 3.90

CHASSIS

Wheelbase 83"
Track dimension, Front 52.6"
Track dimension, Rear 51.5"
Wheel diameter 13"
Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	9.2" disc	9.7" disc	
Rear:	7.0" drum	8.0" drum	

WEIGHT & CAPACITIES

Official weight: 1585 lbs.

NOTE: Roll cage/bars requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Disc brakes: front — Girling 14P
Disc brakes (9.7") — #213227
Calipers and mounting kit — #V 734

Manufacturer: Turner
Model: 950S

Class: G

ENGINE

Manufacturer BMC
Type OHV, 4 cyl. in line
Bore x stroke 2.48" x 3.00"
Capacity 948 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.10" or 1.16"
 Exhaust 1.00"
 Introduction system Two 1.125" SU or 1.25" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.25"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.63	2.25	2.57			
2.	2.37	1.67	1.72			
3.	1.41	1.23	1.26			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: None

Ratio.....

Final Drive Ratios: 3.75, 4.22, 4.3, 4.55, 4.88, 5.12, 3.91

CHASSIS

Wheelbase 80.5"
Track dimension, Front 48.9"
Track dimension, Rear 48.2"
Wheel diameter 13" or 15"
Rim width 6"

BRAKES

Front:

Standard

9" disc

Alternate

drum

Alternate

Rear:

8" drum

WEIGHT & CAPACITIES

Official weight: 1297 lbs.

ALTERNATE SPECIFICATIONS

BMC MK III Transmission Case

H PRODUCTION

ENGINE

Manufacturer BLM
 Type OHV 4 cyl. inline
 Bore x stroke 2.48" x 3.00"
 Capacity 948 cc Cyl. Hd. Casting
 Head material C.I.
 Block material C.I. #28687 or 12A185
 Valve head dia:
 Intake 1.10" or 1.16"
 Exhaust 1.00"
 Induction system Two 1.25" SU or two 1.125" SU
 or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.25"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.20	3.63	2.93	2.57		
2.	1.92	2.37	1.75	1.72		
3.	1.36	1.41	1.24	1.26		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratios

Final Drive Ratios: 3.73, 3.91, 4.22, 4.55, 4.88, 5.38

CHASSIS

Wheelbase 80"
 Track dimension, Front 49.5"
 Track dimension, Rear 48.2"
 Wheel diameter 13"
 Rim width 5"

BRAKES

	Standard	Alternate	Alternate
Front:	7" drum		
Rear:	7" drum	See below	

WEIGHT & CAPACITIES

Official weight: 1557 lbs.

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82. Substitute Main Bearing Caps.

ALTERNATE SPECIFICATIONS

8.2" disc brakes, front (track increase to 50.2")
 Q2491 Alfin Brake drums
 Q2353 (ATA 7154) 8" front brakes Mark III transmission case
 Alt. rear backing plate and wheel cylinders #'s BTA 566 R/H, BTA 567 L/H, GWC 1102
 Battery tray may be removed

MKI Body Modification: Behind driver seat rear decks only, width of shoulder or seat, depth 6" max.

Manufacturer: Fiat
 Model: Fiat 850 Spider, Racer thru 1973

Class: H

ENGINE

Manufacturer Fiat
 Type OHV 4 cyl. inline
 Bore x stroke 2.56" x 2.5" or 2.56" x 2.68"
 Capacity 51.44 cu. in. or 55.1 cu. in.
 Head material Alum.
 Block material C.I.
 Valve head dia:
 Intake 1.146"
 Exhaust 1.028"
 Induction system One Weber 30 DICA downdraft or one Weber 4226434
 1.18" Pri.; 1.18" Sec.
 Weber 34 DMSA 1/100

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.3"
 Gearbox
 No. of speeds forward: 4
 Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	3.64	3.64	2.06		
2.	2.06	2.06	2.06	1.43		
3.	1.41	1.41	1.47	1.03		
4.	0.96	1.12	1.17	0.87		
5.						

Overdrive
 Make & Model: None
 Ratio.....

Final Drive Ratios: 4.875, 5.57, 4.62, 4.11, 4.37, 5.37

CHASSIS

Wheelbase 79.80"
 Track dimension, Front 56.13"
 Track dimension, Rear 56.43"
 Wheel diameter 13"
 Rim width..... 6.5"

BRAKES	Standard	Alternate	Alternate
Front:	8.9" disc	9.25" disc	
Rear:	7.3" drum		

WEIGHT & CAPACITIES

Official weight: 1557 lbs.

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

Fuel cell may be located in front trunk.

ALTERNATE SPECIFICATIONS

82346805 girling disc brake caliper

Manufacturer: Abarth Class: H
 Model: Fiat Abarth 850/S Record Monza, 750 GT, 750 Mille Miglia

ENGINE

Manufacturer Fiat Abarth
 Type OHV 4 cyl. inline
 Bore x stroke 2.46" x 2.72" or 2.40" x 2.52"
 Capacity 847 cc or 747 cc
 Head material Alum.
 Block material C.I.
 Valve head dia:
 Intake 1.02"
 Exhaust 0.94"
 Induction system One Weber 32 Impe or one Solex 32 PBIC

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.1"
 Gearbox
 No. speeds forward: 4 or 5
 Ratios:
 Std. Alt. Alt. Alt. Alt. Alt.
 1.
 2.
 3. (Same as 700 DOHC, 750 DOHC)
 4.
 5.
 Overdrive
 Make & Model: None
 Ratio:

Final Drive Ratios: 3.9, 4.3, 4.6, 4.9, 5.2, 5.4

CHASSIS

Wheelbase 78.7"
 Track dimension, Front 48.7"
 Track dimension, Rear 49.2"
 Wheel diameter 12" or 13"
 Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	Drum		
Rear:	Drum	See below	

WEIGHT & CAPACITIES

Official weight: 1313 lbs.

ALTERNATE SPECIFICATIONS

Disc brakes (single or dual pad)	903cc Fiat Motor (See Fiat 850 Spider) may be substituted. No interchange of parts is permitted.
Alfin brakes (2, 3, or 4 shoe)	
Front end reinforcement	

Manufacturer: British Leyland
Model: MG Midget (948)

Class: H

ENGINE

Manufacturer BLMi
Type OHV, 4 cyl. inline
Bore x stroke 2.48" x 3.00"
Capacity 948 c
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.16"
 Exhaust 1.00"
Induction system Two 1.25" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.25"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.20	3.63	2.93	2.57		
2.	1.92	2.37	1.75	1.72		
3.	1.36	1.41	1.24	1.26		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.73, 3.91, 4.22, 4.55, 4.88, 5.38

CHASSIS

Wheelbase 80.0"
Track dimension, Front 49.5"
Track dimension, Rear 48.2"
Wheel diameter 13"
Rim width 5"

BRAKES

	Standard	Alternate	Alternate
Front:	7" drum	8.2" disc	— increases front track to 50.2"
Rear:	7" drum		

WEIGHT & CAPACITIES

Official weight: 1557 lbs.

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Q 2491 Alfin brake drums
Mark III transmission case
Backing plate & wheel cylinders: Part # BTA 566 R/H BTA 566 L/H GWC 1102
Battery tray may be removed
Q 2353 (ATA 7154) 8" front brakes
Substitute main bearing caps

Manufacturer: Morgan Motor Company
Model: Morgan 4/4 Mk IV

Class: H

ENGINE

Manufacturer Ford 109E
Type OHV, 4 cyl. inline
Bore x stroke 3.2" x 2.56"
Capacity 1340 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.37"
 Exhaust 1.19"
 Induction system One Solex DD

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 7 $\frac{3}{8}$ "

Gearbox

No. speeds forward:

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.5					
2.	2.4					
3.	1.4					
4.	1.0					
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.1, 4.56, 4.8

CHASSIS

Wheelbase 96.0"
Track dimension, Front 51.5"
Track dimension, Rear 52.3"
Wheel diameter 15"
Rim width 6"

BRAKES

Front:

Rear:

Standard

11" disc

9" drum

Alternate

Alternate

WEIGHT & CAPACITIES

Official weight: 1563 lbs.

NOTE: Roll cage/bars requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

4/4-12-251 close ratio gears

Manufacturer: Opel
Model: Opel GT 1100

Class: H

ENGINE

Manufacturer Opel
Type 4 cyl. in line
Bore x stroke 2.95" x 2.40"
Capacity 65.76 cu. in.
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.26"
 Exhaust 1.06"
Induction system Two Solex 35 PDSI-2 26 MM

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 6.69"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.867					
2.	2.215					
3.	1.432					
4.	1.000					
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.89, 4.11, 4.375, 4.625

CHASSIS

Wheelbase 95.7"
Track dimension, Front 53.0"
Track dimension, Rear 54.0"
Wheel diameter 13"
Rim width 6.5"

BRAKES

	Standard	Alternate	Alternate
Front:	9.37" Disc	Disc #90000182	
Rear:	7.87" Drum	Disc #9280751	

WEIGHT & CAPACITIES

Official weight: 1676 lbs.

ALTERNATE SPECIFICATIONS

Disc 9.6" solid & calipers
P/N 90000183 left, 90000184 right

NOTES



Vertical text or markings along the right edge of the page, possibly a page number or a reference code.

1985 EDITION



**GT
CATEGORY
SPECIFICATIONS**

INCLUDES C AND D PRODUCTION SPECIFICATIONS

Sports Car Club of America, Inc.

6750 S. Emporia Street

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Englewood, Colorado 80155

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Printed in the United States of America

1/1/85

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FOREWORD

Effective January 1, of each year, all editions of the SCCA GT Category Specifications are superseded by the following SCCA GT Category Specifications.

The SCCA reserves the right to revise these Specifications, to issue supplements to them at any time, by "Drivers Newsletter", "Racing Bulletin" in Sports Car, Tech Bulletins and Supplements.

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Route 3, Box 162
Charlottesville, VA 22901
(804) 971-9668

1985

GT CATEGORY SPECIFICATIONS

GT Specifications revised and Approved: Allowing tube frame cars beginning 1/1/84. All prior registered automobiles may up-date to these specifications and/or as specified for specific automobiles listed herein.

These specifications are part of the SCCA GENERAL COMPETITION RULES (GCR) and all automobiles must conform with GCR Appendix A.1 "GENERAL REGULATIONS".

6. GT Category

6.1 Eligibility/Recognition

Each year the SCCA will publish a list of cars eligible to compete in the SCCA GT Category for the year.

To be eligible, a minimum of 5000 units of the specified make/model must be produced within a 12 month period, and all vehicles must be approved by the EPA and DOT for sale in the United States. (Production cars reclassified into GT Category need not meet minimum production quantities.)

All alternate/optional equipment and/or specifications must be available in sufficient quantity and at a reasonable price to supply legitimate competitors. Alternate/optional equipment and/or specifications are defined as: any item specifically recognized/ listed by the SCCA that is different from that supplied on identical cars produced in sufficient quantity to qualify for basic recognition. If an item is found not to be in compliance with the policy stated above, recognition of the specific item will be rescinded, not later than the beginning of the next calendar year. The SCCA may discontinue the eligibility of any previously recognized make or model or disapprove any specification at any time.

6.2 GT Category Specifications

The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. GT Category automobiles may be updated or backdated within the specifications

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of a recognized make and model as listed on a single page of the GTCS. In case of doubt involving specifications not adequately described in the GTCS, Scrutineers/Stewards may refer to maintenance books, spare parts books, general catalogues published by vehicle manufacturers, MVMA specifications and FIA homologation forms for that make and model, or inspect other cars of the same make and model. Cars must meet or exceed the minimum racing weight as listed in the GTCS. Weight of the car is as qualified or raced, with driver (except GT-1 automobiles which are weighed without driver.)

Construction of tube frame cars is permitted and a standard maximum track dimensions for tube frame cars are as follows:

- GT-1 68.0" Front & Rear
- GT-2 61.0" Front & Rear
- GT-3 60.0" Front & Rear
- GT-4 58.0" Front & Rear
- GT-5 56.0" Front & Rear

Definition: A non-tube frame car has a stock floor pan, firewall, door pillars, sills, windshield and window frames, etc.

Classes as follows: GT-1, GT-2, GT-3, GT-4, GT-5. (Including former Production Category cars reclassified to GT Category.)

6.3

Safety Equipment required on all cars.

A. Bulkheads

1. A metal bulkhead must separate the driver/front passenger compartment from the compartment containing the fuel cell. The fuel cell, cap, filler neck and all fittings must be isolated so that in case of spillage, leakage, or failure, fuel will not reach the driver.
2. A firewall must separate the engine compartment from the driver/passenger compartment. (Refer to GCR Appendix A, "Firewalls" and Appendix G, "Firewall".)

B. Fuel Cells: Required on all cars registered after 1/1/83

1. A safety fuel cell complying with GCR Appendix X must be installed. All fuel tank vents must incorporate check valves to prevent fuel spillage. Dry-break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork.

C. Roll Cage Required on all cars registered after 1/1/79.

1. A roll cage complying with the GCR Appendix Z must be installed, and must include side bars across driver's door opening. Mandatory roll cages required for all GT-1 cars.

D. Windows

1. A window safety net complying with the GCR Appendix A.1.5.1 must be installed to prevent the drivers arms and/or head from protruding through the window opening.
2. Windshield safety clips and rear window safety straps must be installed on all closed cars. Three (3) clips (3 inch x 1 inch x 1/8 inch) must be bolted or riveted to the body at the top of the windshield. Two (2) clips (3 inch x 1 inch x 1/8 inch) must be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips must be spaced a minimum of twelve (12) inches apart. The rear window must be secured with two (2) metal straps (1 inch wide x 1/8 inch) bolted or riveted to the body at the top and bottom of the rear window. It is recommended that three (3) one (1) inch wide strips of steel or aluminum be installed behind the windshield to support it from collapsing inwards if it becomes damaged.

E. Fire Systems Required on all cars registered after 1/1/83.

1. An onboard fire extinguishing system complying with the GCR Appendix A.1.5.1 is required with a minimum capacity of five (5) pounds. Outlets must be directed to driver and fuel cell compartments (engine compartment optional).

F. Master Switch

1. A master switch complying the GCR Appendix A.1.5.1 is required.

G. Scattershields

1. A scattershield or explosion proof bell housing complying with the GCR Appendix A.1.5.1 is required.

H. Mirrors

1. Mirrors shall provide visibility to the rear and both sides of the car.

I. Oil Catch Tanks

1. Oil catch tank(s) complying with th GCR Appendix A.1.5.1 is required.

6.4 Authorized Modifications

D Production cars shall be prepared ONLY to GCR Appendix A.1 and PCS Specifications until further notice.

GT-2 (former C Production) cars may construct a tube frame chassis using only GT Category Specification 6.2, 6.3.A. through I., 6.4.A.1 through 6, and 6.4.B.1 through 12 except as listed herein. No other GT Category rules shall be used. All suspension, drive train, induction systems, engine modifications and its location

MUST be per the Production Car Specifications. GT-2 (former C Production) car may use an alternate (aftermarket) brake calipers, but no change in rotor diameter.

A. General

1. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer, unless specifically authorized by these rules, or required by the GCR.
2. Any springs (including torsion bars) may be replaced by others of unrestricted origin, unless specifically prohibited by these rules.
3. Where alternate suspension and/or drive train equipment is authorized, modifications to the car/chassis are permitted to install authorized equipment, provided the modifications serve no other purpose.
4. Component parts of the bodywork, such as hood, doors, fenders (see item B.8), deck lid, rocker panels, etc., may be lightened or replaced by ones of alternate materials, provided the shape is identical to the original or approved alternate. The original roof, windshield pillars and angle of the windshield must be maintained.
5. Spare wheel and tire must be removed.
6. Glass and/or plastic headlights, front parking lights, front signal lights, lenses and bulbs must be removed. Headlight openings must be covered with a wire mesh screen or panel having the same contour as the original lens, mounted so that the headlight bezel/rim remains in place, maintaining the standard appearance of the production automobile. Side marker light assemblies must be removed and the resulting openings covered with a plate whose dimensions do not exceed those of the original parts. Other lighting parts and operating mechanisms may be removed. In the case of pop-up headlights, the entire assembly may be removed and the opening covered with a screen or plate (as above, without the headlight bezel/rim requirement) which provides a stock appearance. It is not permitted to relocate the standard headlight, parking light, signal light, etc. openings.
Ducts from headlights, front parking lights, and front signal lights in the front of the car may be used for ducting air to the engine, front brakes, and/or oil cooler(s). These ducts may pass through interior panels for this purpose.

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The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.

B. Chassis and Bodywork

The purpose of the following rules is to maintain recognizable external features of the manufacturers make and model, while providing necessary safety and performance modifications. Restrictions regarding external body shape and use of bellypans is aimed at preventing attempts to obtain ground effect or streamlining. Provisions in the rules permit one off chassis and frames, to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects). The original roof, windshield pillars and angle of the windshield must be maintained. Semi-monocoque or monocoque construction is prohibited.

1. The external shape of the body cannot be changed, except when specifically authorized. Standard grills, window openings, rain gutters, all external trim and model identification or approved facsimiles must be retained.
2. Chassis, frame or subframe may be lightened, reinforced, or replaced, provided components and attachments are not relocated, except where specifically permitted. Reinforcing does not authorize the use of bellypans forward of the firewall, or aft of the front edge of the rear wheel opening. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.
3. The firewall and/or floor may be replaced with aluminum alloy or steel providing they remain in the same locations as the recognized model. Firewalls may be modified or notched for installing headers, carburetors or to allow engine relocation as authorized by these rules.
4. Bumpers may be removed providing all projecting hardware is removed except when it (they) are an integral part of the bodywork, in which case it (they) may be replaced with replica(s) of different material. Non-integral bumpers may be replaced with a replica of alternate material or removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose.
5. The driver seat must be replaced with a racing-type bucket seat providing lateral support for the torso. Seat mountings must be reinforced. (See Appendix Z.L. "Drivers Seat") Drivers seat must be located so that another seat of equal dimensions could be fitted to the passenger side of

- the car (no center seating). The driver's seat must be firmly mounted to the structure of the car. In cars where the seat back is up-right, the back of the seat must be firmly attached to the main roll hoops, or its cross bracing, so as to provide aft and lateral support. Bulkheads, firewalls, rear decks or similar structures of suitable strength may be used as a substitute for the main roll hoop or cross bracing to provide the required seat back support. Rear seat and seatback must be removed. The passenger seat must be removed.
6. Doors may be pinned, but not bolted, to prevent their opening in case of an accident. Standard door hinges and latch mechanisms may be removed, but the doors must be capable of being opened or removed. Interior door panels may be removed and the door window slots may be covered. Pins or straps may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.
 7. All driver and front passenger door window glass must be removed. Window cranks and mechanisms may be removed. Rear quarter, rear side and rear windows may be of transparent (clear) polycarbonate material, minimum thickness 1/8 inch, but must remain in the same position in the frame or opening as the original glass it replaces, rubber molding optional.
 8. The contour of the fender may be changed for tire clearance provided the shape (in horizontal projection) is the same as the original and does not confuse the identity of the car. Fender openings must be of the shape and size as the original. The tire shall not extend beyond the fender openings at the highest point of the tire. Ventilation openings, other than those which are standard production on the recognized model, are prohibited.
 9. Inner fender panels separating the wheel wells from the engine compartment may be altered or removed. Rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver compartment and wheel wells.
 10. Replacement, addition or removal of accessories, (gauges, switches, indicators, etc. or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical

performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules. Floor mats and all interior trim must be removed.

11. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward most part of the front fender opening (cutout) and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grill opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the four (4) inch minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator and/or oil cooler(s), equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.
12. Rear spoilers are permitted only on specific cars as listed in the GTCS. Except GT-1 which is allowed to fit a rear deck spoiler that complies with either:
 - a. A production rear spoiler that is standard for the model, or approved alternate.
 - b. A lip-type rear spoiler contiguous with the deck lid fitted rearwards of the rear window no higher than 6", no wider than the body, excluding fender flares and no farther rearwards than the end of the body, no side panels/fences.

C. Suspension and Wheels

1. Wheel base of the automobile shall not be changed or relocated in a fore/aft direction.
2. Suspension components may be reinforced, modified, or replaced. Cars in classes other than GT-1 must retain manufacturers original type front suspension, i.e. McPherson strut, un-equal length A-arm, etc. (Alternate suspension components for GT-1 must be specifically approved by SCCA.
3. The manufacturers system of rear suspension must be retained, i.e. beam (live) axle, McPherson strut, independent, trailing arm, etc.
4. Suspension mounting points, including suspension springs, may be relocated.
5. Suspension springs may be replaced with others of unre-

- stricted origin.
6. Modifications or substitution of hubs, bearing, spindles, axle shafts, universal joints, flex joints, and CV joints is permitted.
 7. Addition or substitution of anti-roll bars, camber compensating devices, and/or suspension stabilizers are permitted. If these devices extend into the driver/passenger compartment, they must be completely sealed off by metal panels. (Ref: GCR Appendix G Stabilizer)
 8. Suspension bushings and joints may be replaced by others of different material and/or design. Offset bushings and spherical bearing are permitted, including adjustable type.
 9. Steering arms, pitman arms and steering linkage component parts may be modified, reinforced or substituted. The steering system may be changed and/or relocated.
 10. The steering wheel may be replaced and rake of the steering column may be altered. A collapsible type of steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is required in all newly registered cars and highly recommended for prior registered cars.
 11. Substitute wheels of any type may be used provided their dimensions and the track they determine are within the limits specified in the GTCS for that model. All four wheels must be of the same diameter.
 12. Shock absorbers: It is not permitted to alter the number of shock absorbers. The make of shock absorber and its points of attachment may be moved. Shock absorbers may have load bearing capacity, e.g. gas filled or coil over. When using load bearing shocks, the original springs may be removed.

D. Electrical Systems

1. Standard battery may be replaced by one of different make and capacity. The battery may be relocated and must be securely mounted and enclosed in a non-conductive protective box. (See GCR Appendix A)
2. The electrical system may be modified or replaced provided an operating starter motor and two (2) brake lights are retained.
3. Any distributor or transistorized ignition system (including crank-triggered), firing the same number of spark plugs as the original distributor, may be used. Magneto ignition is prohibited unless listed in the GTCS. Ignition wiring and spark plugs are unrestricted.

E. Engine and Drive Train-General.

1. U.S. produced V-6 and V-8 engines manufactured by the same corporation may be interchanged for ones of similar configuration from the same corporation (i.e. using a Chevrolet engine in a Pontiac). All interchanges must be specifically approved by SCCA.
2. Exhaust manifold(s) header(s), tail pipe(s) and muffler(s) may be of unrestricted origin. The exhaust pipe(s) and/or muffler(s) may be recessed into the floor panel and rocker panel, but shall not pass through the door in whole or part. Exhaust opening(s) must exit to the rear of the wheel base centerline and away from the body.
180° Headers: The passengers side floor pan may be raised to accommodate the use of these headers, but the floor pan shall not be raised higher than the drive shaft tunnel.
3. All GT Category cars must comply with GCR, Appendix N, "Sound Control".
4. Exhaust emission control air pumps, associated lines and nozzles and EGR devices cannot be modified in any way except that they may be completely removed. When air nozzles are removed from the cylinder head, the holes must be completely plugged.
5. Substitution or modification of the clutch and/or flywheel is permitted provided no changes are made in the diameter of the flywheel, except in GT-1. The use of dowel pins and/or additional mounting bolts is permitted. Any modification may be made to the clutch operating mechanism including the replacement of mechanical linkage with a hydraulic system.
6. It is permitted to lighten, balance, or modify in shape, by tooling, the standard or optional components of the engine and drive train, provided it is always possible to identify them as such. Material shall not be added to these components unless specifically authorized by these rules.
7. Alternate engine and drive train components considered replacement parts, such as seals, bearings, valve guides, pushrods, water pump, timing chains/belts and sprockets, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed.
8. The substitution of valve spring retainers and keepers is permitted. Valve springs are unrestricted (including number) provided the type and location remain unchanged.

9. Generator (alternator), crankshaft and water pump pulleys may be altered or replaced with others of unrestricted origin. Any crankshaft vibration dampener is allowed.
10. Any oil pan (sump), oil pump(s) and/or pickups is allowed. Oil pump(s) must be driven mechanically by the engine. Dry sump systems are permitted. The oil tank must be located within the bodywork. The oil tank, cap and all fittings must be isolated so that in case of spillage, leakage, or failure, oil will not reach the driver. Any oil filter(s) may be used.
11. Installation of any vent or breather on the engine, transmission or differential is permitted. (See "Oil Catch Tanks") Crankcase vacuum devices are prohibited. (See GCR Appendix A)
12. Any readily available transmission having no more than five (5) forward speeds and a reverse may be used providing the location is the same as the production automobile. Any shift linkage may be used.
13. Heavy duty propeller shaft(s) and/or drive shaft(s) may be used. Steel retaining strap(s) must be used to prevent drive shaft failure from dropping or entering driver compartment.
14. Any axle tube, final drive housing, gear ratio, limited slip, or locked differential may be used. Final drive units which permit ratio changes while the car is in motion are prohibited except where standard production.
15. Engine and transmission mounts may be of alternate shape and/or material. Cars with engines mounted longitudinal to the chassis may relocate the engine in a longitudinal, not lateral, direction within the following restrictions:
 - a. V-8 and V-6 engines must align the center of the foremost spark plug hole in line with the front axle spindles.
 - b. In-line six (6) cylinder engines must align the center of the third spark plug hole, (from the front) in line with the front axle spindles.
 - c. In-line four (4) cylinder engines must align the center of the second spark plug hole, (from the front) in line with the front axle spindles.
 - d. Other configurations (including rotary piston) no relocation is permitted.

16. Transverse mounted engines may be rotated for axle/CV joint alignment.

F. Engine, Reciprocating

1. Engines may be rebored a maximum of 1.2 mm (0.047 inch) over the standard bore size listed in the GTCS (except as specified for GT-1).
2. Crankshaft main bearing caps may be modified or substituted. Main bearing cap straps or girdles and/or additional main bearing cap bolts may be used, provided that no material is added to the block for their attachment.
3. The crankshaft may be replaced with another of the same basic material, but with no change in stroke (except as specified for GT-1) and provided the angles of the crank throws remain the same. The engine firing order must remain unchanged.
4. Connecting rods may be replaced with any connecting rod of steel (ferrous) material. Aluminum, titanium, and non-metal connecting rods are prohibited, except where fitted as standard.
5. Any pistons and piston pins may be used.
6. Any camshaft(s) may be used, provided locations is (are) the same as standard.
7. Any cam followers may be used, except that roller cam followers shall not be used (except V-6 and V-8 pushrod engines in GT-1 are permitted roller cam followers.)
8. Any rocker arms and rocker assembly supports may be used.
9. Valve sizes are unrestricted except when limited by the GTCS for specific automobiles. Centerlines shall not be altered. Valves may be of alternate material, non-metal is prohibited.
10. Compression ratio may be altered by machining, using any head gasket(s) or elimination of head gasket(s).

G. Engine, Rotary Piston

1. The capacity of the working chamber(s) shall not be changed.
2. The eccentric shaft may be replaced with another of the same basic material, but no changes in eccentricity or journal dimensions are permitted.
3. Rotor is unrestricted, providing the material and number of lobes remain unchanged.
4. Alternate rotor housings are allowed only as listed in the GTCS for specific automobiles. No changes are allowed in the epitrochoidal curve in alternate housing. Rotary

engines must use an SCCA approved muffler than meets the 108 dba limit.

H. Cooling Systems

1. Cooling fan(s) may be modified, substituted or removed. Electrically operated cooling fan(s) may be installed, provided it (they) serve no other purpose. The use of any engine, transmission and/or differential oil cooler(s) is (are) permitted provided it (they) are mounted completely within or under the bodywork, but not in the driver/passenger compartment. Associated oil cooler pumps and lines are permitted for the transmission and differential. Air ducts may be fitted to the oil cooler(s) as specifically authorized herein.
2. Any water radiator is allowed, provided there are no changes in the exterior bodywork to accomodate its use. It shall not be located in the driver/passenger compartment. Separate expansion or header tank(s) are permitted, provided they are mounted in the engine compartment. The heater core may be removed entirely but not modified or replaced.
3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
4. On water-cooled cars, thermostats may be modified or replaced with blanking sleeves or restrictors.

I. Fuel Induction System

All inducted air must pass through venturi(s).

1. Any air filter(s) may be used, or the filter(s) may be removed. Velocity stack(s) and/or air box(es) may be fitted. Air may be ducted to the carburetor(s) provided the ducting is contained within the engine compartment and air is supplied through normal induction openings in the bodywork (or as specifically authorized herein).
2. Any fuel pump(s) may be used and the location(s) may be changed. Fuel pump(s) shall not be located in the driver/passenger compartment.
3. All fuel/oil lines passing through the driver/passenger compartment must be steel or metal braided hose. Number of fuel lines is unrestricted.
4. Carburetors:
 - a. Reciprocating engines: Carburetor(s) and intake manifold(s) are unrestricted except as limited in the GTCS for a specific make/model. All cars with restricted carburetion are required to use I.R. manifolds with no

plenums or balance pipes. Except GT-1 unless otherwise restricted for specific automobiles. Intake manifold(s) must be attached to the head(s) without modification to the head(s).

- b. Rotary engines: Carburetor and intake manifold is unrestricted except as limited in the GTCS for a specific make/model. All cars with restricted carburetion are required to use I.R. manifolds with no plenums or balance pipes. Intake manifold(s) must be attached to the end cover(s) or rotor housing(s) without modification to the end cover(s) or rotor housing(s).
 - c. No portion of the intake manifold(s) may extend into the intake ports (reciprocating and rotary engines.)
 - d. Carburetors must incorporate a butterfly-type throttle plate for engine speed control.
5. Supercharging/turbocharging is prohibited except as specified in the GTCS for a specific make/model.
 6. Float(s) shall not be removed or altered to produce (a) floatless carburetor(s).
 7. Fuel injection is not permitted unless the automobile is equipped with fuel injection as standard equipment. Any modifications may be made to the standard fuel injection system, except changing the make and model of the fuel metering and/or distribution unit. Throttle control must be butterfly type. Alternate fuel injection system may be specifically approved by the SCCA.
 8. Any throttle linkage may be used.
 9. Induction systems must be equipped with a positive method of throttle closing by means of (an) external spring(s).

K. Brakes

1. Any dual master cylinders and/or pressure equalizing/regulating devise(s) are permitted.
2. Servo-assist systems are unrestricted.
3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules.
4. The handbrake may be removed.
5. Brake lines must be steel or metal braided hose. They may be relocated any may be given additional protection.
6. Brake rotors, calipers, and/or drums are unrestricted except as limited by the GTCS for a specific make/model. Brake rotors/drums must be located in the original position (e.g. inboard vs. outboard).

7. Water cooled brakes are permitted, maximum reservoir capacity -- 2 gallons, maximum line size 3/16 inch I.D.

The water must be atomized by an atomizing nozzle and the water must enter the air duct a minimum of 12 inches from the centerline of the spindle/axle.

ALTERNATE EQUIPMENT

GT-1 V-8 & V-6 Alternate aluminum cylinder head supplied by the manufacturer of the automobile may be used when approved by SCCA for specific automobiles. No change in number of valves is permitted.

Pre 1984 Chevrolet Corvettes: Add 40 lbs forward of the engine to compensate for weight reduction when using aluminum cylinder heads. This ballast must consist of not more than 2 units securely attached but capable of removal for verification. Minimum total weight is unchanged.

The following table is a guideline. Additional information listed in GTCS book for each automobile may supercede this table.

GT-1 V-8 and V-6 WEIGHT/DISPLACEMENT TABLE
Induction 1 11/16" Bore Max

Up to 6.0 liter/366 CID Max	3000 lbs	4150 Holley
Up to 5.5 liter/336 CID Max	2850 lbs	4150 Holley
Up to 5.1 liter/311 CID Max	2700 lbs	4150 Holley
Up to 4.5 liter/274 CID Max	2550 lbs	4150 Holley
Up to 4.1 liter/250 CID Max	2400 lbs	Unrestricted

Bore and stroke combinations unrestricted, except for specific automobiles that may be restricted see GTSC Spec pages.

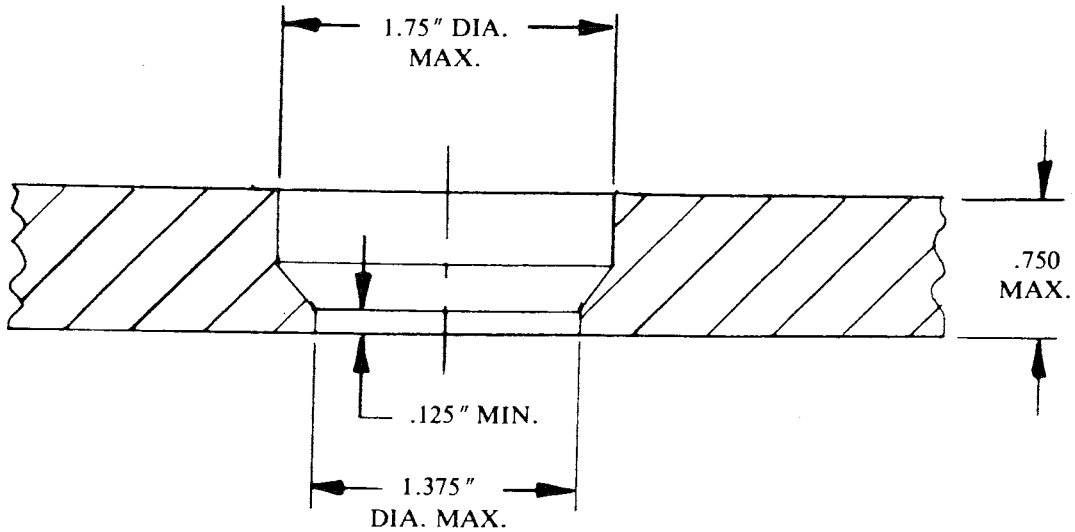
Trans-Am Cars:

Trans-Am cars may compete in GT-1 Category as prepared for Trans-Am, but are required to have a minimum weight of the GT-1 car weights of equal displacement.

REQUIRED RESTRICTOR PLATE FOR GT ENGINES
OVER 6.0 LITERS (366 CID)

THROTTLE RESTRICTOR PLATE
MATERIAL: ALUMINUM, THICKNESS .750" MAX.

1.375" RESTRICTOR, HOLE MUST BE MAINTAINED
FOR A DEPTH OF .125" MIN.



RELIEF ANGLES TO CLEAR BUTTERFLYS, UNRESTRICTED

GT-1 CATEGORY

1984
"GT" CATEGORY SPECIFICATIONS

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Manufacturer: American Motors
Model: Concord

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 108.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: remove

Coachwork: Steel

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock): 6

BRAKES: Unrestricted

ENGINE

Type: 8 cylinder V, water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 3.75"

Total Displacement: 304

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: AMC

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Coil Upper Arm

Rear Type: Hotchkiss Leaf

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

Journal Diameter: 2.746"

Journal Diameter: 2.095"

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: American Motors
Model: Gremlin 2-door Sedan

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 96.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saqinaw

Type: Recirculating Ball

No. of Turns (lock to lock): 6.0

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 3.750"

Stroke: 3.440"

Total Displacement: 304 C.I.

Material of Block: Cast Iron

Number of Main Bearings: 5

Journal Diameter: 2.7481"

Connecting Rod Material: Ferrous

Journal Diameter: 2.0944"

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Borg Warner T-14 or T-10

No. of Forward Speeds: 3 / 4

No. of Reverse Speeds: 1 / 1

Injection Pump:

FLYWHEEL

Diameter: 11.95"

ALTERNATE SPECIFICATIONS:

Manufacturer: American Motors
Model: Javelin—1968

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 109.0"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw
Type: Recirculating Ball
No. of Turns (lock to lock): 3.5

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V-8 Water Cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 95.25 mm (3.75")
Total Displacement: 290 CID
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 69.85 mm (2.75")
Journal Diameter: 53.09 mm (2.09")

CYLINDER HEAD

Material of Head: Cast Iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Warner/BW Std. Auto
No. of Forward Speeds: 4 3
No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: American Motors
Model: Javelin—1969

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 109.0"

Front Track: 67.98"

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Springs

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock): 4.0/3.2

BRAKES: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: V-8 Water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 103.63mm (4.08")

Total Displacement: 360 CID

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material:

Stroke: 87.37mm (3.44")

Journal Diameter: 69.85mm (2.75")

Journal Diameter: 53.09mm (2.09")

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Warner

	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V8, 310 CID Max

WEIGHT
2700 lbs.

Manufacturer: American Motors
Model: Javelin AMX—1970

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 109.7"
Front Track: 67.98"
Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: American Motors
Type:
No. of Turns (lock to lock): 4.0/3.2

BRAKES: Unrestricted

ENGINE

Type: V-8 Water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 103.63mm (4.08")
Total Displacement: 360 CID
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

CYLINDER HEAD

Material of Head: Cast Iron
No. Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Warner/B.W.	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head—488 7243
V8 310 CID Max

WEIGHT
2700

Manufacturer: American Motors
Model: AMX & Spirit

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 96.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Upper Arm
Rear Type: Hotchkiss Leaf
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw
Type: Recirculating Ball
No. of Turns (lock to lock): 5

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 3.75"
Total Displacement: 304 cid
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Steel

Stroke: 3.44"

Journal Diameter: 2.746"
Journal Diameter: 2.095

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: AMC
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: - Buick
Model: Regal

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2500 lbs.

Wheelbase: 108.1

Front track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent/Coil

Rear Type: 4 Link/Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 6 cylinder V, water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 3.8

Stroke: 3.4

Total Displacement: 231

Material of Block: Cast Iron

Number of Main Bearings: 4

Connecting Rod Material: Steel

Journal Diameter: 2.50"

Journal Diameter: 2.25"

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 6

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 6

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: G.M.

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

ENGINES:

231 V6, W-C, OHV (w-Turbo)

301 V8, W-C, OHV

305 V8, W-C, OHV

193 V6, W-C, OHV

WEIGHT

3300 lbs.

2700 lbs.

2700 lbs.

2300 lbs.

1/1/85

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Manufacturer: Buick Motor Division of G.M.
Model: Buick Skyhawk

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2500 lbs.

Wheelbase: 97.0"

Front Track: 67.99"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock): 4.4

BRAKES: Unrestricted

FINAL DRIVE

Type: Salisbury HyPoid

ENGINE

Type: V-6 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 96.5mm (3.80")

Total Displacement: 3785 cc

Material of Block: Cast Iron

Number of Main Bearings: 4

Connecting Rod Material: Ferrous

Stroke: 86.4mm (3.40")

Journal Diameter: 61.5mm (2.4995")

Journal Diameter: 50.8mm (2.000")

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 6

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 6

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chevrolet Std. Auto

No. of Forward Speeds: 4 3

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter: 13.20"

ALTERNATE SPECIFICATIONS:

Manufacturer: CHEVROLET
Model: Camaro—1967-69

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 108.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Saginaw

Type:

No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 101.65mm (4.002")

Total Displacement: 302.4 cid

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Chevrolet

	Std.	Auto
No. of Forward Speeds:	4	2
No. of Reverse Speeds:	1	1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Rear Deck Spoiler—#3916633

Cylinder Head 336746

Cylinder Head 3967584, 14011058

310-366 W.C. OHV, Carburetion: Holley 4150

WEIGHT

3000 lbs.

1/1/85

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Manufacturer: CHEVROLET
Model: Camaro 1970—'81

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 108.0"

Front Track: 67.98"

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Chevrolet

Type: Recirc. Ball/Worm & Sector

No. of Turns (lock to lock): 4.1/2.29

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V8 water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 101.63mm (4.00")

Stroke: 88.39mm (3.480")

Total Displacement: 350 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 62.2mm (2.45")

Journal Diameter: 53.34mm (2.10")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chevrolet

Std.	Auto
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No. of Forward Speeds:	4	3
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No. of Reverse Speeds:	1	1
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Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head—#336746

Cylinder Head—#3965784, 14011058

310 CID Max

250 CID 6 CYL

WEIGHT

2700 lbs.

2450 lbs.

Manufacturer: GM
Model: Camaro, Firebird, Trans-Am V6 1980-'81

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2450 lbs.

Wheelbase: 108.0/108.2"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock): 2.41

BRAKES: Unrestricted

ENGINE

Type: V6 water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 3.80

Total Displacement: 231 cid

Material of Block: Iron

Number of Main Bearings: 4

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Coil

Rear Type: Live Axle-Leaf

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter: 2.49

Journal Diameter: 2.249

CYLINDER HEAD

Material of Head: Iron

No. Intake Ports: 3

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 3

CARBURETION: See Below

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V6 3.8 Engine Carburetion: Unrestricted

V6 Over 3.8 Carburetion: Holley 4150

1/1/85

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Manufacturer: GM
Model: Camaro/Firebird, Trans-Am 1982 —

Class GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2800 lbs.

Wheelbase: 101.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Steel

WINDOWS

Door: Remove

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock): 2.5-2.7

BRAKES: Unrestricted

SUSPENSION

Front Type:

Rear Type:

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

ENGINE

Type: V8 water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.00

Total Displacement: 305

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material:

Stroke: 3.00

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Iron

No. of Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: GM

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Chevrolet
Model: Monza V6 1980-

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2450 lbs.

Wheelbase: 97.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock): 4.4

BRAKES: Unrestricted

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

ENGINE

Type: V6 water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 3.80

Total Displacement: 231 cid

Material of Block: Iron

Number of Main Bearings: 4

Connecting Rod Material: Ferrous

Stroke: 3.40

Journal Diameter: 2.49

Journal Diameter: 2.249

CYLINDER HEAD

Material of Head: Iron

No. Intake Ports: 3

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 3

CARBURETION: See Below

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V6 3.8 Engine Carburetion: Unrestricted

V6 Over 3.8 Carburetion: Holley 4150

Manufacturer: CHEVROLET
Model: Monza

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 97.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Salisbury Axle/Torque Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

STEERING

Make: Saginaw
Type: Recirculating Ball
No. of Turns (lock to lock): 4.4

BRAKES: Unrestricted

ENGINE

Type: 8 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 4.00"

Total Displacement: 305 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Stroke: 3.00"

Journal Diameter: 2.448"

Journal Diameter: 2.100"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Chevrolet

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS

ENGINES:

231 V6, W-C, OHV Carburetion: Unrestricted

193 V6, W-C, OHV Carburetor: Unrestricted

366 V8, W-C, Carburetor Holley 4150

WEIGHT

2500 lbs.

2400 lbs.

3000 lbs.

Manufacturer: CHEVROLET
Model: Monza Mirage

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 97.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Urethane and Steel

STEERING

Make: Saginaw

Type: Recirculating Ball/Worm and Sector

No. of Turns (lock to lock): 2.8 Servo

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.00

Total Displacement: 305 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.:

TRANSMISSION

Make: Chevrolet

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter: 62.205mm (2.449")

Journal Diameter: 53.340mm (2.100")

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter: 10.5"

ALTERNATE SPECIFICATIONS:

Cylinder Head: Part No. 336746

Cylinder Head: Part No. 3965742, 14011058

Front Fender P/N 5779 (L)

Front Fender P/N 5780 (R)

Rear Fender P/N 5791 (L)

Rear Fender P/N 5792 (R)

Front Air Dam & Grille 5793

Rear Spoiler 5796

Fresh Air Hood 5797

366 W.C. OHV, Carburetion: Holley 4150

WEIGHT
3000 lbs.

1/1/85

15

Manufacturer: Chevrolet
Model: Corvette 1984 —

Class GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 96.2

Front Track: 67.98

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Fiberglass

STEERING

Make: Saginaw

Type: Rack & Pinion

No of Turns (lock to lock): 2.36/1.96

BRAKES: Unrestricted

ENGINE

Type: V8, water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.00

Total Displacement: 350

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 58.42mm

Journal Diameter: 50.80mm

CYLINDER HEAD

Material of Head: Iron

No. of Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Cross Flow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION:

Make: Chevrolet

No. of Forward Speeds:

No. of Reverse Speeds:

Std.

4

1

Alt

5

1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

311 CID Holley 4150 Weight 2700 lbs.

Fiberglass Floor & Firewall may be replaced with aluminum or steel

Hood: Diversified Glass Prod. #DT1-84-HFF

Manufacturer: CHRYSLER
Model: Dodge Challenger T/A—1970

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 110.0"

Front Track: 67.98

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Chrysler

Type: Recirculating Ball

No. of Turns (lock to lock): 5.2/3.6/2.5

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 102.6mm (4.04")

Total Displacement: 339 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Stroke: 84.1mm (3.31")

Journal Diameter: 63.5mm (2.5")

Journal Diameter: 54.0mm (2.125")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chrysler Std. Auto

No. of Forward Speeds: 4 1

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Dodge Dart 273

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2600 lbs.

Wheelbase: 111.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar
Rear Type: Live Axle—Laminated Leaf

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hotchkiss

STEERING

Make:

Type:

No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 92.1mm (3.63")

Total Displacement: 273.8 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Stroke: 84.1mm (3.31")

Journal Diameter: 63.5mm (2.5")

Journal Diameter: 54.1mm (2.13")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

Injection Pump:

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Dodge
Model: Conquest Turbo, 2.2, FWD

Class GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2300 lbs.

Wheelbase: 97.09"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil-strut

Rear Type: Coil/semi indep. trail-arm

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw

Type: Rack & Pinion

No of Turns (lock to lock): 2.5

FINAL DRIVE

Type: Trans-axle

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder, water cooled sonic

(Number of cylinders, location, cooling, valve operation)

Bore: 87.5mm

Total Displacement: 2213cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Stroke: 92mm

Journal Diameter: 60mm

Journal Diameter: 53mm

CYLINDER HEAD

Material of Head: Alum

No. of Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: NA

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch

Location & Type of Air Throttle: Throttle body

TRANSMISSION:

Make: Chrysler

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump: Electric

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Turbo: Garrett Airesenlch

Air inlet diameter: 50mm maximum

Manufacturer: FORD
Model: Cobra II 302

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 96.2"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Hotchkiss—Leaf

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gear LTD

Type: Rack & Pinion

No. of Turns (lock to lock): 4.15

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.00"

Stroke: 3.00"

Total Displacement: 5000 cc 302

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 2.249"

Journal Diameter: 2.123"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Fairmont 302

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 105.4"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Hybrid McPherson—Coil Lower Arm

Rear Type: Four Bar Link—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gear LTD

Type: Rack & Pinion

No. of Turns (lock to lock): 4.1

BRAKES: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: 8 cylinder V, water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.00"

Total Displacement: 5000 cc 302 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Stroke: 3.00"

Journal Diameter: 2.249"

Journal Diameter: 2.123"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang 1973

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 109.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Ford

Type: Recirculating Ball

No. of Turns (lock to lock): 4.6

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.002"

Total Displacement: 351 cid

Material of Block: Cast iron

Number of Main Bearings:

Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter: 2.748"

Journal Diameter:

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

310-CID Max

WEIGHT

2700 lbs.

Manufacturer: FORD
Model: Maverick

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 103.0"

Front Track: 67.98"

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Ford

Type: Recirculating

No. of Turns (lock to lock): 5.4

BRAKES: Unrestricted

ENGINE

Type: Six cylinder inline or V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 3.682" (250)/4.002" (302)

Total Displacement: 250 (6)/302 (V-8)

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 6/8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 6/8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 3

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

6-250 CID Carburetion: Unrestricted

WEIGHT

2600 lbs.

Manufacturer: FORD
Model: Mustang H.T., Fastback & Shelby GT 1965-69

GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 108.6"

Front Track: 67.98

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make:

Type:

No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.000

Stroke: 3.000

Total Displacement: 302

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material:

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V8, 310-366 W.C. OHV

WEIGHT

3000 lbs.

Manufacturer: FORD
Model: 1969-70Mustang 302, Boss 302 & Boss 427 H.T. & Fastback

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 108.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Glass/remove

Coachwork: Steel

Doors: Steel

STEERING

Make:

Type:

No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: V8 water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.0

Total Displacement: 302

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

Journal Diameter:

Journal Diameter:

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V8, 310-366 W.C. OHV

V8-427 with 1 $\frac{1}{2}$ Restrictor Plate

WEIGHT

3000 lbs.

3200 lbs.

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 96.2"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Ford

Type: Rack & Pinion

No. of Turns (lock to lock): 3.3

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.002"

Stroke: 3.00"

Total Displacement: 302 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 2.2486"

Journal Diameter: 2.1236"

Windsor engine—2 bolt main caps

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

Std.

Alt.

Auto

No. of Forward Speeds: 4

3

3

No. of Reverse Speeds: 1

1

1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang V6 & V8, 1979

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2000 lbs. V6
Wheelbase: 100.4"
Front Track: 67.98" Wheel Diameter(s): 13/14/15/16
Rear Track: 67.98" Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Cam Gear LTD
Type: Rack & Pinion
No. of Turns (lock to lock): 4.08

BRAKES: Unrestricted

ENGINE

Type: 6 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.66" Stroke: 2.70"
Total Displacement: 2.8L 170.8
Material of Block: Cast iron
Number of Main Bearings: 4
Connecting Rod Material: Steel forged

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 6
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

SUSPENSION

Front Type: Hybrid McPherson/Coil Lower Arm
Rear Type: Four Bar Link/Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

Journal Diameter: 2.244"
Journal Diameter: 2.125"

Port Configuration: Crossflow
No. Exhaust Ports: 6

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

V8 302 W.C. OHV Carburetion: Holley 4150
V8 255 CID Carburetion: Unrestricted

WEIGHT
2700 lbs.
2500 lbs.

Manufacturer: FORD
Model: Mustang 2.3 Turbo, 1979

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2480 lbs.

Wheelbase: 100.4"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Hybrid McPherson—Coil Lower Arm

Rear Type: Four Bar Link—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

STEERING

Make: Cam Gear LTD.

Type: Rack & Pinion

No. of Turns (lock to lock): 4.08

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.781"

Stroke: 3.126"

Total Displacement: 2301 cc 140

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 2.399"

Journal Diameter: 2.047"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Intercooler

Turbo Restrictor: 50mm Max. Dia. Per A.1.5.7

Manufacturer: Ford
Model: Thunderbird, 2.3 Turbo

Class GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2600 lbs.

Wheelbase: 104"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make:

Type:

No of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.781

Total Displacement: 2301cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

SUSPENSION

Front Type: Coil-strut

Rear Type: Coil-live

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter: 2.399

Journal Diameter: 2.047

CYLINDER HEAD

Material of Head: Iron

No. of Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: NA

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION:

Make: Ford

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Turbo Restrictor: 50mm maximum diameter

Manufacturer: FORD
Model: Capri 2.3 Turbo RS, 1979

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2480 lbs.

Wheelbase: 100.4"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Cam Gear Ltd

Type: Rack & Pinion

No. of Turns (lock to lock): 4.08

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.781"

Stroke: 3.126"

Total Displacement: 2301 cc 140

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 2.399"

Journal Diameter: 2.047"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Intercooler

Turbo Restrictor: 50mm, Max Dia. Per A.1.5.7

Manufacturer: FORD
Model: Capri V6 & V8, 1979—

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2000 lbs. V6
Wheelbase: 100.4
Front Track: 67.98" Wheel Diameter(s): 13/14/15/16
Rear Track: 67.98" Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Hybrid McPherson—Coil Lower Arm
Rear Type: Four Bar Link—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gear Ltd
Type: Rack & Pinion
No. of Turns (lock to lock): 4.08

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: 6 cylinder V, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.66" Stroke: 2.70"
Total Displacement: 2799 cc 170.8
Material of Block: Cast iron
Number of Main Bearings: 4
Connecting Rod Material: Steel forged

Journal Diameter: 2.244"
Journal Diameter: 2.125"

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 3
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 3

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

V8 302 W.C. OHV Carburetion: Holley 4150
V8 255 CID Carburetion: Unrestricted

WEIGHT
2700 lbs.
2500 lbs.

Manufacturer: CHRYSLER
Model: 1968 Plymouth Barracuda

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase:
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No of Rear Shock Absorbers: 2

STEERING

Make:
Type:
No. of Turns (lock to lock):

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: V8 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore:
Total Displacement: 309
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material:

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V8 310-366 W.C. OHV

WEIGHT
3000 lbs.

1/1/85

Manufacturer: CHRYSLER
Model: 1969 Plymouth Barracuda

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2800 lbs.

Wheelbase:

Front Track: 67.98

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make:

Type:

No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore:

Total Displacement: 318

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material:

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type:

Journal Diameter:

Journal Diameter:

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V8 340, 366 W.C. OHV

WEIGHT

3000 lbs.

Manufacturer: CHRYSLER
Model: Plymouth AAR 'Cuda

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 108.0"

Front Track: 67.87"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Chrysler

Type: Recirculating Ball

No. of Turns (lock to lock): 5.2/3.6/2.5

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 102mm (4.04")

Stroke: 84.1mm (3.31")

Total Displacement: 339 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material:

Journal Diameter: 63.5mm (2.5")

Journal Diameter: 54mm (2.125")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chrysler

Std.	Auto.
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No. of Forward Speeds:

4	3
---	---

No. of Reverse Speeds:

1	1
---	---

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

305 V8 W.C. OHV

Crankshaft 355 CID P/N P4120312, Stroke 3.454"

WEIGHT

2700 lbs.

Manufacturer: PLYMOUTH
Model: Volare

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 108.7"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Chrysler

Type: Recirculating Ball

No. of Turns (lock to lock): 5.2

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 8 cylinder V, water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.00"

Stroke: 3.58"

Total Displacement: 359.9 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 2.81"

Journal Diameter: 2.125"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Chrysler

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

ENGINE:

318 V8, W-C, OHV

WEIGHT

2800 lbs.

Manufacturer: PONTIAC
Model: Firebird, Trans-Am 1970—81

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs. — 305 CID

Wheelbase: 108.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Pontiac

Type: Recirculating Ball

No. of Turns (lock to lock): 5.4/2.5

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 104.7mm (4.120")

Total Displacement: 400 cid (Base Eng.)

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material:

Stroke: 95.25mm (3.746")

Journal Diameter: 76.2mm (3.00")

Journal Diameter: 57.2mm (2.25")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: GM

No. of Forward Speeds:

No. of Reverse Speeds:

Std. Auto

4 1

1 1

Injection Pump:

FLYWHEEL

Diameter: 11.56"

ALTERNATE SPECIFICATIONS:

Block—979 9915 Hood 481845/479 672

Head—979 9614 T/A Spoilers

Cylinder Head—7701459782

V8, 310-366 V8 W.C. OHV (GM)

WEIGHT

3000 lbs.

Manufacturer: PONTIAC
Model: GTO—1964

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs. — 305 CID

Wheelbase: 115.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make:

Type: Recirculating Ball

No. of Turns (lock to lock): 3.5

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 102.9mm

Total Displacement: 6410 cc (Base Eng.)

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material:

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter: 76.2mm

Journal Diameter: 57.15

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4150

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

Injection Pump:

TRANSMISSION

Make: Pontiac

Std.

Auto

No. of Forward Speeds: 4 3 2

No. of Reverse Speeds: 1 1 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

V8, 310-366 V8 W.C. OHV

WEIGHT

3000 lbs.

Manufacturer: PONTIAC
Model: Tran-Am 1969

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs.

Wheelbase: 108.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw

Type:

No. of Turns (lock to lock):

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: V-8 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 101.65mm (4.002")

Stroke: 76.327mm (3.005")

Total Displacement: 302.4 cid

Material of Block: Cast Iron

Number of Main Bearings: 5

Journal Diameter: 58.42mm (2.30")

Connecting Rod Material: Steel

Journal Diameter: 50.80mm (2.00")

CYLINDER HEAD

Material of Head: Cast Iron

Port Configuration: Crossflow

No. Intake Ports: 8

No. Exhaust Ports: 8

No. of Valves per Cylinder: 2

CARBURETION: Holley 4150

Type of Valve Spring: Coil

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)

Make:

Number of Spark Plugs per Cyl.: 1

Location & Type of Air Throttle:

TRANSMISSION

Make: Chevrolet

Std.

Auto

No. of Forward Speeds: 4

4

2

No. of Reverse Speeds: 1

1

1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

310-366 W.C. OHV, Carburetion: Holley 4150

WEIGHT

3000 lbs.

Manufacturer: SAAB
Model: Turbo

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2600 lbs.

Wheelbase: 97.5"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make:

Type: Rack & Pinion

No. of Turns (lock to lock): 3.4

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 90mm (3.54")

Total Displacement: 1985 cc 121

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Beam Axle—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Trans Axle

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION:

MANIFOLD:

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch

Location & Type of Air Throttle: FT of Manifold

Injection Pump: K-Jefronic (CIS)

TRANSMISSION

Make: SAAB

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Jaguar Rover Triumph
Model: TR-8 Coupe, Convertible

Class GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2050 lbs.

Wheelbase: 85.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent-McPherson

Rear Type: Live axle-coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Triumph

Type: Rack & Pinion

No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V8 water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 3.500

Stroke: 2.80

Total Displacement: 215

Material of Block: Aluminum

Number of Main Bearings: 5

Journal Diameter: 2.300

Connecting Rod Material: Steel

Journal Diameter: 2.000

CYLINDER HEAD

Material of Head: Aluminum

No. of Intake Ports: 8

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 8

CARBURETION: Holley 4V 1 9/16 Bore

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Lucas

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump: Mech or Elect.

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Fuel injection. Weight 2200 lbs.

4 liter engine, induction restricted, weight 2250 lbs.

Bore 3.50 Stroke 3.10

Windshield not required on cars registered prior to 1/1/83

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 102.0"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil

Rear Type: Independent—Twin Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make:

Type: Rack & Pinion

No. of Turns (lock to lock): 3

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V12 water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.54

Stroke: 2.76

Total Displacement: 5343cc

Material of Block: Aluminum

Number of Main Bearings: 7

Connecting Rod Material: Forged Steel

Journal Diameter: 3.007

Journal Diameter: 2.300

CYLINDER HEAD

Material of Head: Aluminum

No. of Intake Ports: 12

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 12

CARBURETION: Weber IDF 44mm

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Jaguar

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Datsun
Model: 280 ZX Turbo 2.5

Class GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2500 lbs.

Wheelbase: 91.3"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Steel

WINDOWS
Door: Remove

STEERING

Make: Datsun

Type: Rack & Pinion

No. of Turns (lock to lock): 3.5

BRAKES: Unrestricted

ENGINE

Type: 6 Inline, water cooled, OHC (280 destroked or 240 with .060 overbore)
(Number of cylinders, location, cooling, valve operation)

Bore: 86mm, 84.5mm

Total Displacement: 2485mm, 2478mm

Material of Block: Iron

Number of Main Bearings: 7

Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Aluminum

No. of Intake Ports: 6

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Datsun

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

ALTERNATE SPECIFICATIONS:

Turbo Charger—Airesearch TO4B

Wastegate: P/N 99996-R9600 & 99996-R9605

Turbo Restrictor: 42mm x 12mm long at Turbo air inlet per A.1.5.7

Steering: Recirculating ball P/N 48010-U8700, turns L-L 3.9

Rear Spoiler: 98100-N 3300

Intercooler, Hilborne Fuel Injector

SUSPENSION

Front Type: Independent Strut—Coil

Rear Type: Semi-Trailing Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter: 54.94mm

Journal Diameter: 49.97mm

Port Configuration: Non-Crossflow

No. Exhaust Ports: 6

CARBURETION: None

Manifold: Unrestricted

FUEL INJECTION (only permitted if listed)

Make: Bosch L-Jetronic

Location & Type of Air Throttle:

Injection Pump: Jecs-Electrical

FLYWHEEL

Diameter: 307mm

Manufacturer: American Motors
Model: AMX Sports Coupe 290, 343, 390 1969-70

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver) 2700 lbs. 4.7
3000 lbs. 5.6
3200 lbs. 6.3

Wheelbase: 97.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Steel

WINDOWS

Door: Remove

STEERING

Make:
Type:
No. of Turns (lock to lock):

SUSPENSION

Front Type: Independent
Rear Type: Live Axle
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: V8 front water OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 3.75, 4.08, 4.165
Total Displacement: 4752cc, 5620cc, 6300cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 3.20, 3.28, 3.574

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Iron
No. of Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: GM
No. of Forward Speeds:
No. of Reverse Speeds:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

All former B Production cars in GT-1 must have a roll cage.

Manufacturer: Chevrolet Motor Division
Model: Corvette 283, 327 1962

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver): 2700 lbs. 4.6
2850 lbs. 5.4

Wheelbase: 102.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Fiberglass

SUSPENSION

Front Type: Independent
Rear Type: Live Axle
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make:
Type:
No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: V8, front, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 3.88, 4.00 Stroke: 3.00, 3.25
Total Displacement: 4637cc, 5358cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Iron
No. of Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds:
No. of Reverse Speeds:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Roadster must have original windshields.
All former B Production cars in GT-1 must have a roll cage.

Manufacturer: Chevrolet Motor Division
Model: Corvette Stingray Roadster & Coupe Thru 1968
Corvette Stingray Roadster & Coupe 1969-77
is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, without driver) 2850 lbs. 5.4
3000 lbs. 5.8

Wheelbase: 98.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Fiberglass

STEERING

Make:
Type:
No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: V8, front, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.00, 4.00
Total Displacement: 5358cc, 5735cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Iron/Alum
No. of Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make:
No. of Forward Speeds:
No. of Reverse Speeds:

ALTERNATE SPECIFICATIONS:

Roadster must have original windshields.
All former B production cars in GT-1 must have a roll cage.
Add 40 lbs. forward of the engine for aluminum cyl heads.

WINDOWS

Door: Remove

SUSPENSION

Front Type: Independent
Rear Type: Independent
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter:
Journal Diameter:

Port Configuration: Crossflow
No. Exhaust Ports: 8

CARBURETION: Holley 4150
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

Manufacturer: CHEVROLET MOTOR DIVISION
Model: Corvette 1978-82, 78 Indy Pace Car

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs. 5.0
3000 lbs. 5.7
Wheelbase: 98.0" 2880 lbs. 5.4
Front Track: 67.98" Wheel Diameter(s): 13/14/15/16
Rear Track: 67.98" Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Fiberglass

SUSPENSION

Front Type: Independent
Rear Type: Independent
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make:
Type:
No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

Type: V8, Front Water, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 4.00 Stoke: 3.00, 3.25, 3.489
Total Displacement: 5000 cc, 5358 cc, 5735 cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Iron/Alum
No. Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8
CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds:
No. of Reverse Speeds:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Add 40 lbs. forward of the engine for alum cyl. heads

Manufacturer: JRT
Model: Jaguar XK-E 3.8, 4.2 Coupe & Roadster

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2237 lbs. Roadster
2294 lbs. Coupe

Wheelbase: 96"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent

Rear Type: Independent

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 4

STEERING

Make:

Type:

No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

TYPE: 6 Inline, Front, Water, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.43, 3.63

Stroke: 4.17

Total Displacement: 3781cc, 4235cc

Material of Block: Iron

Number of Main Bearings:

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 6

No. of Valves per Cylinder: 2

Stromberg

MANIFOLD: Unrestricted

Port Configuration: Crossflow

No. Exhaust Ports: 6

CARBURETION: (3) 2" SU or (2) 1.75

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds:

No. of Reverse Speeds:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Windshield not required on Roadsters registered prior to 1/1/83.

Manufacturer: SHELBY AMERICAN
Model: Cobra 289, 351 & 427

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2700 lbs. 289/302
3000 lbs. 351
3200 lbs. 427 w/restrictor

Wheelbase: 90.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Alum

SUSPENSION

Front Type: Independent
Rear Type: Live Axles
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make:
Type:
No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

Type: V8, Front, Water, OHV
(Number of cylinders, location, cooling, valve)
Bore: 4.00, 4.00, 4.00, 4.24
Total Displacement: 289, 302, 351, 427
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 2.87, 3.00, 3.50, 3.79

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Iron/Alum
No. Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8
CARBURETION: Holley 4150
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION(only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds:
No. of Reverse Speeds:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

427 with 1 $\frac{3}{8}$ restrictor plate

Manufacturer: PORSCHE
Model: 911 SC Coupe & Targa 2.7, 3.0 1973-78

Class: GT-1

is recognize by the SCCa as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2000 lbs. 2.7 & 3.0
2100 lbs. 3.2
2300 lbs. 3.5
Wheelbase: 89.4"
Front Track: 67.98" Wheel Diameter(s): 13/14/15/16
Rear Track: 67.98" Maximum Rim Width: 10

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent
Rear Type: Independent
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make:
Type:
No. of Turns (lock to lock):

FINAL DRIVE

Type: Transaxle

Brakes: Unrestricted

ENGINE

Type: Opposed 6, Rear, Air, OHC
(Number of cylinders, location, cooling, valve operation)
Bore: 90mm, 95mm Stroke: 70.4mm, 70.4mm
Total Displacement: 2687cc, 2994cc
Material of Block: Alloy
Number of Main Bearings:
Connecting Rod Material: Ferrous
Journal Diameter: 2
Journal Diameter:

CYLINDER HEAD

Material of Head: Alloy
No. Intake Ports: 6
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil
Port Configuration: Crossflow
No. Exhaust Ports: 6
CARBURETION: (3) 46 IDA Werer
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch & Jetronic
Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds:
No. of Reverse Speeds:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Injection: 911-104.008.06 911-110.011.72 (43mm)
911-110.222.72 911-110.012.72 (43mm)
901-110.015.01

Manufacturer: PORSCHE
Model: 928 S

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2800 lbs.

Wheelbase: 98.4"

Front Track: 67.98"

Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Coachwork: Steel

Door: Remove

STEERING

Make:

Type:

No. of Turns (lock to lock):

Brakes: Unrestricted

SUSPENSION

Front Type: MacPherson

Rear Type: Independent

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Transaxle

ENGINE

Type: V8, Front, Water, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 97mm

Stroke: 78.9mm

Total Displacement: 4664 cc

Material of Block: Alum Alloy

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum Alloy

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Holley 4150 1 11/16"

MANIFOLD: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Electronic F.I.

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHEVROLET THRU 1974
Model: Corvette Stingray Roadster & Coupe 396, 427, 454

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3200 lbs.

Wheelbase: 98.0"
Front Track: 67.98"
Rear Track: 67.98"

Wheel Diameter(s): 13/14/15/16
Maximum Rim Width: 10

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Fiberglass

WINDOWS
Door: Remove

STEERING

Make:
Type:
No. of Turns (lock to lock):

SUSPENSION
Front Type: Independent
Rear Type: Independent
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE
Type: Hypoid

ENGINE

Type: V8, Front Water Cooled, OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 4.09, 4.25, 4.25
Total Displacement: 396, 427, 454
Material of Block: Cast Iron, 427 Alum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 3.76, 3.76, 4.00

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Cast Iron/Alum
No. Intake Ports: 8
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 8
Carburetion: Holley 4150 w/Restrictor
Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds: 4 5
No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Restrictor Plate 1 1/4" Diameter (see Figure "A", Page 15 GTCS)

Manufacturer: Nissan
Model: 300 ZX Turbo, 3.0, 2.8

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2800 lbs.

Wheelbase: 91.3

Front Track: 67.98

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

Coachwork: Steel

WINDOWS

Door: Remove

STEERING

Make: Nissan

Type: Rack & Pinon

No. of Turns (lock to lock): 2.8

Brakes: Unrestricted

SUSPENSION

Front Type: MacPherson

Rear Type: MacPherson

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

ENGINE

Type: V6, Water Cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 87.0mm

Total Displacement: 2960cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

FINAL DRIVE

Type: Hypoid

Stroke: 83.0mm

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 6

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Journal Diameter:

Journal Diameter:

Port Configuration: Cross Flow

No. Exhaust Ports: 6

Carburetion:

Manifold: Stock 300 ZX

IGNITION SYSTEM

Type (coil or magneto): Coil

No. of Spark Plugs per Cylinder: 1

FUEL INJECTION (only permitted if listed)

Make: Nissan/Bosch L Jetronic

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Engine: 2754cc Bore 87.0mm Stroke 3.040

Crankshaft: P/N 99996-V5200, Journal Dia.

Mains 2.488" Rod 2.100"

Turbo Charger: Airesearch TO4B

Intercooler: P/N 99996-R9500 or 99996-R9505

Wastegate: P/N 99996-R9600 or 99996-R9605

Fuel Pump: Bosch Mechanical PL06-U1PL

Restrictor: 42mm Turbo Air Inlet

Rear Spoiler: P/N 99996-R8210

(Same as 280 ZX)

Manufacturer: Chevrolet
Model: Monte Carlo

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 3000 lbs.

Wheelbase: 108.0

Front Track: 67.98

Rear Track: 67.98

Wheel Diameter(s): 13/14/15/16

Maximum Rim Width: 10

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

Coachwork: Steel

WINDOWS

Door: Remove

STEERING

Make: Chevrolet

Type: Recir-Ball

No. of Turns (lock to lock): 4.1 — 2.29

Brakes: Unrestricted

SUSPENSION

Front Type: Independent

Rear Type: Live Axle

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

ENGINE

Type: V8, Water Cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 4.00

Stroke: 3.00

Total Displacement: 350 CID

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 2.45"

Journal Diameter: 2.10"

CYLINDER HEAD

Material of Head: Cast Iron

No. of Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Cross Flow

No. Exhaust Ports: 4

Carburetion: Holley 4150

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

No. of Spark Plugs per Cylinder: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chevrolet

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

1/1/85

Manufacturer: Chrysler
Model: Dodge Daytona/Plymouth Laser 2.2, Turbo 1984

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2300 lbs.

Wheelbase: 97.0

Front Track: 67.98 max.

Wheel Diameter(s): 13/14/15/16

Rear Track: 67.98 max.

Maximum Rim Width: 10

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS
Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Strut - Coil
Rear Type: Trailing Flex Arm
No. of Front Shock Absorbers: 2
No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE
Type: Trans-axle

ENGINE

Type: 4 cyl. in-line, water cooled, OHC
(Number of cylinders, location, cooling, valve operation)
Bore: 87.5mm
Stroke: 92mm

Total Displacement: 2198cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
Carburetion:
Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make: Bosch/Chrysler
Location & Type of Air Throttle:

Turbo: Airesearch TO-4 w/intercooler
50mm air inlet

Injection Pump:

ALTERNATE SPECIFICATIONS:

Turbo Z Body Panels

Manufacturer: Chrysler
Model: Dodge Colt 1.6, Turbo 1984

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1800 lbs.

Wheelbase: 90.6

Front Track: 67.98 max.

Wheel Diameter(s): 13/14/15/16

Rear Track: 67.98 max.

Maximum Rim Width: 10

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent Strut

Rear Type: Independent Trailing Arm

No. of Front Shock Absorbers: 2

No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: Trans-axle

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 76.9mm

Stroke: 86.0mm

Total Displacement: 1597cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion:

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Mikuni TBI

Location & Type of Air Throttle:

Turbo: TO-4 Airesearch w/intercooler
50mm air inlet

Injection Pump:

ALTERNATE SPECIFICATIONS:

Manufacturer: Nissan
Model: 200 SX 1.8, Turbo 1984

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2000 lbs.

Wheelbase: 95.5

Front Track: 67.98 max.

Wheel Diameter(s): 13/14/15/16

Rear Track: 67.98 max.

Maximum Rim Width: 10

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent MacPherson

Rear Type: Independent/Semi-Trailing Arm

No. of Front Shock Absorbers: 2

No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 83mm

Stroke: 86mm

Total Displacement: 1809cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion:

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch L-Jetronic

Location & Type of Air Throttle:

Turbo: TO-4 Airesearch w/intercooler
50mm air inlet

Injection Pump:

ALTERNATE SPECIFICATIONS:

Manufacturer: Mitsubishi
Model: Starion 2.6, Turbo 1983

Class: GT-1

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2500 lbs.

Wheelbase: 95.9

Front Track: 67.98 max.

Wheel Diameter(s): 13/14/15/16

Rear Track: 67.98 max.

Maximum Rim Width: 10

MATERIAL OF CHASSIS/
BODY CONSTRUCTION

WINDOWS
Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Strut

Rear Type: Strut

No. of Front Shock Absorbers: 2

No of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 91.1mm

Stroke: 98mm

Total Displacement: 2555cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Journal Diameter:

Connecting Rod Material: Ferrous

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

Port Configuration: Crossflow

No. Intake Ports: 4

No. Exhaust Ports: 4

No. of Valves per Cylinder: 2

Carburetion:

Type of Valve Spring: Coil

Manifold: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)

Number of Spark Plugs per Cyl.: 1

Make: Mitsubishi TBI

Location & Type of Air Throttle:

Turbo: TO-4 Airesearch w/intercooler
50mm air inlet

Injection Pump:

ALTERNATE SPECIFICATIONS:

GT-2-C CATEGORY

1983

GT-2-C PRODUCTION CAR SPECIFICATIONS

INDEX

Official weight listed are *absolute minimums* with driver (minus 5% included).

Official track dimensions are *absolute maximum* (2" allowed plus 3% included).

Official rim widths are *absolute maximum* (1.5" allowed included).

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*Reclassified

THESE CARS SHALL BE PREPARED TO GCR APPENDIX A and PCS.2 for PRODUCTION CARS.

Manufacturer: Nissan
 Model: Datsun 240Z, 260Z and 280Z thru 1978

(Ex Class: C) GT-2

ENGINE

Manufacturer Nissan
 Type SOHC 6 cyl. inline
 Bore x stroke 83mm x 73.6mm, 83mm x 79mm, 86mm x 79mm
 Capacity 2390 cc, 2565 cc, 2753 cc*
 Head material Alum.
 Block material C.I.
 Valve head dia:
 Intake 42mm (1.65") or 44mm (1.7323")
 Exhaust 32.765mm (1.29") or 35.2mm (1.386")
 Induction system 3.44 PHH Mikuni (1.73") or 2 Hitachi HJG 46w (1.81") or L-Jetronic fuel injection—50mm single inlet.

TRANSMISSION AND DRIVE TRAIN

*280Z restricted to 38mm Venturi

Clutch Diameter: 8.85"
 Gearbox
 No. of speeds forward: 4 or 5
 Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.55	3.59	2.96	2.68	1.86	2.95	3.32	3.20	3.20
2.	2.20	2.25	1.86	1.70	1.38	1.90	2.08	2.20	2.20
3.	1.42	1.42	1.31	1.26	1.22	1.31	1.31	1.64	1.64
4.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.22	1.22
5.			0.85	0.85	0.85	0.86	0.86	1.00	1.00

Overdrive
 Make & Model: None
 Ratio

Final Drive Ratios: 3.36, 3.70, 3.90, 4.11, 4.38, 4.63, 4.88, 5.14, 5.13, 5.14, 5.38, 3.54, 4.44

CHASSIS

Wheelbase 90.7"
 Track dimension, Front 57.7"
 Track dimension, Rear 57.7"
 Wheel diameter 14", 15"
 Rim width 7"

BRAKE

	Standard	Alternate	Alternate
Front:	11" disc	11" vented disc	11.5" vented disc
Rear:	9" drum	11" vented disc	11.5" vented disc

WEIGHT & CAPACITIES

Official weight:
 240Z: 2080 lbs., 260Z, 280Z: 2180 lbs.

ALTERNATE SPECIFICATIONS

240Z limited to 2.4 engine only

2 or 4 piston disc brake caliper
 Additional ratios: First—2.82, 2.35, 2.19; second—1.97, 1.60; third—1.47, 1.30; fourth—1.19, 1.14; fifth—1.0

Hurst-Airheart brakes
 Lockheed brakes:

Front Caliper	Datsun D/N	Lockheed	Rotor Width
1.500"	99996-E7008	CP 2271	1.1"
1.625"	99996-E7007	CP 2270	
Rear Caliper		CP 2282	78"

Manufacturer: Nissan
 Model: Datsun 280ZX 1979

(Ex Class: C) GT-2

ENGINE

Manufacturer	Nissan	Restricted
Type	SOHC 6 cyl. inline	to 36mm
Bore x stroke	86mm x 79mm	venturi
Capacity	2753 cc	
Head material	Alum.	
Block material	C.I.	
Valve head dia:		
Intake	44mm (1.7323")	
Exhaust	35.2mm (1.386)	
Induction system	3.44 PHH Mikuni (1.73") or 2 Hitachi HJG 46w (1.81") or L-Jetronic fuel injection—50mm single inlet.	

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.86 or 9.45"

Gearbox

No. of speeds forward: 4 or 5
 Ratios:

1.	Same as 240Z, 260Z & 280Z	Alt.	Alt.	Alt.
2.	Plus additional alternate listed	3.32	2.91	3.32
3.		2.27	1.90	2.08
4.		1.60	1.31	1.31
5.		1.24	1.00	1.00
		1.00	0.86	X

Overdrive

Make & Model: None
 Ratio

Final Drive Ratios: 3.36, 3.70, 3.90, 4.11, 4.38, 4.63, 4.88, 5.23, 5.38, 3.54, 4.44

CHASSIS

Wheelbase	91.3"
Track dimension, Front	58.9"
Track dimension, Rear	58.8"
Wheel diameter	14", 15"
Rim width	7"

BRAKES

	Standard	Alternate	Alternate
Front:	9.92"	11.375" vented	
Rear:	10.59"	10.5" vented	

WEIGHT & CAPACITIES

Official weight: 2280 lbs.

NOTE: Rear spoiler material. Steel, fiberglass, plastic & rubber

ALTERNATE SPECIFICATIONS

2 or 4 piston disc brake caliper

Lockheed brakes:

Front Caliper	Datsun D/N	Lockheed	Rotor Width
1.500"	99996-E7008	CP 2271	1.1"
1.625"	99996-E7007	CP 2270	
Rear Caliper			
2.000"	99996-E7107	CP 2382	.78"

Alternate

Hurst Airheart brakes

Manufacturer: Nissan
 Model: Datsun 280Z 2+2

ENGINE

Manufacturer	Nissan
Type	SOHC 6 cyl. inline
Bore x stroke	86mm (3.39") x 79mm (3.11")
Capacity	2753 cc (168 cu. in.)
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	44mm (1.7323")
Exhaust	35.2mm (1.386")
Induction system	3.44 PHH Mikuni (1.73") or 2 Hitachi HJG 46w (1.81") or L-Jetronic fuel injection—50mm single inlet.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.85"

Gearbox

No. of speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.55	3.59	2.96	2.68	1.86	2.95	3.32	3.20
2.	2.20	2.25	1.86	1.70	1.38	1.90	2.08	2.20
3.	1.42	1.42	1.31	1.26	1.22	1.31	1.31	1.64
4.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.22
5.			0.85	0.85	0.85	0.86	0.86	1.00

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.36, 3.70, 3.90, 4.11, 4.38, 4.44, 4.63, 4.88, 5.13, 5.14, 5.38

CHASSIS

Wheelbase	102.6"
Track dimension, Front	57.7"
Track dimension, Rear	57.7"
Wheel diameter	14", 15"
Rim width	7"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc	11" vented disc	11.5" vented disc
Rear:	9" drum	11" vented disc	11.5" vented disc

WEIGHT & CAPACITIES

Official weight: 2484 lbs.

ALTERNATE SPECIFICATIONS 2 Or 4 piston brake caliper

240Z/260Z headlight covers and rear spoiler not permitted

Hurst-Airheart brakes

Lockheed brakes:

Front Caliper	Datsun D/N	Lockheed	Rotor Width
1.500"	9996-E7008	CP 2271	1.1"
1.625"	99996-E7007	CP 2270	
Rear Caliper			
2.000"	9996-E7107	CP 2382	.78"

Manufacturer: Ferrari S.P.A.
 Model: 308 GTB 1977 Model

(Ex Class: C) GT-2

ENGINE

Manufacturer Ferrari
 Type DOHC V-8
 Bore x stroke 81mm x 71mm/3.189" x 2.795"
 Capacity 2926 cc/178.48 CID
 Head material Aluminum
 Block material Aluminum
 Valve head dia:
 Intake 1.660"
 Exhaust 1.460"
 Induction system Four Weber 40 DCNF

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter:

Gearbox

No. of speeds forward:

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.58					
2.	2.37					
3.	1.69					
4.	1.24					
5.	0.95					

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.71

CHASSIS

Wheelbase 92.1"
 Track dimension, Front 63.9"
 Track dimension, Rear 63.9"
 Wheel diameter 14", 15"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.8" disc	12.0" disc (#600188 193)	
Rear:	11.0" disc	12.0" disc (Alternate Pistons 1.75")	

WEIGHT & CAPACITIES

Official weight: 2000 lbs.

ALTERNATE SPECIFICATIONS

THESE CARS SHALL BE PREPARED TO GCR APPENDIX A and PCS.2 for
PRODUCTION CARS.

Manufacturer: Mazda
Model: RX7

(Ex Class: C) GT-2

ENGINE

Manufacturer Mazda
Type 2 rotor rotary piston, lateral inlet port
Bore x stroke
Capacity 2292 cc (1146 cc x 2)
Head material
Block material Alum.
Valve head dia:
Intake 23mm port, max. width, lateral
Exhaust 41mm port, max. width, peripheral
Induction system Nikki 1.1" Pri., 1.3 Sec. or 48mm Weber with
intake manifold 44mm Venturi

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.6"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.
1.	3.67	2.34	2.35	2.190	
2.	2.21	1.69	1.60	1.600	
3.	1.43	1.28	1.24	1.470	
4.	1.00	1.00	1.00	1.138	
5.	0.82	0.88	0.84	1.000	

Overdrive

Make & Model: None

Ratio:

Final Drive Ratios: 3.63, 3.72, 3.90, 4.10, 4.37, 4.44, 4.62, 5.12, 4.87

CHASSIS

Wheelbase 95.3"
Track dimension, Front 63.2"
Track dimension, Rear 62.8"
Wheel diameter 13", 14", 15"
Rim width 7"

BRAKES

	Standard	Alternate	Alternate	Rotor Width
Front:	9.0" disc	11.81" disc	12.19" x 1.75"	
Rear:	7.9" drum	10.5" disc	12.19" x 1.75"	

WEIGHT & CAPACITIES

Official weight: 2180 lbs.

ALTERNATE SPECIFICATIONS

Peripheral inlet port rotor housing Allowed recess floor pan for muffler
Intake: 43mm port, max. width
Exhaust: 44mm port, max. width
Alt. rear axle housing P/N 0000-03-601
Alt. brakes — Lockheed or Metermarket
Rear spoiler 000-07-116 Muffler 0000-06-303 or equiv.

Manufacturer: Morgen Motor Co.
 Model: Morgen Super Sport

(Ex Class: C) GT-2

ENGINE

Manufacturer Triumph
 Type OHV 4 cyl. inline
 Bore x stroke 3.39" x 3.62"
 Capacity 2389 cc
 Head Material C.I.
 Block Material C.I.
 Valve head dia:
 Intake 1.46"
 Exhaust 1.30"
 Induction system Two Weber 42mm DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch diameter: 9"

Gear Box

No. Speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.38	2.98	3.38			
2.	1.98	1.76	1.86			
3.	1.14	1.21	1.37			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model

Ratio.....

Final Drive Ratios: 2.8, 3.56, 3.73, 4.1, 4.55

CHASSIS

Wheelbase 96"
 Track dimension, Front 51.5"
 Track dimension, Rear 52.3"
 Wheel diameter 15"
 Rim Width 6" or 7"

BRAKES

	Standard	Alternate	Alternate
Front: Disc	11"		
Rear: Drum	9"		

WEIGHT

Official weight 1776 lbs.

ALTERNATE SPECIFICATIONS

THESE CARS SHALL BE PREPARED TO GCR APPENDIX A and PCS.2 FOR PRODUCTION CARS.

Manufacturer: Porsche
 Model: 911T, 911E, 911S Coupe and Targa 1969-1977

(Ex Class: C) GT-2

ENGINE

Manufacturer Porsche
 Type SOHC 6 cyl. opposed
 Bore x stroke 80mm x 66mm, 84mm x 66mm, 84mm x 70.4mm,
 90mm x 70.4mm
 Capacity 1991 cc 2195 cc 2341 cc 2687 cc
 Head material Alloy
 Block material Alloy
 Valve head dia:
 Intake 1.65", 1.77", 1.81", 1.82"
 Exhaust 1.50", 1.54", 1.57"
 Induction system Bosch fuel injection, two Weber 40 IDT/IDS 3c/3c1
 29mm, 32mm, 36mm, 42mm, two Solex/Zenith Model 40 PED 6 KL pump or two 46 IDA
 Weber

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5" or 8.86"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Std.	Alt.	Alt.	Alt.	Alt.
1.	3.09	3.18				
2.	2.19	1.60				
3.	1.55	1.04		See Below		
4.	1.32	0.72				
5.	1.22					

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.86, 4.37, 4.38, 4.43, 4.83, 5.28, 5.33

CHASSIS

Wheelbase 89.41"
 Track dimension, Front 57.8"
 Track dimension, Rear 57.04" or 58.04 for 8" rims
 Wheel diameter 14" or 15"
 Rim width 7.5" rear 8"

BRAKES

	Standard	Alternate	Alternate
Front:	11.1" disc	300mm Disc	
Rear:	11.4" disc	300mm disc	

WEIGHT & CAPACITIES

Official weight: 2270 lbs.

ALTERNATE SPECIFICATIONS: Sleeve — C.I.

1st gear ratios — 3.18, 2.83, 2.64, 2.40, 2.21, 2.19

2nd gear ratios — 2.06, 2.00, 1.93, 1.89, 1.88, 1.83, 1.78, 1.68, 1.63, 1.60, 1.55

3rd gear ratios — 1.60, 1.48, 1.43, 1.36, 1.32, 1.26, 1.22, 1.13

4th gear ratios — 1.67, 1.27, 1.26, 1.22, 1.12, 1.08, 1.04, 1.00, .96, .89, .88, .83, .72, .79, .76

5th gear ratios — 1.17, 1.13, 1.04, 1.00, .96, .93, .89, .88, .86, .83, .82, .79, .76, .72

Alternate Calipers — Same as 911 SC

Rear Spoiler P/N 512.905.000 "Ducktail" or aftermarket equivalent

THESE CARS SHALL BE PREPARED TO UNLIMITED
PRODUCTION CARS.

Manufacturer: Porsche
 Model: 914/6 2.0 — 2.5 Liter or 2.7 Liter

(Ex Class: C) GT-2

ENGINE	2.0	2.5
Manufacturer	Porsche	
Type	SOHC 6 cyl. opposed	
Bore x stroke	3.15" x 2.60" or 84 mm x 70.4 mm	90 x 66 mm
Capacity	1991 cc or 2341 cc	86 x 70.4 mm
Head material	Alloy	
Block material	Alloy	
Valve head dia:		
Intake	1.65" or 1.81"	
Exhaust	1.50" or 1.57"	
Induction system	Two Weber 40 IDT — PI (40 mm) or two 46 IDA Weber	

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.85"

Gearbox

No. speeds forward: 5 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09	2.64	2.40	2.83	2.00	1.83	1.69	1.55
2.	1.76	1.89	1.60	2.00	1.83	1.48	1.43	1.36
3.	1.22	1.32	1.22	1.55	1.48	1.22	1.17	1.13
4.	0.93	1.04	1.00	1.32	1.22	1.22	1.17	1.13
5.	0.76	0.79	0.82	1.22	0.89	0.86	0.86	0.96

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 4.43, 4.83, 5.33

CHASSIS

Wheelbase	96.5"
Track dimension, Front	57.8"
Track dimension, Rear	58.6"
Wheel diameter	15" or 14"
Rim width	7.5"

BRAKES

	Standard	Alternate	Alternate
Front:	11.1" disc	300 mm Disc	
Rear:	11.3" disc	300 mm Disc	

WEIGHT & CAPACITIES

Official weight: 2.0, 2.5: 2080 lbs., 2.7: 2180 lbs.

ALTERNATE SPECIFICATIONS

Sleeves: cast iron
 Alt. intake manifolds part # 911 SC
 Top panels may remain in place if securely bolted or pinned
 Rear spoiler 4"x4", width no wider than coachwork, flares not included
 2.7 Engine, Bore 90mm x Stroke 70.4mm
 Alternate calipers — same as standard

Manufacturer: Porsche
 Model: 944

(Ex Class: C) GT-2

ENGINE

Manufacturer Porsche
 Type SOHC 4 inline
 Bore x stroke 100 x 78.9mm
 Capacity 2478 cc
 Head Material Alum
 Block Material Alum
 Valve head dia:
 Intake 1.77"
 Exhaust 1.57"
 Induction system (2) 48 DCOE Webers, Manifold I.R.

TRANSMISSION AND DRIVE TRAIN

Clutch diameter: 8.9"
 Gear Box
 No. Speeds forward: 5
 Ratios:
 Std. Alt. Alt. Alt. Alt. Alt.
 1. 3.6
 2. 2.12
 3. 1.46
 4. 1.07
 5. 0.83
 Overdrive
 Make & Model
 Ratio.....

Final Drive Ratios: 3.88:1

CHASSIS

Wheelbase 94.48
 Track dimension, Front..... 61.95
 Track dimension, Rear 60.9
 Wheel diameter 14", 15"
 Rim Width 7

BRAKES

	Standard	Alternate	Alternate
Front: Disc	11.12"		
Rear: Disc	11.37"		

WEIGHT

Official weight 2080 lbs. (carbs) 2180 lbs. (F.I)

ALTERNATE SPECIFICATIONS

I.R. Manifold
 Fuel Injection Pump, 933.099.100.22
 Injector nozzle, 901.110.015.01
 Air manifold assy, 937.110.261.00
 Intake manifold
 Alternate transmission from 924
 Alt. Cyl HD. 944.109.303.06

PRODUCTION CARS.

Manufacturer: Rootes
Model: Sunbeam Tiger 260, 289

(Ex Class: C) GT-2

ENGINE

Manufacturer	Ford	Ford
Type	OHV — V8	OHV — V8
Bore x stroke	3.80" x 2.87"	4.00" x 2.87"
Capacity	4262 cc	4737 cc/289 CID
Head material	C.I.	C.I.
Block material	C.I.	C.I.
Valve head dia:		
Intake	1.677" or 1.582"	1.88"
Exhaust	1.457" or 1.381"	1.65"
Induction system	One Ford 2 bbl. C30FAB, C30F-9510-E, C40F-9519-E or Holley 4150 4 bbl. — 1 9/16"	

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.4"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.32	2.20	2.20	2.36		
2.	1.69	1.63	1.48	1.63		
3.	1.29	1.31	1.18	1.21		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 2.88, 3.07, 3.31, 3.54, 3.70, 3.92, 4.09, 4.27, 4.55

CHASSIS

Wheelbase	86"
Track dimension, Front	58.1"
Track dimension, Rear	56.1"
Wheel diameter	13", 14", 15"
Rim width	8"

BRAKES

	Standard	Alternate	Alternate
Front:	10" disc		
Rear:	9" drum	10" disc (Lat 46)	

WEIGHT & CAPACITIES

Official weight: 2460 lbs.

NOTE: Factory iron manifold only

ALTERNATE SPECIFICATIONS

Brake calipers, unstricted origin vented

Manufacturer: British Leyland
Model: Triumph TR 6 (F.I.)

(Ex Class: C) GT-2

ENGINE

Manufacturer BLM
 Type OHV, 6 cyl. in line
 Bore x stroke 2.94" x 3.74"
 Capacity 2498 cc
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.45"
 Exhaust 1.26"
 Induction system Lucas 54730923 Fuel Injection 1.75", Lucas Mk II Pump
 (3) Weber 45 DCOE 36mm venturi

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.14	1.88				
2.	2.01	1.42				
3.	1.33	1.24				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock "A"

Ratio 0.821

Final Drive Ratios: 3.45, 3.7, 4.1, 4.3, 4.55, 4.87

CHASSIS

Wheelbase 88.00"
 Track dimension, Front 53.8"
 Track dimension, Rear 53.3"
 Wheel diameter 15"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.75" disc	11.18" vent disc	11.1" x 1.1/4"
Rear:	9.00" drum	8.75" drum	

WEIGHT & CAPACITIES

Official weight: 2085 lbs.

ALTERNATE SPECIFICATIONS

Disc — C32764
 Caliper — 60-12796 LH
 60-12797 RH

PRODUCTION CARS.

Manufacturer: Toyota
 Model: Supra 2.8

(Ex Class: C) GT-2

ENGINE

Manufacturer Toyota
 Type DOHC 6 inline
 Bore x stroke 83.0 x 85.0mm
 Capacity 2759 cc
 Head Material Alum
 Block Material Iron
 Valve head dia:
 Intake 44mm
 Exhaust 36mm
 Induction system (3) 45 DCOE Webers w/38mm venturi

TRANSMISSION AND DRIVE TRAIN

Clutch: 8.8"

Gear Box

No. Speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.29					
2.	1.89					
3.	1.28					
4.	1.00					
5.	0.78					

Overdrive

Make & Model

Ratio.....

Final Drive Ratios: 3.73:1

CHASSIS

Wheelbase 103.0"
 Track dimension, Front 62.7"
 Track dimension, Rear 61.5"
 Wheel diameter 14", 15
 Rim Width 7"

BRAKES

	Standard	Alternate	Alternate
Front: Disc	10.1 x 0.8 vented "		
Rear: Disc	10.4 x 0.7		

WEIGHT

Official weight: 2180 lbs.

ALTERNATE SPECIFICATIONS

I.R. Manifold

Manufacturer: Lotus

(Ex Class: D) GT-2)

Model: Lotus Elan 1600, S-2, S-4 (Roadster, Coupe and Drophead)

ENGINE

Manufacturer Lotus/Ford
 Type DOHC 4 cyl. inline
 Bore x stroke 3.25" x 2.864"
 Capacity 1558 cc
 Head material Alum.
 Block material C.I.
 Valve head dia:
 Intake 1.566", 1.53", 1.625" or 1.690"
 Exhaust 1.32", 1.365" or 1.440"
 Induction system Two Weber 45 DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.0"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.54	2.51	2.97	2.51	3.20	2.0	
2.	2.40	1.70	2.01	1.64	2.00	1.62	
3.	1.41	1.23	1.40	1.23	1.37	1.37	
4.	1.00	1.00	1.00	1.00	1.00	1.17	
5.					0.80	1.00	0.86

Overdrive

Make & Model: None

Ratio:

Final Drive Ratios: 3.55, 3.77, 3.90, 4.12, 4.43, 4.7

CHASSIS

Wheelbase 84.0"
 Track dimension, Front 50.5"
 Track dimension, Rear 52.0"
 Wheel diameter 13.0"
 Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	9.0" disc	9.63" disc	
Rear:	10" disc	9.25" disc	

WEIGHT & CAPACITIES

Official weight: 1580

Roadster & Coupe:

NOTE: Roll cage/bars meeting requirements for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Triumph Front Caliber GT-6 or TR-6	Steel crankshaft of same stroke and journal dimensions
26C-059/60A alloy brake calipers, front	Cosworth connecting rods #KK 0010
Manifold: I.R. no plenum,	Steel main bearing caps
1/1/85 no balance pipe	

Manufacturer: Lotus Cars Ltd.
 Model: Lotus Europa Twin Cam

(Ex Class: D) GT-2)

ENGINE

Manufacturer Lotus/Ford
 Type DOHC, 4 cyl. inline
 Bore x stroke 3.25" x 2.864"
 Capacity 1558 cc
 Head material Alum.
 Block material C.I.
 Valve head dia:
 Intake 1.566", 1.625" or 1.690"
 Exhaust 1.32", 1.365" or 1.440"
 Induction system Two Weber 45 DCOE

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.61	2.88	2.24	2.05	3.62	2.25	3.07
2.	2.25	1.75	1.50	1.62	2.33	1.75	2.23
3.	1.48	1.20	1.12	1.28	1.60	1.48	1.68
4.	1.03	0.96	0.90	1.00	1.21	1.21	1.30
5.					0.87	1.00	1.03

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.55, 3.78, 4.25, 3.3, 4.12, 4.38

CHASSIS

Wheelbase 92.0"
 Track dimension, Front 58.2"
 Track dimension, Rear 57.7"
 Wheel diameter 13"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	9.0" disc	9.63" disc	
Rear:	8.0" drum	9.13" disc	

WEIGHT & CAPACITIES

Official weight: 1580 lbs.

NOTE: Roll cage bars/ meeting requirements for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

Steel crankshaft of same stroke and journal dimensions

ALTERNATE SPECIFICATIONS

Fifth gear ratios: 1.12, 0.96, 0.93
 Cosworth connecting rods #KK 0010
 Steel main bearing caps

ALTERNATE

Block: 1600 Pinto (bore 3.1881, stroke 3.056) Safety fuel cell may be located in front trunk

PN# DIFZ-6010-C w/crankshaft and rods

(Front cover may be modified)

Manifold: I.R. no plenum, no balance pipe

GT-2 CATEGORY

GT-2 CATEGORY

Class GT-2

Pages

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Manufacturer: Alfa Romeo
Model: GTV 2.5 V6

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2180 lbs.

Wheelbase: 94.5
Front Track: 57.6
Rear Track: 56.8

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Steel

WINDOWS

Door: Remove

STEERING:

Make: Alfa Romeo
Type: Rack & Pinion
No. of Turns (lock to lock):
Brakes: Unrestricted

SUSPENSION:

Front Type: IND/TOR
Rear Type: De Dion/Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

ENGINE

Type: V6 Watercooled SOHC
(number of cylinders, location, cooling, valve operation)

FINAL DRIVE

Type: Transaxle

Bore: 88 mm
Total Displacement: 2492 cc
Material of Block: Alum
Number of Main Bearings: 4
Connecting Rod Material: Steel

Stroke: 68.3 mm

Journal Diameter: NA
Journal Diameter: NA

CYLINDER HEAD:

Material of Head: Alum
No. Intake Ports: 6
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 6
CARBURETION: 46 IDA
MANIFOLD:

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch L Jetronic
Location & Type of Air Throttle:
In manifold — Butterfly
Injection Pump: Electric

TRANSMISSION

Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS

4 × 4 Rear Spoiler
Hood modification for carbs

Manufacturer: NISSAN
Model: Datsun 810

Class: GT-2

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 104.3"

Front Track: 58.20"

Rear Track: 57.68"

Wheel Diameter(s): 14", 15"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Rear Door: Glass/Plexiglass/Remove

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Trailing Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 3.9

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Six cylinder inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 95.76 (3.77")

Stroke: 73.66mm (2.90")

Total Displacement: 2393 cc

Material of Block: Cast iron

Number of Main Bearings: 7

Connecting Rod Material: Ferrous

Journal Diameter: 55mm (2.17")

Journal Diameter: 50mm (1.92")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 6

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 6

CARBURETION: Unrestricted

MANIFOLD: I.R. Manifold

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch L-Jetronics

Location & Type of Air Throttle:

Manifold

TRANSMISSION

Make: Nissan

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump: Bosch

FLYWHEEL

Diameter: 12.04"

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Escort, Exp, 1.6, Turbo, 1984—

Class: GT-2

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2500 lbs.

Wheelbase: 94.2"

Front Track: 58.4

Rear Track: 57.2

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: MacPherson

Rear Type: MacPherson

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make:

Type:

No. of Turns (lock to lock):

FINAL DRIVE

Type: Transaxle

Brakes: Unrestricted

ENGINE

Type: 4 Inline, FWD, Water, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 79.96mm

Stroke: 79.52mm

Total Displacement: 1599cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 58.0mm

Journal Diameter: 47.9mm

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION:

MANIFOLD: Stock

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Ford F.I.

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds:

No. of Reverse Speeds:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS

Manufacturer: TOYO KOGYO
Model: Mazda RX-7 13B engine, 1984

Class: GT-2

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2480 lbs.

Wheelbase: 95.2"

Front Track: 59.7

Rear Track: 58.9

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Macpherson

Rear Type: Live

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make:

Type:

No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

Type: Twin rotary, Front, Water

(Number of cylinders, location, cooling, valve operation)

Bore:

Stroke:

Total Displacement: 2616cc

Material of Block: Alum

Number of Main Bearings:

Journal Diameter:

Connecting Rod Material:

Journal Diameter:

CYLINDER HEAD

Material of Head:

Port Configuration:

No. Intake Ports:

No. Exhaust Ports:

No. of Valves per Cylinder:

CARBURETION: one 48mm, 2 BBL

w/44mm Venturi

Type of Valve Spring:

MANIFOLD: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)

Make:

Number of Spark Plugs per Cyl.: 2

Location & Type of Air Throttle:

TRANSMISSION

Injection Pump:

Make

FLYWHEEL

No. of Forward Speeds:

Diameter:

No. of Reverse Speeds:

ALTERNATE SPECIFICATIONS:

12A Engine weight: 2180 lbs.

Manufacturer: MERCURY
Model: Lynx, LN-7 1.6 Turbo, 1984—

Class: GT-2

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2500 lbs.

Wheelbase: 94.2"

Front Track: 58.9

Rear Track: 57.2

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: MacPherson

Rear Type: MacPherson

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make:

Type:

No. of Turns (lock to lock):

FINAL DRIVE

Type: Transaxle

Brakes: Unrestricted

ENGINE

Type: 4 Inline, FWD, Water, OHC
(Number of cylinders, location, cooling, valve operation)

Bore: 79.96mm

Stroke: 79.52mm

Total Displacement: 1599cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 58.0mm

Journal Diameter: 47.0mm

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION:

MANIFOLD: Stock

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl: 1

Location & Type of Air Throttle:

FUEL INJECTION (only permitted if listed)

Make: Ford F.I.

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds:

No. of Reverse Speeds:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: 300 ZX 3.0

Class: GT-2

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2480 lbs.

Wheelbase: 91.3"
Front Track: 59.4
Rear Track: 60.0

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: MacPherson

Rear Type: MacPherson

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Rack & Pinion

No. of Turns (lock to lock): 2.8

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

Type: V6, Water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 87.0mm

Stroke: 83.0mm

Total Displacement: 2960cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 6

No. of Valves per Cylinder: 2

turi

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 6

CARBURETION: (3) 48 IDF w/40mm Venturi

MANIFOLD: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Nissan L-Jetronic Bosch

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: PONTIAC
Model: Fiero 2.5

Class: GT-2

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 93.4"

Front Track: 58.8"

Rear Track: 60.7"

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make:

Type:

No. of Turns (lock to lock):

Brakes: Unrestricted

SUSPENSION

Front Type: Independent

Rear Type: Strut - Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Unrestricted

ENGINE

Type: 4 Inline, Mid, Water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 101.6mm

Total Displacement: 2471cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Stroke: 76.2mm

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alloy

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION:

MANIFOLD:

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: GM F.I.

Location & Type of Air Throttle:

Throttle Body

Injection Pump:

TRANSMISSION

Make:

No. of Forward Speeds:

No. of Reverse Speeds:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

2.7 Engine weight: 2180 lbs. .

Manufacturer: Toyota
Model: Celica 2.4 '82

Class GT-2

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2000 lbs.

Wheelbase: 98.4"

Front Track: 58.6"

Rear Track: 57.4"

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil-strut

Rear Type: Coil-live

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Toyota

Type: Rack & Pinion

No of Turns (lock to lock): 3.8

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 92mm

Stroke: 89mm

Total Displacement: 2366 cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum.

No. of Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted, 1 throat P/cyl

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION:

Make: Toyota

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

GT-3-D CATEGORY

1984

GT-3-D PRODUCTION CAR SPECIFICATIONS

INDEX

Official weight listed are *absolute minimums* with driver (minus 5% included).

Official track dimensions are *absolute maximum* (2" allowed plus 3% included).

Official rim widths are *absolute maximum* (1.5" allowed included).

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Manufacturer: Alfa Romeo S.P.A.

(Ex Class: D) GT-3

Model: Spider 2000, 2000 Spider Veloce thru 1977

ENGINE

Manufacturer Alfa Romeo
 Type DOHC 4 cyl. inline
 Bore x stroke 84 mm x 88.5 mm
 Capacity 1961 cc
 Head material Alloy
 Block material Alloy
 Valve head dia:
 Intake 1.73"
 Exhaust 1.57"
 Induction system Two Zenith 175 CDSE or two Solex C40 DDH or two
 DHLA 40 Dell'Orto or 40 mm Spica fuel injection or two Dell'Orto 48 mm
 Alt: (2) 48 mm Weber

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.30	2.99	2.76	2.54	2.33	
2.	1.99	1.76	1.78	1.70	1.58	
3.	1.25	1.30	1.30	1.26	1.21	
4.	1.00	1.00	1.00	1.00	1.00	
5.	0.79	0.87	0.82	0.86	0.88	

Overdrive

Make & Model:

Ratio None

Final Drive Ratios: 3.9, 4.10, 4.30, 4.55, 4.78, 5.12, 5.37, 5.86, 6.14, 6.8, 3.73

CHASSIS

Wheelbase 88.6"
 Track dimension, Front 56.26"
 Track dimension, Rear 54.2"
 Wheel diameter 14"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.7" disc	10.7" vent. disc	
Rear:	10.5" disc	10.5" vent. disc	

WEIGHT & CAPACITIES

Official weight: 2151 lbs.

*Note: Iron sleeves

ALTERNATE SPECIFICATIONS

A1BB4CS75 — Spica injection pump
 Alt. front discs: #10580.22.052.32
 Alt. rear discs: #10580.22.053.33
 Niki Lauda Edition Spoiler

Manufacturer: British Leyland
Model: Austin Healey 3000 MK I, II and III

(Ex Class: D) GT-3

ENGINE

Manufacturer BLM1
Type Pushrod 6 cyl. inline
Bore x stroke 3.28" x 3.50"
Capacity 2912 cc
Head material C.I.
Block material C.I.
Valve head dia:
 Intake 1.75"
 Exhaust 1.56"
 Induction system Two 1 7/8" SU or two 2" or three 1.5" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.0"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.64	2.42	2.64	2.21	2.93	
2.	2.07	1.72	1.88	1.58	2.05	
3.	1.31	1.20	1.43	1.09	1.31	
4.	1.00	1.00	1.00	1.00	1.00	
5.						

Overdrive

Make & Model: Laycock

Ratio88, .82, .79

Final Drive Ratios: 3.54, 3.91, 4.1, 4.8

CHASSIS

Wheelbase 91.7"
Track dimension, Front 53.5"
Track dimension, Rear 54.5"
Wheel diameter 15"
Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	11.25" disc		
Rear:	11" drum	disc (no. H82462)	

WEIGHT & CAPACITIES

Official weight: 2436 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Daimler
 Model: SP 250

(Ex Class: D) GT-3

ENGINE

Manufacturer Daimler
 Type OHV — V8
 Bore x stroke 3.00" x 2.75"
 Capacity 2548 cc
 Head material Alum.
 Block material c.i.
 Valve head dia:
 Intake 1.50"
 Exhaust 1.44"
 Induction system Two 1.75" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9"
 Gearbox
 No. of speeds forward: 4
 Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.93					
2.	1.74					
3.	1.23					
4.	1.00					
5.						

Overdrive
 Make & Model: Laycock
 Ratio

Final Drive Ratios: 3.58, 4.01, 4.56

CHASSIS

Wheelbase 92"
 Track dimension, Front 54.5"
 Track dimension, Rear 51.5"
 Wheel diameter 15"
 Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.5" disc		
Rear:	10.0" disc		

WEIGHT & CAPACITIES

Official weight: 2165 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Nissan
Model: Datsun SRL 311U

(Ex Class: D) GT-3

ENGINE

Manufacturer Nissan
Type SOHC 4 cyl. inline
Bore x stroke 3.43" x 3.27"
Capacity 1982 cc
Head material Alum.
Block material C.I.
Valve head dia:
 Intake 1.81"
 Exhaust 1.42"
 Induction system Two Hitachi (SU) HJG 46w 1.81" sidedraft or two Mikuni PHH 44 mm

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. of speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.96	2.68	1.86			
2.	1.86	1.70	1.38			
3.	1.31	1.26	1.22			
4.	1.00	1.00	1.00			
5.	0.85	0.85	0.85			

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.7, 3.89, 4.11, 4.38, 4.63, 4.88, 5.13, 5.38, 5.86, 6.14, 6.83

CHASSIS

Wheelbase 89.8"
Track dimension, Front 53.7" 7"-54.7
Track dimension, Rear 50.7" 7"-51.7
Wheel diameter 14.0" or 15.0"
Rim width 6" or 7"

BRAKE

	Standard	Alternate	Alternate
Front:	11.2" disc	11. x 1.035 vented	
Rear:	9.0" drum		

WEIGHT & CAPACITIES

Official weight:

Hitachi—2008 lbs., Mikuni—2080 lbs.

ALTERNATE SPECIFICATIONS

Front Calipers: 240Z, 260Z, 280Z, 1970-78 with Spacers
Rotor: Origin unrestricted

Manufacturer: Trojan Ltd.

(Ex Class: D) GT-3

Model: Elva Courier MK III MK IV 1800 & MK IV T Rdstr. and Coupe

ENGINE

Manufacturer BMC
 Type OHV — 4 cyl. inline
 Bore x stroke 3.16" x 3.50"
 Capacity 1798 cc
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.57"
 Exhaust 1.35"
 Induction system Two 1.5" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. of speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.
1.	3.64	2.44			
2.	2.21	1.62			
3.	1.37	1.27			
4.	1.00	1.00			
5.					

Overdrive

Make & Model: Laycock

Ratio

Final Drive Ratios: 3.9, 4.1, 4.5, 3.7, 4.9

CHASSIS

Wheelbase 90"
 Track dimension, Front 53.6"
 Track dimension, Rear 54.6"
 Wheel diameter 14"
 Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	11" disc	9 disc	
Rear:	9" drum		

WEIGHT & CAPACITIES

Official weight:

1616 lbs. — Roadster, 1722 lbs. — Coupe, MK III MK IV 1800 — 1536 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Jaguar
 Model: XK 120, XK 140, XK 150, 3.4 and 3.8

(Ex Class: D) GT-3

ENGINE

Manufacturer Jaguar
 Type DOHC 6 cyl. inline
 Bore x stroke 3.268" x 4.173" or 3.425" x 4.173"
 Capacity 3442 cc or 3781 cc
 Head material Alum.
 Block material C.I.
 Valve head dia:
 Intake 1.75"
 Exhaust 1.62" or 1.44"
 Induction system Two 1.75" SU or three 2" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.38	3.38	2.98			
2.	1.96	1.86	1.74			
3.	1.37	1.28	1.21			
4.	1.00	1.00	1.00			
5.						

Overdrive

Make & Model: Laycock

Ratio

Final Drive Ratios: 2.93, 3.31, 3.54, 3.77, 3.92, 4.09, 4.27, 4.55, 3.52, 3.27, 3.64

CHASSIS

Wheelbase 102"
 Track dimension, Front 57.3"
 Track dimension, Rear 56.3"
 Wheel diameter 15" or 16"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	12" disc	drum	
Rear:	12" disc	drum	

WEIGHT & CAPACITIES

Official weight: 2792 lbs.

ALTERNATE SPECIFICATIONS

XK-E intake manifolds

Manufacturer: Jensen Motors
Model: Jensen-Healey and GT

(Ex Class: D) GT-3

ENGINE

Manufacturer Lotus
 Type DOHC 4 cyl. valve inline
 Bore x stroke 3.751" x 2.726"
 Capacity 1973 cc
 Head material Alum.
 Block material Alum.
 Valve head dia:
 Intake 1.40" (2)
 Exhaust 1.215" (2)
 Induction system Two 1.75" Stromberg CD 2SE or S.U. or
 Two DCOE Webers w/36mm Venturi

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.5"

Gearbox

No. speeds forward: 4 or 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.12	1.85	3.37	3.31		
2.	1.99	1.49	2.16	1.56		
3.	1.30	1.16	1.58	1.29		
4.	1.00	1.00	1.24	1.08		
5.			1.00	1.00		

Overdrive

Make & Model: None
 Ratio

Final Drive Ratios: 3.5, 3.73, 3.9, 4.1, 4.6

CHASSIS

Wheelbase 92.0"
 Track dimension, Front 57.0"
 Track dimension, Rear 56.0"
 Wheel diameter 13"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.0" disc	10.1" disc	
Rear:	9.0" drum		

WEIGHT & CAPACITIES

Official weight: 2180 lbs.

Sleeves: Cast Iron

ALTERNATE SPECIFICATIONS

Allowed same alt brake as TR-7

NOTE: Parts may not be interchanged between the two engine/clutch/units.

ENGINE

Manufacturer	Ford/Cosworth 109E or Ford 116 E/122E
Type	OHV, 4 cyl. inline OHV, 4 cyl. inline
Bore x stroke	3.19" x 2.56" 3.19" x 2.86"
Capacity	1340 cc 1498 cc
Head material	C.I. C.I.
Block material	C.I. C.I.
Valve head dia:	
Intake	1.30" 1.442"
Exhaust	1.20" 1.193"
Induction system.....	Two 40 DCOE Webers One Weber 40 DOCE or two* 40 DOCE Weber

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter:	7.25"	8.0"
Gearbox		
No. speeds forward:	4	
Ratios:		
	Std.	Alt.
1.	4.12	2.92
2.	2.40	1.70
3.	1.41	1.28
4.	1.00	1.00
5.		

Overdrive
 Make & Model: None
 Ratio

Final Drive Ratios: 4.11, 4.55, 4.88, 3.22, 3.65, 3.91

CHASSIS

Wheelbase	88"	NOTE: Rear edge of the front fenders are to be 4½" above the body undertray.
Track dimension, Front	50.9"	
Track dimension, Rear	52.0"	*Series 4 rear, 55.0"
Wheel diameter	13"	
Rim width	5"	

BRAKES

	Standard	Alternate	Alternate
Front:	8" drum	(see below)	
Rear:	7" drum		

WEIGHT & CAPACITIES

Official weight:
 1340—1130 lbs: 1500—1300 (two carb) 1180 lbs. (one carb)

1340 manifold is used to fit dual Webers to 1500 engine (#9223)

ALTERNATE SPECIFICATIONS

OAOB 405/6 front disc brakes (9")
 (results in 7/8" track increase)
 Authorized frame modification: Information available from SCCA
 Cosworth main bearing caps and rocker pedestals (109E only)
 Headlights & associated hardware may be removed

*Dual Weber restrictors 32 mm

8 *Series 4 rear axle housing

Manufacturer: Lotus
Model: Lotus Seven Series Four

(Ex Class: D) GT-3

ENGINE

Manufacturer Ford
 Type OHV 4 cyl. inline
 Bore x stroke 3.19" x 3.06"
 Capacity 1599 cc
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.51"
 Exhaust 1.25"
 Induction system One Weber 32 DFM or DFD, 26 mm Pri., 27 mm Sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"
 Gearbox
 No. speeds forward: 4
 Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.97	2.51	2.51	3.54		
2.	2.01	1.70	1.64	2.40		
3.	1.40	1.23	1.23	1.41		
4.	1.00	1.00	1.00	1.00		
5.						

Overdrive
 Make & Model: None
 Ratio:
 Final Drive Ratios: 3.55, 3.77, 3.9, 4.12, 4.43, 4.7

CHASSIS

Wheelbase	90.0"
Track dimension, Front	52.4"
Track dimension, Rear	55.1"
Wheel diameter	13"
Rim width	7"

NOTE: Rear edge of the front fenders are to be 4½" above the body undertray.

BRAKES

	Standard	Alternate	Alternate
Front:	9" disc	9.63" disc	
Rear:	9" drum		

WEIGHT & CAPACITIES

Official weight: 1430 lbs.

ALTERNATE SPECIFICATIONS

Manufacturer: Mazda
 Model: RX-7

(Ex Class: D) GT-3

ENGINE

Manufacturer Mazda
 Type 2 rotor rotary piston, lateral inlet port
 Bore x stroke
 Capacity 2292 cc (1146 cc x 2)
 Head material
 Block material Alum
 Valve head dia:
 Intake 23 mm port max. width, lateral
 Exhaust 41 mm port, max. width, peripheral
 Induction system Nikki 1.1" pri., 1-3" sec.

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 10.6"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.67	2.34	2.35	2.190		
2.	2.21	1.69	1.60	1.600		
3.	1.43	1.28	1.24	1.470		
4.	1.00	1.00	1.00	1.18		
5.	0.82	0.88	0.84	1.000		

Overdrive

Make & Model:

Ratio.....

Final Drive Ratios: 3.63, 3.72, 3.90, 4.10, 4.37, 4.44, 4.62, 5.12, 4.87

CHASSIS

Wheelbase 95.3"
 Track dimension, Front 63.2"
 Track dimension, Rear 62.8"
 Wheel diameter 13", 14"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate	Rotor Width
Front:	9.0 disc	11.81 disc Lockheed		1.1"
Rear:	7.9 drum	1980 rear disc		

WEIGHT & CAPACITIES

Official weight: 2180 lbs.

ALTERNATE SPECIFICATIONS

Muffler 0000-06-303 or equiv.

Allowed recess floor pan
 for muffler

Rear spoiler 4" x 4" within original body width

Alt rear brake caliper, dual piston 1 per side of caliper no change in pad area.

Manufacturer: Porsche
Model: 924

(Ex Class: D) GT-3

ENGINE

Manufacturer	Porsche
Type	4 inline SOHC
Bore x stroke	3.41" x 3.32" (86.5 x 84.4 mm)
Capacity	1984 cc
Head material	Alum.
Block material	C.I.
Valve head dia:	
Intake	1.57" (40 mm)
Exhaust	1.299" (33 mm)
Induction system	Bosch K-Jetronic fuel injector or 2 Weber 45 DOCE 40 mm Venturi alt. I.R. manifold

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.464"

Gearbox

No. speeds forward: 4 or 5
Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.60	3.60	3.60	2.78	2.78	3.16	2.64	2.40
2.	2.12	2.00	2.26	1.68	1.72	1.77	1.63	1.63
3.	1.36	1.54	1.43	1.11	1.21	1.21	1.26	1.32
4.	0.96	1.11	1.03	0.80	0.93	0.93	1.00	1.00
5.				0.60	0.70	0.70	0.89	0.89

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.44, 3.45, 3.72, 3.88, 4.11, 4.12, 4.71, 5.00, 3.875, 5.286

CHASSIS

Wheelbase	94.49"
Track dimension, Front	59.62"
Track dimension, Rear	57.70"
Wheel diameter	14" or 15"
Rim width	7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.11" disc	11.12" disc	
Rear:	9" drum	11.37" disc	

WEIGHT & CAPACITIES

Official weight: 2080 lbs.

Cyl. No. 933-104.302.50 w/36mm Ex Valve
Alt. brake calipers (dual piston 1 per side)
No change in pad area

Manufacturer: Porsche
 Model: Carrera (1500 and 1600)

(Ex Class: D) GT-3

ENGINE

Manufacturer Porsche
 Type DOHC 4 cyl. opposed
 Bore x stroke 3.35" x 2.59" or 3.45" x 2.59"
 Capacity 1498 cc or 1588 cc
 Head material Alum.
 Block material Alum.
 Valve head dia:
 Intake 1.89"
 Exhaust 1.62"
 Induction system Two Solex 40 PJJ, Solex 40 PJJ-4, Solex 44 PII-4 or Weber 40 DCM

TRANSMISSION AND DRIVE TRAIN

clutch Diameter: 8"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	11/34	13/33	12/33			
2.	17/30	16/31	16/31	15/32	18/29	
3.	22/27	24/25	20/27	18/29	23/26	
4.	25/24	26/23	23/26	27/22	27/23	
5.						

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 6/31, 7/31, 7/34

CHASSIS

Wheelbase 82.7"
 Track dimension, Front 55.0"
 Track dimension, Rear 53.7"
 Wheel diameter 15"
 Rim width 6"

BRAKES

Front: 11" drum
 Rear: 11" drum

Standard

Alternate

Alternate

WEIGHT & CAPACITIES

Official weight:

Coupe: 1956 lbs.' Spdstr: 1776 lbs.

ALTERNATE SPECIFICATIONS: 695.350.001.10 — 10.8"/11.2" disc brake kit

644.42.095 — 60 mm front brakes 547.108.107.01 — Weber 46ID

547.108.108.01 — Weber 46ID

644.531.004.10 — Alum. door 644.511.010.15 — Alum. front hood

644.531.003.10 — Alum. door 644.512.001.10 — Alum. rear hood

No decrease in official weight

Manufacturer: Porsche (Ex Class: D) GT-3
Model: 911, 911L, 911S, 911T, Coupe/Targa thru 1968, 911T & Targa 1969 (carb. version only)

ENGINE

- Manufacturer Porsche
- Type SOHC 6 cyl. opposed
- Bore x stroke 3.15" (80mm) x 2.60" (66 mm)
- Capacity 1991 cc
- Head material Alum.
- Block material Alum.
- Valve head dia:

 - Intake 1.54", 1.65" or 1.77 = 45 mm ("S" head)
 - Exhaust 1.38", 1.49" or 1.53 = 39 mm ("S" head)

- Induction system Two Weber 40 IDA/IDS 3C or Six Solex 40 PI or Two Weber 40 IDA/IDS 3C/3C1

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5" (216 mm) 8.86"

Gearbox

No. speeds forward: 5 or 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09	2.64	2.40	2.83				
2.	1.89	1.78	1.60	2.00	1.55	1.83	1.68	2.19
3.	1.32	1.43	1.22	1.55	1.13	1.48	1.36	
*4.	1.04	1.08	1.00	1.32	1.17	1.26	1.23	
*5.	0.79	0.93	0.82	1.22	0.89	0.86	0.96	

*4th and 5th gear ratios interchangeable.

Overdrive

Make & Model: None

Ratio:

Final Drive Ratios: 3.86, 4.43, 4.81, 6.29, 5.33

CHASSIS

- Wheelbase 87.0" (2211 mm) or 89.41"
- Track dimension, Front 56.8" or 57.8"
- Track dimension, Rear 55.9" or 57.04" Alt. Alt.
- Wheel diameter 15" 14" 15"
- Rim width 7" 7" 7.5"

BRAKES

	Standard	Alternate	Alternate
Front:	11.1" disc		
Rear:	11.2" disc	11.4" disc	

WEIGHT & CAPACITIES

Official weight: 2080 lbs.

ALTERNATE SPECIFICATIONS

- Two Weber 40 IDT 3/C3 C1
- "S" caliper, alloy. "S" disc is ventilated
- #F/90135104116, R90135204114
- Rear rim width: 8.0" (Track increase rear 58.04)
- Rear Spoiler: "Ducktail" #512.905.000

Manufacturer: Porsche
Model: 914S

(Ex Class D) GT-3

ENGINE

Manufacturer Porsche
 Type 4 cyl. opposed
 Bore x stroke 3.7" x 2.79"
 Capacity 120.28 cu. in.
 Head material Alloy
 Block material Alloy
 Valve head dia:
 Intake 1.65"
 Exhaust 1.41"
 Induction system Bosch electronic fuel injection 1.62" or Two Solex
 PII 40mm, Weber 40 IDF or Dellorto 40mm DLRA

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.47"

Gearbox

No. speeds forward: 5

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.09					
2.	1.89					
3.	0.96		Same as 914			
4.	0.96					
5.	0.71					

Overdrive

Make & Model: None

Ratio

Final Drive Ratios: 3.86, 4.43, 4.83, 5.33

CHASSIS

Wheelbase 96.5"
 Track dimension, Front 56.6"
 Track dimension, Rear 58.4"
 Wheel diameter 15"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	11.06" disc	11.06 x 0.8	vented
Rear:	11.1" disc		

WEIGHT & CAPACITIES

Official weight: 1996 lbs.

ALTERNATE SPECIFICATIONS

Sleeves: cast iron
 Intake manifolds — #021 129 705 R
 Top panels may remain in place if securely bolted or pinned
 Alt. rear "M" caliper
 Caliper spacers
 Rear Spoiler 4 x 4 within original body width

Manufacturer: British Leyland
 Model: Triumph GT 6, GT 6+, MK III—1974

(Ex Class: D) GT-3

ENGINE

Manufacturer BLM
 Type OHV, 6 cyl. in line
 Bore x stroke 2.94" x 2.99"
 Capacity 1998 cc
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.305" or 1.438"
 Exhaust 1.18" or 1.26"
 Induction system Two 1.5" Stromberg C.C. 150 or Two 1.5" SU
 Two 1.75" Stromberg or SU

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.65	1.8				
2.	1.78	1.49				
3.	1.25	1.20				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock "D"

Ratio 0.802

Final Drive Ratios: 3.27, 3.6, 3.89, 4.1, 4.55

CHASSIS

Wheelbase 83"
 Track dimension, Front 53.6", 7" 54.6"
 Track dimension, Rear 51.5", 7" 52.5"
 Wheel diameter 13"
 Rim width 6" or 7"

BRAKES

	Standard	Alternate	Alternate
Front:	9.7" disc		
Rear:	8.0" drum		

WEIGHT & CAPACITIES

Official weight: 1900 lbs.

ALTERNATE SPECIFICATIONS

Intake manifold from TR-6

Manufacturer: British Leyland
 Model: TR-250, TR-6

(Ex Class: D) GT-3

ENGINE

Manufacturer BLM
 Type OHV, 6 cyl. in line
 Bore x stroke 2.94" x 3.74"
 Capacity 2498 cc
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.438" or 1.45"
 Exhaust 1.26"
 Induction system Two 1.75" Stromberg CD 175 or Two 1.75" SU
 (3) Weber 40 DCOE-2, 32mm venturi I.R. manifold

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.14	1.88				
2.	2.01	1.42				
3.	1.33	1.24				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock "A"

Ratio 0.821

Final Drive Ratios: 3.45, 3.7, 4.1, 4.3, 4.55, 4.87

CHASSIS

Wheelbase 88.0"
 Track dimension, Front 53.8"
 Track dimension, Rear 53.3"
 Wheel diameter 15"
 Rim width 7"

BRAKES

	Standard	Alternate	Alternate
Front:	10.75" disc	11.18" vent disc	
Rear:	9.00" drum	8.75" drum	Alfin drum 9"

WEIGHT & CAPACITIES

Official weight: 2280 lbs.

ALTERNATE SPECIFICATIONS

Disc: C32764 Manifold, individual runners
 Caliper: 60-12796 LH
 60-12797 RH

Manufacturer: British Leyland
 Model: TR-7 Coupe & Convertible

(Ex Class: D) GT-3

ENGINE

Manufacturer BLMJ
 Type SOHC 4 cyl. inline
 Bore x stroke 90.3 mm x 78 mm
 Capacity 1998 cc
 Head material Alum.
 Block material C.I.
 Valve head dia:
 Intake 39.6 mm
 Exhaust 32.5 mm
 Induction system 2 — 1.75" Stromberg, 2 — 1.75" SU
 or Weber 45 DCOE 42mm Venturi

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8.5"
 Gearbox
 No. speeds forward: 4 or 5
 Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	2.60	1.80	3.31	1.9		
2.	1.78	1.49	2.08	1.49		
3.	1.25	1.24	1.39	1.24		
4.	1.00	1.00	1.00	1.00		
5.			0.83	0.88		

Overdrive
 Make & Model: None
 Ratio

Final Drive Ratios: 3.63, 3.2, 3.45, 3.89, 4.1, 4.5, 3.7, 4.3, 4.87

CHASSIS

Wheelbase 85.0"
 Track dimension, Front 60.25"
 Track dimension, Rear 59.0"
 Wheel diameter 13" or 14"
 Rim width 7"

BRAKES	Standard	Alternate	Alternate*
Front:	9.75" disc	10.5" vent disc	
Rear:	8.0" drum	9.0" drum	10.5 × .78

WEIGHT & CAPACITIES

Official weight: 2050 lbs.

ALTERNATE SPECIFICATIONS

Alternate brake kit — STN 000068
 Std. fuel injection on 1980 Calif. model
 Rear spoiler V-775
 Alt. manifold V-740
 *Alt rear disc from TR-8

Manufacturer: Grantura Engineering
 Model: TVR Mk III 1800

(Ex Class: D) GT-3

ENGINE

Manufacturer BMC (MG-B)
 Type OHV, 4 cyl. in line
 Bore x stroke 3.16" x 3.50"
 Capacity 1798 cc
 Head material C.I.
 Block material C.I.
 Valve head dia:
 Intake 1.57"
 Exhaust 1.35"
 Induction system Two 1.5" SU or Stromberg

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 8"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.64	2.45				
2.	2.21	1.62				
3.	1.37	1.27				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: Laycock
 Ratio 0.802

Final Drive Ratios: 3.9, 4.1, 4.3, 4.55, 4.88, 5.1

CHASSIS

Wheelbase 85.5"
 Track dimension, Front 54.6"
 Track dimension, Rear 56.2"
 Wheel diameter 14" or 15"
 Rim width 6"

BRAKES

	Standard	Alternate	Alternate
Front:	10.75" disc		
Rear:	9.00" drum		

WEIGHT & CAPACITIES

Official weight: 1629 lbs.

NOTE: Roll cage/bars requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS

Vacuum brake booster — COMP 17

Manufacturer: Yenko Sportscars
 Model: Stinger Coupe* Corvair Coupe

(Ex Class: D) GT-3

ENGINE

Manufacturer Chevrolet
 Type OHV, 6 cyl. opposed
 Bore x stroke 3.44" x 2.94"
 Capacity 164 cu. in.
 Head material Alum.
 Block material Alum.
 Valve head dia:
 Intake 1.72"
 Exhaust 1.36"
 Induction system Four Rochester 7025023 and 7026026 1 bbl. 1.5"
 (2) Weber 40IDT or IDA, 3c & 3cl, 32mm venturi

TRANSMISSION AND DRIVE TRAIN

Clutch Diameter: 9.12"

Gearbox

No. speeds forward: 4

Ratios:

	Std.	Alt.	Alt.	Alt.	Alt.	Alt.
1.	3.11	2.54				
2.	2.20	1.80				
3.	1.47	1.32				
4.	1.00	1.00				
5.						

Overdrive

Make & Model: None

Ratio.....

Final Drive Ratios: 3.27, 3.55, 3.89

CHASSIS

Wheelbase 108"
 Track dimension, Front 59.7"
 Track dimension, Rear 62.9"
 Wheel diameter 13", 14"
 Rim width 7", 8" rear

BRAKES

	Standard	Alternate	Alternate
Front:	9.5" drum	Disc 10.6" x 1.0"	
Rear:	9.5" drum	Disc 10.6" x 1.0"	

WEIGHT & CAPACITIES

Official weight: 2225 lbs.

ALTERNATE SPECIFICATIONS

Delco moraine power brakes
 Front disc brakes from 1967-69 Camaro
 Manifold, individual runners

*Corvair coupes may be modified to yenko configuration

GT-3 CATEGORY

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Toyota Corolla T.C.	56

ALL WEIGHTS WITH DRIVER

1/1/84

Manufacturer: Alfa Romeo
Model: 1750, 2000 GTV

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2055 lbs. — 1750 cc
2280 lbs. — 2180 cc

Wheelbase: 92.5"
Front Track: 55.22"
Rear Track: 53.20"

Wheel Diameter(s): 13/14/15 inches
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Glass/remove

Coachwork: Steel
Doors: Steel

STEERING

Make: Burman or ZF
Type: Recirculating Ball or Worm & Roller
No. of Turns (lock to lock): 3.7

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled DOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 80mm (1750), 84mm (2000)
Total Displacement: 1779cc, 1962cc

Material of Block: Aluminum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring*

No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2
*adjustable top link Knuckle Riser

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
32mm concentric bushing in intake port standard

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

TRANSMISSION

Make:
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

FUEL INJECTION (only permitted if listed)
Make: SPICA—1750 & 2000 only
Location & Type of Air Throttle: Body of air horn—butterfly
Injection Pump: AIBB, 4CS.75

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: Alfetta—4 Door

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 98.82"

Front Track: 58.04"

Rear Track: 57.94"

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion bars

Rear Type: DeDion—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Alfa Romeo ZF

Type: Rack & Pinion

No. of Turns (lock to lock): 3.5

FINAL DRIVE

Type: Transaxle

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled DOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 84 mm (3.307")

Stroke: 88.5 mm (3.48")

Total Displacement: 1962 cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 60 mm (2.362")

Journal Diameter: 50 mm (1.968")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: SPICA

Location & Type of Air Throttle: (4)

40 mm Butterfly in manifold

Injection Pump: Auto. Delta SPICA

11501.04.030.99

TRANSMISSION

Make: Alfa Romeo

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: Alfetta GT

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2080 lbs.
Wheelbase: 94.49"
Front Track: 58.04" Wheel Diameter(s): 13/14/15
Rear Track: 57.94 Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Alfa Romeo ZF
Type: Rack & Pinion
No. of Turns (lock to lock): 3.5

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 84 mm (3.307") Stroke: 88.5 mm (3.48")
Total Displacement: 1962cc
Material of Block: Aluminum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Torsion Bars
Rear Type: DeDion—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Tramsaxle

Journal Diameter: 60mm (2.362")
Journal Diameter: 50mm (1.968")

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make: SPICA
Location & Type of Air Throttle: (4)
40 mm Butterfly in manifold
Injection Pump: Auto. Delta Spica
11501.04.030.99

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: Sport Sedan

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.
Wheelbase: 98.8"
Front Track: 55.10" Wheel Diameter(s): 14
Rear Track: 55.00" Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent-Torsion Bar
Rear Type: DeDion—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Alfa Romeo
Type: Rack & Pinion
No. of Turns (lock to lock):
BRAKES: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: 4 Inline, Water Cooled, DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 84mm (3.307) Stroke: 88.5mm (3.48)
Total Displacement: 1962 cid
Material of Block: Alum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 2.362
Journal Diameter: 1.968

CYLINDER HEAD

Material of Head: Alum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 320i

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 100.9"

Front Track: 58.20"

Rear Track: 58.71"

Wheel Diameter(s): 13"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Door: Remove

Coachwork: Steel

STEERING

Make: BMW

Type: Rack and Pinion

No. of Turns (lock to lock): 4

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder in line water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 89 mm

Total Displacement: 1990 cc

Material of Block: Cast Iron

Number of Main Bearings:

Connecting Rod Material:

CYLINDER HEAD

Material of Head: Alloy

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Getrag or ZF

No. of Forward Speeds: 4 or 5

No. of Reverse Speeds: 1

SUSPENSION

Front Type: McPherson Strut/Coil

Rear Type: Ind. Semi Trailing Arm/Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Journal Diameter:

Journal Diameter:

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make: Bosch

Location & Type of Air Throttle: Inlet

Manifold

Injection Pump: Bosch K Jetronic

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 320i 1800cc 1980—

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs.

Wheelbase: 100.9"
Front Track: 58.20"
Rear Track: 58.71"

Wheel Diameter(s): 13
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: ZF
Type: Rack & Pinion
No. of Turns (lock to lock):
BRAKES: Unrestricted

SUSPENSION

Front Type: McPherson—Coil
Rear Type: Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

ENGINE

Type:
(Number of cylinders, location, cooling, valve operation)
Bore: 89mm (3.504) Stroke: 71mm (2.795)
Total Displacement: 1776 cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Steel

Journal Diameter: 2.16
Journal Diameter: 1.88

CYLINDER HEAD

Material of Head: Alum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make:	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 2000 T 1

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2180 lbs.
Wheelbase: 100.5"
Front Track: 55.62" Wheel Diameter(s): 13/14"
Rear Track: 57.38 Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Steel

WINDOWS
Door: Remove

Rear Door Window: Glass/Plexiglass/remove

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Trailing Arms—Coil

STEERING

Make: Z-F Gemmer

Type: Worm and Roller

No. of Turns (lock to lock): 3.5/2.9

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 89mm (3.504")

Stroke: 80mm (3.15")

Total Displacement: 1990 cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 48mm (1.89")

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

Getrag Alt. ZF

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 2002*, 2002 TI, 2002 TII

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2180 lbs.
Wheelbase: 98.5"
Front Track: 57.43" Wheel Diameter(s): 13.0"
Rear Track: 57.43" Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Independent—Trailing Arms—Coi

STEERING
Make: 7-F Gemmer
Type: Worm & Roller
No. of Turns (lock to lock): 3.5/2.9

No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE
Type: HyPoid

ENGINE
Type: Four Cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 89mm (3.504") Stroke: 80mm (3.15")
Total Displacement: 1990 cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 48mm (1.89")
Journal Diameter:

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

IGNITION SYSTEM
Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

CARBURETION: Unrestricted
MANIFOLD: Unrestricted
FUEL INJECTION (only permitted if listed)
Make: Kigel Fischer
Location & Type of Air Throttle: Manifold—
43mm butterfly
Injection Pump: Kugel Fischer

TRANSMISSION
Make: Getrag Alt. ZF
No. of Forward Speeds: 4 5
No. of Reverse Speeds: 1 1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

*Engine: 1800 cc Weight: 1980 lbs.

Manufacturer: CHEVROLET
Model: Vega 2300

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2380 lbs.

Wheelbase: 97.0"

Front Track: 58.30"

Rear Track: 57.78

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Chevrolet

Type: Worm & Sector/Recirculating Ball

No. of Turns (lock to lock): 4.4

BRAKES: Unrestricted 3.25—Servo

FINAL DRIVE

Type: Hypoid

ENGINE

Type: 4 cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 3.501"

Stroke: 3.625"

Total Displacement: 2287 cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 2.30"

Journal Diameter: 2.00"

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chevrolet

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHEVROLET
Model: Cosworth Vega Twin Cam

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2672 lbs.

Wheelbase: 97.0"

Front Track: 58.71"

Rear Track: 57.17"

Wheel Diameter(s): 13 0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: G.M.

Type: Recirculating Ball Bearing Nut Gear

No. of Turns (lock to lock): 4.4

BRAKES: Unrestricted 2.82—Servo

FINAL DRIVE

Type: HyPoid

ENGINE

Type: 4 cylinder inline water cooled DOHC 4 valve
(Number of cylinders, location, cooling, valve operation)

Bore: 88.925mm (3.5")

Stroke: 80.264mm (3.16")

Total Displacement: 1993 cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 58.445mm (2.301")

Journal Diameter: 50.80mm (2.0")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 4

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bendix Electronic

Location & Type of Air Throttle: Manifold—
Butterfly

Injection Pump: Bendix

TRANSMISSION

Make: Chevrolet

	Std.	B-W
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL

Diameter:

NOTE: Roll cage/bars meeting requirement for cars under 2500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Dodge Colt 1975

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2380 lbs. 1995 cc

Wheelbase: 95.3"
Front Track: 57.17
Rear Track: 56.65"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Koyo Seiko
Type: Recirculating Ball
No. of Turns (lock to lock): 3.5

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 84mm
Total Displacement: 1995 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 90mm

Journal Diameter: 66mm (2.598")
Journal Diameter: 53.1mm (2.09")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Chrysler/Mitsubishi	Std.	Auto
No. of Forward Speeds:	5	3
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: Datsun 510 2 Liter

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2280 lbs.

Wheelbase: 94.5"

Front Track: 58.40"

Rear Track: 58.30"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil—McPherson

Rear Type: Live Axle—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four Cylinder inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35")

Stroke: 86mm (3.39")

Total Displacement: 1952 cc (119.1 cid)

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 60mm

Journal Diameter: 55mm

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 4 or 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 295mm

ALTERNATE SPECIFICATIONS:

Cylinder Head Part No. 11041-22010

11041-UO600-A

11041-UO602-SV

11041-21901

Front Apron Panel FRP Mat'l.

Manufacturer: NISSAN
Model: Datsun 510 2 Liter '78-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2280 lbs.

Wheelbase: 94.5"

Front Track: 58.40"

Rear Track: 58.30"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil—McPherson

Rear Type: Live Axle—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock):

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four Cylinder inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35")

Stroke: 86mm (3.39")

Total Displacement: 1952 cc (119.1 cid)

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 60mm

Journal Diameter: 55mm

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 4 or 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 295mm

ALTERNATE SPECIFICATIONS:

Cylinder Head Part No. 11041-22010

11041-UO600-A

11041-UO602-SV

11041-21901

Front Apron Panel FRP Mat'l.

Alt Cyl hd 11041-N7120

Add 50 lbs. when used

Manufacturer: NISSAN
Model: Datsun PL-510 1800

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 95.3"

Front Track: 55.96"

Rear Track: 55.96"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Rear Door: Glass/Plexiglass/remove

SUSPENSION

Front Type: Independent—McPherson—Coil

Rear Type: Independent—Trailing Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating

No. of Turns (lock to lock): 3.2

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.347")

Stroke: 78mm (3.071")

Total Displacement: 1770 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 55mm (2.165")

Journal Diameter: 50mm (1.97")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

FLYWHEEL

Diameter: 12.2"

ALTERNATE SPECIFICATIONS:

Cylinder Heads: 11041-22010

11041-UO 600-A

11041-UO 602 SV

11041-21901

Alt. cyl. hd. 11041-N7120

Add 50 lbs. when used

Front Apron Panel FRP Mat'l.

Manufacturer: NISSAN
Model: Datsun 610 2 Dr. & 4 Dr.

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs. 1770 cc
2280 lbs. 1952 cc

Wheelbase: 98.42"
Front Track: 57.68
Rear Track: 56.90

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

Rear Door: Glass/Plexiglass/Remove

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Trailing Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 3.2

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35")

Stroke: 78mm (1770)/86mm (1952)

Total Displacement: 1770 cc/1952 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 55mm (2.165")

Journal Diameter: 50mm (1.97")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL

Diameter: 12.2"

ALTERNATE SPECIFICATIONS:

Cylinder Head—Part #11041-22010
11041-UO600-A
11041-UO602-SV
11041-21901

Alt. cyl. hd. 11041-N7120
Add 50 lbs. when used

Manufacturer: NISSAN
Model: Datsun 710

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs. 1770 cc
2280 lbs. 1952 cc

Wheelbase: 96.5"
Front Track: 57.55"
Rear Track: 58.10"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan
Type: Recirculating Ball
No. of Turns (lock to lock): 3.2

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 85mm (3.35")
Total Displacement: 1770 cc/1952 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous
Stroke: 78mm (1770/86mm)/(1952)
Journal Diameter: 55mm or 60mm
Journal Diameter: 50mm (1.97")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL

Diameter: 12.2"

ALTERNATE SPECIFICATIONS:

Cylinder Head—Part #11041-22010
#11041-UO600-A
#11041-UO602-SV
#11041-21901

Alt. cyl. hd. 11041-N7120
Add 50 lbs. when used

Manufacturer: NISSAN
Model: Datsun 200 SX 2.2, 1982-83

Class GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2380 lbs.

Wheelbase: 94.5"

Front Track: 57.2"

Rear Track: 57.9"

Wheel Diameter(s): 13/14

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil-strut

Rear Type: Coil-live

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No of Turns (lock to lock): 4.3

FINAL DRIVE

Type:

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder, water cooled, SOHC (nap Z engine only)

(Number of cylinders, location, cooling, valve operation)

Bore: 87mm

Total Displacement: 2187cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 59.95mm

Journal Diameter: 49.97mm

CYLINDER HEAD

Material of Head: Alum

No. of Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted, 1 throat P/cyl

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 2

FUEL INJECTION (only permitted if listed)

Make: Hitach

Location & Type of Air Throttle: Manifold In-
jection

TRANSMISSION:

Make: Nissan

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: Datsun 200 SX, 1979

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 92.1"

Front Track: 55.88"

Rear Track: 55.10"

Wheel Diameter(s): 13" or 14"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 2.94

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35")

Stroke: 86mm (3.39")

Total Displacement: 1952 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 60mm (2.36")

Journal Diameter: 50mm (1.97")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head—Part #11041-22010

11041-UO600-A

11041-UO602-SV

11041-21901

Alt. cyl. hd. 11041-N7120

Add 50 lbs when used

Manufacturer: NISSAN
Model: Datsun 200 SX '80-'83

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 94.5"

Front Track: 56"

Rear Track: 56"

Wheel Diameter(s): 13.0" or 14"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 2.94

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35")

Stroke: 86mm (3.39")

Total Displacement: 1952 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Journal Diameter: 60mm (2.36")

Connecting Rod Material: Ferrous

Journal Diameter: 50mm (1.97")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head—Part #11041-22010

11041-UO600-A

11041-UO602-SV

11041-21901

Alt. cyl. hd. 11041-N7120

Add 50 lbs. when used

L20B Engine

Manufacturer: Dodge
Model: Omni 024, Shelby Charger 1979—

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2380 lbs.

Wheelbase: 96.7"

Front Track: 59.94"

Rear Track: 59.64"

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw

Type: Rack & Pinion

No. of Turns (lock to lock): 3.13

BRAKES: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.44

Stroke: 3.62

Total Displacement: 2213 cc

Material of Block: Iron

Number of Main Bearings: 5

Journal Diameter: 2.63

Connecting Rod Material: Steel

Journal Diameter: 1.96

CYLINDER HEAD

Material of Head: Alum

Port Configuration: Non-crossflow

No. Intake Ports: 4

No. Exhaust Ports: 4

No. of Valves per Cylinder: 2

CARBURETION: Unrestricted

Type of Valve Spring: Coil

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
 Model: 131 Coupe & Sedan, Brava

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs—1955 cc

Wheelbase: 98.0"
 Front Track: 58.71"
 Rear Track: 55.62

Wheel Diameter(s): 13.0"
 Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson
 Rear Type: Live Axle—Coil
 No. of Front Shock Absorbers: 2
 No. of Rear Shock Absorbers: 2

STEERING

Make: Fiat
 Type: Rack & Pinion
 No. of Turns (lock to lock): 3.4

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled DOHC
 (Number of cylinders, location, cooling, valve operation)
 Bore: 8.41 (3.31) Stroke: 8.99 (3.54)
 Total Displacement: 1995 cc
 Material of Block: Cast iron
 Number of Main Bearings: 5
 Connecting Rod Material: Ferrous

Journal Diameter: 53mm (2.087")
 Journal Diameter: 50.8mm (2.0")

CYLINDER HEAD

Material of Head: Aluminum
 No. Intake Ports: 4
 No. of Valves per Cylinder: 2
 Type of Valve Spring: Coil

Port Configuration: Crossflow
 No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
 Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
 Make:
 Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat
 No. of Forward Speeds: 5
 No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
 Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Capri 2000/2300

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs. 2000 cc
2280 lbs. 2300 cc
Wheelbase: 100.8"
Front Track: 58.4" Wheel Diameter(s): 13.0"
Rear Track: 58.3" Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Ford
Type: Rack & Pinion
No. of Turns (lock to lock): 3

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 90.8mm (3.57") 3.781"
Stroke: 77mm (3.03") 3.126"
Total Displacement: 1993 cc 2301 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 57mm (2.244")
Journal Diameter: 54.12mm (2.165")

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Ford	Std.	Alt
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Capri

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2280 lbs.

Wheelbase: 100.4"

Front Track: 58.3"

Rear Track: 58.3"

Wheel Diameter(s): 13/14"

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Hybrid McPherson—Coil Lower Arm

Rear Type: Four Bar Link—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gear Ltd

Type: Rack & Pinion

No. of Turns (lock to lock): 4.08

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.781"

Stroke: 3.126"

Total Displacement: 2301 cc 140

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 2.399"

Journal Diameter: 2.047"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Pinto 2000/2300

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs. 1993 cc
2280 lbs. 2297 cc

Wheelbase: 94.0"
Front Track: 60.52
Rear Track: 60.52"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Ford
Type: Rack & Pinion
No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 90.8mm/96mm
Total Displacement: 1993 cc/2297.7 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Ford	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

Stroke: 77mm/79.4mm

Journal Diameter: 57mm/57mm
Journal Diameter: 54.12mm/54.12mm

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang II 2300

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2280 lbs.

Wheelbase: 96.2"

Front Track: 59.74"

Rear Track: 59.74"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Ford

Type: Rack & Pinion

No. of Turns (lock to lock): 3.3

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 96mm (3.781")

Total Displacement: 2297.7 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Stroke: 79.4mm (3.126")

Journal Diameter: 60.93mm (2.399")

Journal Diameter: 51.99mm (2.047")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Ford

	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Mustang 1979

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2280 lbs.

Wheelbase: 100.4

Front Track: 58.3"

Rear Track: 58.71"

Wheel Diameter(s): 13/14"

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION. WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Hybrid/McPherson—Coil Lower Arm

Rear Type: Four Bar Link—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gear LTD.

Type: Rack & Pinion

No. of Turns (lock to lock): 4.08

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline, water cooled, SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 3.781"

Stroke: 3.126"

Total Displacement: 2301 cc 140 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 2.399"

Journal Diameter: 2.047"

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Mazda
Model: Mazda RX-2

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 97.25"

Front Track: 57.73"

Rear Track: 57.73"

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Toyo Kogyo

Type: Recirculating Ball

No. of Turns (lock to lock): 4.15

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 2 Rotor Rotary Piston water cooled
(Number of cylinders, location, cooling, valve operation)

Bore: 2 x 573 cc = 1146 cc

Total Displacement: 1146 cc x 2 = 2292 cc

Material of Block: Aluminum

Number of Main Bearings: 2

Connecting Rod Material:

Stroke:

Eccentric Shaft

Journal Diameter: 43mm (1.69")

Journal Diameter: 74mm (2.91")

CYLINDER HEAD

Material of Head:

No. Intake Ports:

No. of Valves per Cylinder:

Type of Valve Spring:

Port Configuration:

No. Exhaust Ports:

IGNITION SYSTEM

Type (coil or magneto): Coil (2 Dist.)

Number of Spark Plugs per Cyl.: 2

CARBURETION: 48mm IDA 38mm venturi

MANIFOLD: I.R.

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Toyo Kogyo Std. Alt.

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter: 11.78"

ALTERNATE SPECIFICATIONS:

Muffler 0000-06-303 or equiv.

Manufacturer: Mazda
Model: Mazda RX-3, 1972-78

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 90.0"

Front Track: 55.31"

Rear Track: 54.90"

Wheel Diameter(s): 13/14/15"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Mazda

Type: Recirculating Ball

No. of Turns (lock to lock): 3.3

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 2 Rotor Rotary Piston water cooled

(Number of cylinders, location, cooling, valve operation)

Bore: $573 \times 2 = 1146$ cc

Total Displacement: $1146 \text{ cc} \times 2 = 2292$ cc

Material of Block: Aluminum

Number of Main Bearings: 2

Connecting Rod Material:

Stroke:

Eccentric Shaft

Journal Diameter: 43mm (1.69")

Journal Diameter: 84mm (2.91")

CYLINDER HEAD

Material of Head:

No. Intake Ports:

No. of Valves per Cylinder:

Type of Valve Spring:

Port Configuration:

No. Exhaust Ports:

CARBURETION: 48mm IDA 38mm venturi

MANIFOLD: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil: 2

Number of Spark Plugs per Cyl.: 2

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Toyo Kogyo

Std.

Alt.

No. of Forward Speeds: 4

5

No. of Reverse Speeds: 1

1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Muffler 0000-06-303 or equiv.

Manufacturer: Mazda
Model: Mazda 626 Coupe 1979-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 98.8"

Front Track: 57.57"

Rear Track: 57.98"

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Mazda

Type: Recirculating Ball

No. of Turns (lock to lock): 4.5

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four inline water cooled, SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 80.0mm (3.15)

Stroke: 98.0mm (3.86)

Total Displacement: 1970 cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head:

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: OPEL
Model: Rallye Kadet

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs.

Wheelbase: 95.1"

Front Track: 52.84"

Rear Track: 53.76"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent/Transverse Leaf

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Opel

Type: Rack & Pinion

No. of Turns (lock to lock): 3

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled cam in head

(Number of cylinders, location, cooling, valve operation)

Bore: 93mm (3.66")

Stroke: 69.8mm (2.75")

Total Displacement: 1897 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 52mm (2.05")

Journal Diameter: 62mm (2.44")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Opel

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: OPEL
Model: 1900 Sport Coupe Rallye 57 (R)

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs.

Wheelbase: 95.7"

Front Track: 56.14"

Rear Track: 55.62"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Opel

Type: Rack & Pinion

No. of Turns (lock to lock): 3.75

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled cam in head
(Number of cylinders, location, cooling, valve operation)

Bore: 93mm (3.66")

Stroke: 69.8mm "2.75")

Total Displacement: 1897 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 52mm (2.05")

Journal Diameter: 62mm (2.44")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Opel

Std ZF

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: OPEL
Model: Opel 1900, 51 & 53, 2 Dr. & 4 Dr.

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs.

Wheelbase: 95.7"

Front Track: 55.62"

Rear Track: 55.10"

Wheel Diameter(s): 13 0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Rear Door: Glass/Plexiglass/remove

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Opel

Type: Rack & Pinion

No. of Turns (lock to lock): 3

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled cam in head

(Number of cylinders, location, cooling, valve operation)

Bore: 93mm (3.66")

Stroke: 69.8mm (2.75")

Total Displacement: 1897 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 52mm (2.05")

Journal Diameter: 62mm (2.44")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Opel

Std. ZF

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter: 11.56"

ALTERNATE SPECIFICATIONS:

Manufacturer: PLYMOUTH
Model: Horizon TC3 1979—

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2380 lbs.

Wheelbase: 96.7"

Front Track: 59.94"

Rear Track: 59.64"

Wheel Diameter(s): 13/14/15

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Saginaw

Type: Rack & Pinion

No. of Turns (lock to lock): 3.13

BRAKES: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 3.44

Stroke: 3.62

Total Displacement: 2213 cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 2.63

Journal Diameter: 1.69

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: SAAB
Model: 99E, CM, LE, EMS, GL

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs. 1854 cc
2080 lbs. 1985 cc

Wheelbase: 97.4"
Front Track: 59.48"
Rear Track: 60.00"

Wheel Diameter(s): 15.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gears
Type: Rack & Pinion
No. of Turns (lock to lock): 3.1/3.5/3.6/4.1

FINAL DRIVE

Type: Spiral Bevel

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 87mm (1854)/90mm (1985) Stroke: 78mm (3.07")
Total Displacement: 1854cc/(1985 cc)
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 54mm/58mm
Journal Diameter: 48mm/52mm

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make: Bosch-02 801 500 04
Location & Type of Air Throttle: Inlet
Manifold—Butterfly

Injection Pump: Bosch—Roll cell

TRANSMISSION

Make: SAAB/B-W	Std.	Auto
No. of Forward Speeds:	4	1
No. of Reverse Speeds:	1	1

FLYWHEEL

Diameter: 11.25"

ALTERNATE SPECIFICATIONS:

Manufacturer: SAAB
Model: 900 1979—

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 99.4"

Front Track: 57.58"

Rear Track: 57.98"

Wheel Diameter(s): 15

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Cam Gear Ltd

Type: Rack & Pinion

No. of Turns (lock to lock): 4.1

BRAKES: Unrestricted

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 90mm (3.54)0

Total Displacement: 1985 cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Stroke: 78mm (3.07)

Journal Diameter: 2.28

Journal Diameter: 2.04

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch

Location & Type of Air Throttle: FT of Manifold

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump: K Jetronic (C15)

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BLM
Model: Triumph 2 Liter Vitesse

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 91.5"
Front Track: 53.05"
Rear Track: 52.54"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Coachwork: Steel

Door: Remove

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Independent—Swing Axle Leaf

Spring

STEERING

Make: Triumph
Type: Rack & Pinion
No. of Turns (lock to lock): 4.25

No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

Type: Six cylinder, inline, water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 74.7mm (2.94")
Total Displacement: 1998 cc
Material of Block: Cast Iron
Number of Main Bearings: 4
Connecting Rod Material: Ferrous

Stroke: 76mm (2.99")

Journal Diameter: 58.7mm (2.313")
Journal Diameter: 47.6mm (1.877")

CYLINDER HEAD

Material of Head: Cast Iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 3
CARBURETORS: Unrestricted
MANIFOLD: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Triumph Std. Alt. #51642
No. of Forward Speeds: 4 4
No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter: 10.875"

ALTERNATE SPECIFICATIONS:

Laycock Overdrive

Manufacturer: TOYOTA
Model: Celica ST, LT, GT (including Hatchback)

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs. 1858 cc
2080 lbs. 1968 cc
2380 lbs. 2189 cc
Wheelbase: 95.5"/98.2"
Front Track: 56.65"
Rear Track: 55.36"
Wheel Diameter(s): 13/14"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Live Axle—Coil—4 link lat. rod
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Toyota
Type: Recirculating Ball
No. of Turns (lock to lock): 3.9

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 86mm (1858)/88.5mm (1968 & 2189) Stroke: 80mm (1858 & 1968)/89mm (2189)
Total Displacement: 1858cc/1968cc/2189cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 60mm (2.36")
Journal Diameter: 53mm (2.09")

CYLINDER HEAD

Material of Head: CI(1858&1968)Alum(2189)

Port Configuration: Non-crossflow (1858 & 1968) Crossflow (2189)

No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Toyota	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL
Diameter: 11.62"

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Celica Sport Coupe GT & ST & Liftback GT

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2380 lbs.

Wheelbase: 98.25 ± .5"

Front Track: 55.31"

Rear Track: 55.41"

Wheel Diameter(s): 14"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: McPherson—Coil

Rear Type: 5 Link—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Toyota

Type: Recirculating Ball

No. of Turns (lock to lock):

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder inline, water cooled, SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 88.5mm

Stroke: 89.0mm

Total Displacement: 2189 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 2.362"

Journal Diameter: 2.087

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Toyota

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla 1980-83

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1880 lbs.

Wheelbase: 94.5"

Front Track: 56.44

Rear Track: 56.75

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Toyota

Type: Recirculating Ball

No. of Turns (lock to lock): 4.3

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four inline water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35)

Total Displacement: 1770 cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Stroke: 78mm (3.07)

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Toyota

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLVO
Model: P-544

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1880 lbs. 1778 cc
2080 lbs. 1986 cc

Wheelbase: 102.5"
Front Track: 55.62"
Rear Track: 56.40"
Wheel Diameter(s): 15.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel
Doors: Steel

STEERING

Make: Volvo
Type:
No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 84.14mm (1778)/88.9mm (1986)
Total Displacement: 1778cc/1986cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Volvo
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

Journal Diameter: /63.45mm
Journal Diameter: /54.1mm

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLVO
Model: 122S

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 102.5"
Front Track: 56.40"
Rear Track: 56.40"

Wheel Diameter(s): 15.0 and 14.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Volvo
Type: Cam & Roller
No. of Turns (lock to lock): 3.25

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 88.9mm (3.5")
Total Displacement: 1986 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 80mm (3.15")
Journal Diameter: 63.45mm (2.50")
Journal Diameter: 54.1mm (2.13")

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Volvo (M40)
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Front axle cross member
Front lower wishbone
Overdrive
2200cc Engine Kit, Weight 2280 lbs.

Manufacturer: VOLVO
Model: 142S + 142E

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 102.5"
Front Track: 56.78"
Rear Track: 56.78

Wheel Diameter(s): 15.0 and 14.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Volvo
Type: Cam and Roller
No. of Turns (lock to lock): 4.1

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 88.9mm (3.5")
Total Displacement: 1986 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

FINAL DRIVE

Type: HyPoid

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Journal Diameter: 63.45mm (2.50")
Journal Diameter: 54.1mm (2.13")

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle: inlet
manifold—butterfly

Injection Pump: Bosch (Rotor)

TRANSMISSION

Make: Volvo
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Front axle cross member
Front lower wishbone
Overdrive
2200cc Engine Kit, Weight 2280 lbs.

Manufacturer: NISSAN
 Model: Stanza 2.0 1982

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2280 lbs.

Wheelbase: 97.2
 Front Track: 61.0
 Rear Track: 60.2

Wheel Diameter(s): 13
 Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
 Door: Remove
 Coachwork: Steel

SUSPENSION
 Front Type: Ind. Strut/Coil
 Rear Type: Ind. Strut/Coil
 No. of Front Shock Absorbers: 2
 No. of Rear Shock Absorbers: 2

STEERING
 Make: Nissan
 Type: Rack & Pinion
 No. of Turns (lock to lock):
 BRAKES: Unrestricted

FINAL DRIVE
 Type: Transaxle

ENGINE
 Type: 4 inline water cooled SOHC
 (Number of cylinders, location, cooling, valve operation)
 Bore: 84.5mm
 Total Displacement: 1974 cc
 Material of Block: Cast Iron
 Number of Main Bearings: 5
 Connecting Rod Material: Ferrous

Stroke: 88mm
 Journal Diameter: 2.085
 Journal Daimeter: 1.770

CYLINDER HEAD
 Material of Head: Alum
 No. Intake Ports: 4
 No. of Valves per Cylinder: 2
 Type of Valve Spring: Coil

Port Configuration: Crossflow
 No. Exhaust Ports: 4
 Carburetion: Unrestricted
 Manifold: Unrestricted

IGNITION SYSTEM
 Type (coil or magneto): Coil
 Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
 Make:
 Location & Type of Air Throttle:

TRANSMISSION
 Make: Nissan
 No. of Forward Speeds: 5
 No. of Reverse Speeds: 1

Injection Pump:
 FLYWHEEL
 Diameter: 200 mm

 ALTERNATE SPECIFICATIONS:

2 door model

Manufacturer: VOLVO
Model: 242/244DL

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1900 lbs. 1986 cc
2100 lbs. 2127 cc
2300 lbs. 2320 cc
Wheelbase: 104.0
Front Track: 59.74"
Rear Track: 56.85"
Wheel Diameter(s): 14" or 15"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Live Axle—Trailing Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Volvo
Type: Rack & Pinion
No. of turns (lock to lock): 3.5

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV (1986) SOHC (2127)
(Number of cylinders, location, cooling, valve operation)
Bore: 88.9mm (1986)/92mm (2127) Stroke: 80mm (3.15")
Total Displacement: 1986 cc/2127 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 63.45mm (2.50")
Journal Diameter: 54.1mm (2.13")

CYLINDER HEAD

Material of Head: Cast iron/Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow/Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make: Bosch K-Jetronic
Location & Type of Air Throttle: inlet
manifold 55mm diameter

TRANSMISSION

Make: Volvo
No. or Forward Speeds: 4 w/O.D.
No. or Reverse Speeds: 1

Injection Pump: Bosch

FLYWHEEL

Diameter: 11.5"

ALTERNATE SPECIFICATIONS:

2200cc Engine Kit (Push Rod) 2100 lbs.

2320cc SOHC, Bore 96mm, Stroke 80mm, Weight 2300 lbs.

Manufacturer: American Motors
Model: Gremlin—'78, Spirit '79—

Class: GT-3

is recognized by the SCCA as being eligible to compete in the G T Category.

Minimum weight (as qualified or raced, with driver): 2700 lbs.

Wheelbase: 96.0"
Front Track: 62.2"
Rear Track: 61.2"

Wheel Diameter(s): 14
Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Door: Remove

Coachwork: Steel

STEERING

Make: Saginaw
Type: Recirculating Ball
No. of Turns (lock to lock): 6

BRAKES: Unrestricted

ENGINE

Type: 6 Inline water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 95.25mm
Total Displacement: 232 CID
Material of Block: Cast Iron
Number of Main Bearings: 7
Connecting Rod Material: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Cast Iron
No. Intake Ports: 6
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 6

CARBURETION: Carter YF-IV

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Borg/Warner T14 or T10
No. of Forward Speeds: 3 / 4
No. of Reverse Speeds: 1 / 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: AMC
Model: Spirit '79—, Gremlin '77, '78, 4 cyl

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver 2380 lbs.

Wheelbase: 96.0"

Front Track: 62.2

Rear Track: 61.2

Wheel Diameter(s): 14

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Upper Arm

Rear Type: Hotchkiss Leaf

STEERING

Make: Saginaw

Type: Recirculating Ball

No. of Turns (lock to lock): 5

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: 6 cyl, water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore:

Stroke:

Total Displacement: 151

Material of Block: Cast Iron

Number of Main Bearings:

Journal Diameter:

Connecting Rod Material:

Journal Diameter:

CYLINDER HEAD

Material of Head:

Port Configuration:

No. of Intake Ports:

No. Exhaust Ports:

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

CARBURETION: Holley 5210/2V

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Borg/Warner

Injection Pump:

No. of Forward Speeds: 3 / 4

FLYWHEEL

No. of Reverse Speeds: 1 / 1

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Volkswagen
Model: VW Scirocco 1982 —

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs. 1588 cc
Wheelbase: 94.5" 2100 lbs. 1715 cc
Front Track: 59.22 Wheel Diameter(s): 13.0
Rear Track: 57.68 Maximum Rim Width: 7.0'

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: VW
Type: Rack & Pinion
No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: 4 cyl, water cooled, SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 79.5, 79.5 Stroke: 86.4, 80mm
Total Displacement: 1715cc 1588cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Aluminum
No. of Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: VW
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

SUSPENSION

Front Type: McPherson-Independent
Rear Type: Independent-Coil-Trail Arm
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: FWD—Helical Spur

Journal Diameter:
Journal Diameter:

Port Configuration: Non-Crossflow
No. Exhaust Ports: 4

CARBURETION: (2) 45 DCOE Webers,
40mm Venturi

MANIFOLD: Individual Runners

FUEL INJECTION (only permitted if listed)

Make: Bosch CIS
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

1780cc - 2170 lbs. with 40mm venturi

Manufacturer: VOLKSWAGEN
Model: VW Scirocco — 1981

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1900 lbs. 1471 cc w/6.0" rim
2000 lbs. 1588 cc
2070 lbs. 1715 cc
Wheelbase: 94.5"
Front Track: 59.22"
Rear Track: 57.68
Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Independent—Trail Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: VW
Type: Rack & Pinion
No. of Turns (lock to lock):

FINAL DRIVE

Type: Fwd—Helical Spur

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled, SOHC, front drive
(Number of cylinders, location, cooling, valve operation)

Bore: 76.5mm (1471)/79.5mm (1588) 79.5mm Stroke: 80mm (3.15") 86.4mm
Total Displacement: 1471cc/1588 cc 1715 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 54mm (2.13")
Journal Diameter: 46mm (1.81")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: 42mm Venturi

MANIFOLD: Individual Runners

FUEL INJECTION (only permitted if listed)

Make: Bosch CIS

Location & Type of Air Throttle:

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

Injection Pump:

TRANSMISSION

Make: VW
No. of Forward Speeds: 4 5
No. of Reverse Speeds: 1 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW Rabbit 1975-84

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2050 lbs. 1780 cc
1970 lbs. 1715 cc

Wheelbase: 94.5"

Front Track: 59.22"

Rear Track: 57.68

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Trail Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: VW

Type: Rack & Pinion

No. of Turns (lock to lock):

BRAKES: Unrestricted

FINAL DRIVE

Type: Fwd—Helical Spur

ENGINE

Type: Four cylinder inline water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 79.5mm 81mm

Stroke: 86.4mm

Total Displacement: 1715 cc 1780 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 54mm (2.13")

Journal Diameter: 46mm (1.81")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: 40mm Venturi

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch CIS

Location & Type of Air Throttle:

TRANSMISSION

Make: VW

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 318i, 1.8, 1983—

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1980 lbs.

Wheelbase: 101.2

Front Track: 59.1"

Wheel Diameter(s): 13/14

Rear Track: 59.4"

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS
Door: Remove

Bodywork: Steel

SUSPENSION
Front Type: Independent MacPherson
Rear Type: Independent Semi-Trailing Arm
No. of Front Shock Absorbers:
No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE
Type: HyPoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC
(Number of cylinders, location, cooling, valve operation)
Bore: 89mm
Total Displacement: 1766cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 71mm

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
Carburetion: 45mm
Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make: Bosch L-Jetronic
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Chrysler
Model: Dodge Daytona/Plymouth Laser, 2.2, 1984-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2180 lbs.

Wheelbase: 97.0

Front Track: 60.0

Wheel Diameter(s): 13/14

Rear Track: 60.0

Maximum Rim Width: 7

MATERIAL OF CHASSIS/
BODY CONSTRUCTION

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Strut Coil

Rear Type: Trailing Flex Arm

No. of Front Shock Absorbers: 2

No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 87.5mm

Stroke: 92mm

Total Displacement: 2198cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Chrysler EFI

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Turbo Z Body Panels

1/1/85

51

Manufacturer: Chrysler
Model: Dodge Shelby Charger, 2.2, 1983-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2180 lbs.

Wheelbase: 99.9

Front Track: 59.9

Wheel Diameter(s): 13/14/15

Rear Track: 59.9

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Strut Coil

Rear Type: Semi-Independent Trailing Arm

No. of Front Shock Absorbers: 2

No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 87.5mm

Stroke: 92mm

Total Displacement: 2198cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Honda
Model: Prelude 1983-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1980 lbs.

Wheelbase: 96.5

Front Track: 60.0

Wheel Diameter(s): 13

Rear Track: 60.0

Maximum Rim Width: 7

MATERIAL OF CHASSIS/
BODY CONSTRUCTION

WINDOWS
Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent Double Wishbone
Rear Type: Independent MacPherson Strut
No. of Front Shock Absorbers: 2
No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE
Type: Transaxle FWD

ENGINE

Type: 4 cyl. in-line, water cooled, OHC
(Number of cylinders, location, cooling, valve operation)
Bore: 80mm Stroke: 91mm
Total Displacement: 1830cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
Carburetion: 45mm
Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make: Honda EFI
Location & type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head: 12100-PC7-000
12100-PC7-010
12100-PC7-020

Manufacturer: Honda
Model: Accord Hatchback, 1983-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1980 lbs.

Wheelbase: 96.5

Front Track: 58.8

Wheel Diameter(s): 13

Rear Track: 59.2

Maximum Rim Width: 7

MATERIAL OF CHASSIS/
BODY CONSTRUCTION

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent MacPherson

Rear Type: Independent MacPherson

No. of Front Shock Absorbers: 2

No of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Transaxle FWD

Brakes: Unrestricted

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 80mm

Stroke: 91mm

Total Displacement: 1830cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head: 12100-PO5-010

12100-PO5-020

Manufacturer: Nissan
Model: 200 SX, 2.0, 1984-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2080 lbs.

Wheelbase: 95.5

Front Track: 57.9

Wheel Diameter(s): 13/14

Rear Track: 57.1

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS
Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent MacPherson
Rear Type: Live Axle -
No. of Front Shock Absorbers: 2
No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: HyPoid Live

ENGINE

Type: 4 cyl. in-line, water cooled, OHC
(Number of cylinders, location, cooling, valve operation)
Bore: 84.5mm Stroke: 88mm
Total Displacement: 1974cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
Carburetion: 45mm
Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make: Bosch L-Jetronic
Location & type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Toyota
Model: Corolla Sport, Twin Cam, 1.6, 1985-

Class: GT-3

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1980 lbs.

Wheelbase: 94.5

Front Track: 57.0

Wheel Diameter(s): 13/14

Rear Track: 56.6

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS
Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent MacPherson

Rear Type: Live Axle -

No. of Front Shock Absorbers: 2

No of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 81mm

Stroke: 77mm

Total Displacement: 1599cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 4

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Nippondenso D-Jetronic

Location & type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

GT-4 CATEGORY

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ALL WEIGHTS WITH DRIVER

1/1/84

Manufacturer: Alfa Romeo
Model: 1600 GTV

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs.—1600 cc

Wheelbase: 92.5"
Front Track: 55.22"
Rear Track: 53.20"

Wheel Diameter(s): 13/14/15
Maximum Rim Width: 7.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: Burman or ZF
Type: Recirculating ball or worm & roller
No. of Turns (lock to lock): 3.7

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 78mm (1600), 80mm (1750), 84mm (2000) Stroke: 82mm (1600), 88.5mm (1750 & 2000)
Total Displacement: 1570cc/1779cc/1962cc
Material of Block: Aluminum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make:
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring*
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2
*adjustable top link knuckle riser
FINAL DRIVE
Type: Hypoid

Journal Diameter: 60mm (2.362")
Journal Diameter: 50mm (1.968")

Port Configuration: Crossflow
No. Exhaust Ports: 4
32mm concentric bushing in intake port—standard.

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)
Make: SPICA—1750 & 2000 only
Location & Type of Air Throttle: Body
of air horn—butterfly
Injection Pump: AIBB.4C.S.75

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Audi—NSU—Auto Union
Model: Audi Fox

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 1980 lbs.

Wheelbase: 97.24"

Front Track: 56.40

Rear Track: 56.20"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: Audi

Type: Rack & Pinion

No. of Turns (lock to lock): 3.94

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled SOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 76.5mm (3.01")

Total Displacement: 1471 cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Solid Axle—McPherson

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Front Drive

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Audi ZW

	Std.	Auto
No. of Forward Speeds:	4	3
No. of Reverse Speeds:	1	1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BMW
Model: 1600—2 + 1602

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 98.5"

Front Track: 57.43

Rear Track: 57.43"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Trailing Arms-Coil

STEERING

Make: Z-F Gemmer

Type: Worm & Roller

No. of Turns (lock to lock): 3.5/2.9

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: Four cylinder in line water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 84mm (3.307")

Stroke: 71mm (2.795")

Total Displacement: 1573 cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 48mm (1.89")

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

Getrag

ZF

No. of Forward Speeds:

4

5

No. of Reverse Speeds:

1

1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Dodge Colt 1975

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs.

Wheelbase: 95.3"
Front Track: 57.17"
Rear Track: 56.65"

Wheel Diameter: 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Koyo Seiko

Type: Recirculating Ball

No. of Turns (lock to lock): 35

FINAL DRIVE

Type: HiPoid

BRAKES: Unrestricted

ENGINE

Type: 4 inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 76.9 mm

Stroke: 86 mm

Total Displacement: 1597 cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 66 mm

Journal Diameter: 53.1 mm

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

MANIFOLD: Free

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Mitsubishi

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Dodge Colt Coupe

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1980 lbs.

Wheelbase: 95.0"

Front Track: 55.20"

Rear Track: 55.20"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Koyo Seiko

Type: Recirculating Ball

No. of Turns (lock to lock): 3.5

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder inline water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 76.9mm (3.03")

Stroke: 86mm (3.39")

Total Displacement: 1597 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 57mm (2.244")

Journal Diameter: 45mm (1.772")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Mitsubishi Std. Auto

No. of Forward Speeds: 4 3

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter: 10"

ALTERNATE SPECIFICATIONS:

Manufacturer: CHRYSLER
Model: Dodge Omni & 024, '78—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 99.2", "0.24" 96.7

Front Track: 57.16"

Rear Track: 56.75"

Wheel Diameter(s): 13"

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Cam Gear, LTD.

Type: Rack & Pinion

No. of Turns (lock to lock): 4

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 79.5mm (3.13")

Total Displacement: 1716 cc 104.7 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Semi-independent Trailing Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Trans Axle

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: 34mm Venturi

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chrysler

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: Datsun PL 510 1600

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 95.3"

Front Track: 55.96"

Rear Track: 55.96"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Coachwork: Steel
Doors: Steel

WINDOWS
Door: Remove

Rear Door: Glass/Plexiglass/remove
SUSPENSION

Front Type: Independent—McPherson—Coil

Rear Type: Independent—Trailing Arm—Co

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 3.2

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 83mm (3.27")

Total Displacement: 1595 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Stroke: 73.7mm (2.90")

Journal Diameter: 55mm (2.165")

Journal Diameter: 50mm (1.97")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 2

CARBURETIÓN: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Nissan

	Std.	Alt.
No. of Forward Speeds:	4	5

No. of Reverse Speeds:	1	1
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FLYWHEEL

Diameter: 12.2"

ALTERNATE SPECIFICATIONS:

Cylinder Heads: 11041-22010

11041-UO 600-A

11041-UO 602-SV

11041-21901

Front Apron Panel FRP Mat'l.

Alt. cyl. hd. 11041-N7120

Add 50 lbs. when used

Manufacturer: NISSAN
Model: Datsun B210 Coupe & Sedan

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1730 lbs.

Wheelbase: 92.13"

Front Track: 54.33"

Rear Track: 53.35"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Doors: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 3.14

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 73mm (2.874")

Stroke: 77mm (3.031")

Total Displacement: 1288 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 50mm (1.97")

Journal Diameter: 45mm (1.77")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL

Diameter: 10.7"

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: Datsun B-210

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1855 lbs.

Wheelbase: 92.13"

Front Track: 55.62"

Rear Track: 54.59"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 3.14

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 76mm (2.99")

Total Displacement: 1397 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: 36mm Venturi

MANIFOLD: Individual Runners

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL

Diameter: 10.7"

ALTERNATE SPECIFICATIONS:

Cylinder Heads: 11041-H2301

11041-H5702

Alt. cyl. hd. 11041-N7120

Add 50 lbs. when used

Manufacturer: NISSAN
Model: Datsun 210 1979—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1855 lbs. 1397 cc
1980 lbs. 1488 cc

Wheelbase: 92.1"
Front Track: 55.62" Wheel Diameter(s): 13
Rear Track: 54.59" Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Nissan
Type: Recirculating Ball
No. of Turns (lock to lock): 3.14

BRAKES: Unrestricted

SUSPENSION

Front Type: McPherson—Coil
Rear Type: Live Axle—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four inline water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 76mm (2.99) Stroke: 77mm (3.03)/82mm (3.22)
Total Displacement: 1397cc/1488cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 1.97
Journal Diameter: 1.77

CYLINDER HEAD

Material of Head: Alum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4
CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL
Diameter: 10.4"

ALTERNATE SPECIFICATIONS:

Cylinder Heads: 11041-H2301
11041-H5702

Manufacturer: NISSAN
Model: Datsun F-10 '76-'78

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1855 lbs.

Wheelbase: 94.3"

Front Track: 56.65"

Rear Track: 54.07"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Front Apron: Steel/Fiberglass

STEERING

Make: Nissan

Type: Rack & Pinion

No. of Turns (lock to lock): 3.2

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 76mm (2.99")

Total Displacement: 1397 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 4 or 5

No. of Reverse Speeds: 1

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Trail. Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Helical Gear

Journal Diameter: 50mm (1.97")

Journal Diameter: 45mm (1.77")

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Firewall Modification:

Cylinder Heads: 11041-H2301

11041-H5702

Manufacturer: NISSAN
Model: Datsun 310 1400 cc 1979—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1855 lbs.

Wheelbase: 94.2"

Front Track: 55.87"

Rear Track: 54.49"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Independent Trailing—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Rack & Pinion

No. of Turns (lock to lock): 3.2

FINAL DRIVE

Type: Transaxle

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 2.99"

Stroke: 3.03"

Total Displacement: 1397

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 1.97

Journal Diameter: 1.77

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Firewall Modification for Air Horn

Cylinder Head: 11041-H2301

11041-H5702

Alt. cyl. hd. 11041-N7120

Add 50 lbs. when used

Manufacturer: DODGE
Model: Colt Hatchback 1980—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 90.5"

Front Track: 57.61"

Rear Track: 56.39"

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Koyo Seiko

Type: Rack & Pinion

No. of Turns (lock to lock): 3.9/3.2

BRAKES: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 76.9mm (3.02)

Stroke: 86mm (3.38)

Total Displacement: 1597cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 2.24

Journal Diameter: 1.77

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 124 Sport Coupe 1438

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs.

Wheelbase: 95.3"

Front Track: 56.65"

Rear Track: 55.42"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle/Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Fiat

Type: Worm & Roller

No. of Turns (lock to lock): 2.75

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled DOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 80mm (3.1496")

Stroke: 71.5mm (2.8149")

Total Displacement: 1438 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 50.87mm (2.00")

Journal Diameter: 45.58mm (1.79")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat

Std. Alt.

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 124 Sport Coupe

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs. 1592 cc
2050 lbs. 1608 cc
2230 lbs. 1756 cc

Wheelbase: 95.3"
Front Track: 56.65
Rear Track: 55.42"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION
Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Fiat
Type: Worm & Roller
No. of Turns (lock to lock): 2.75

FINAL DRIVE
Type: HyPoid

BRAKES: Unrestricted

ENGINE
Type: Four cylinder inline water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 80mm Stroke: 80mm
Total Displacement: 1608 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 50.87mm (2.0")
Journal Diameter: 48.29mm (1.9")

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

IGNITION SYSTEM
Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

CARBURETION: Unrestricted
MANIFOLD: Unrestricted
FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION
Make: Fiat
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

	Std.	Alt.
No. of Forward Speeds:	5	4
No. of Reverse Speeds:	1	1

Injection Pump:
FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS: Bore Stroke
1592cc 80mm x 79.2mm
1756cc 84mm x 79.2mm

Manufacturer: FIAT
Model: 124 Special

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs. 1438 cc
2030 lbs. 1592 cc

Wheelbase: 95.3"
Front Track: 56.55"
Rear Track: 55.31"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Rear Door: Glass/Plexiglass or remove

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Fiat

Type: Worm & Roller

No. of Turns (lock to lock): 2.75

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV (1438)/DOHC (1592)

(Number of cylinders, location, cooling, valve operation)

Bore: 80mm (3.15")

Stroke: 71.5mm (1438)/79.2mm (1592)

Total Displacement: 1438 cc/1592 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Journal Diameter: 50.8mm (2.0")

Connecting Rod Material: Ferrous

Journal Diameter: 48.26mm (1.9")

CYLINDER HEAD

Material of Head: Aluminum

Port Configuration: Non-crossflow/Crossflow

No. Intake Ports: 4

No. Exhaust Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)

Make:

Number of Spark Plugs per Cyl.: 1

Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat

Injection Pump:

No. of Forward Speeds: 4

FLYWHEEL

No. of Reverse Speeds: 1

Diameter: 10.39"

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 138 & Strada

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs.

Wheelbase: 96.4"

Front Track: 56.65"

Rear Track: 57.16"

Wheel Diameter(s): 13"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Transverse—Leaf

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Fiat

Type: Rack & Pinion

No. of Turns (lock to lock):

FINAL DRIVE

Type: Trans Axle

BRAKES: Unrestricted

ENGINE

Type: Four cylinder, water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 86.4mm

Stroke: 63.9mm

Total Displacement: 1498.70 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter: 50.785mm (shell)

Journal Diameter: 45.508mm (shell)

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 131 Coupe & Sedan

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2230 lbs.—1756 cc

Wheelbase: 98.0"
Front Track: 58.71"
Rear Track: 55.62

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Fiat

Type: Rack & Pinion

No. of Turns (lock to lock): 3.4

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled DOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 84mm (3.07")

Stroke: 79.2mm (3.118")

Total Displacement: 1756 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 53mm (2.087")

Journal Diameter: 50.8mm (2.0")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Cortina GT, 1964-66 & 1967-68

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1880 lbs. 1499 cc w/6.0" rim
1980 lbs. 1590 cc

Wheelbase: 98.0"
Front Track: 58.20"
Rear Track: 56.65"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION
Front Type: Independent—McPherson
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Ford
Type: Recirculating Ball
No. of Turns (lock to lock): 3

FINAL DRIVE
Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 80.970mm/80.978 Stroke: 72.82mm/77.62mm
Total Displacement: 1499cc/1598cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 53.993mm/54.1998mm
Journal Diameter: 49.205mm

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow/
Crossflow
No. Exhaust Ports: 4

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

CARBURETION: Unrestricted
MANIFOLD: Unrestricted
FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:
FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Lotus Cortina TC—1964-66

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 97.5"

Front Track: 55.62"

Rear Track: 53.76"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel & Aluminum

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Ford

Type: Recirculating Ball

No. of Turns (lock to lock): 2.5

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled DOHC
(Number of cylinders, location, cooling, valve operation)

Bore: 82.55mm (3.25")

Stroke: 72.75mm (2.875")

Total Displacement: 1558 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 53.993mm (2.125")

Journal Diameter: 49.205mm (1.9372")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Lotus Cortina Twin Cam 1967

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 98.0"

Front Track: 58.20"

Rear Track: 56.65"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Ford

Type: Recirculating Ball

No. of Turns (lock to lock): 3

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled DOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 82.55mm (3.25")

Total Displacement: 1558 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

Ford ZF

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Escort Mexico 1600

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 96.0"

Front Track: 58.88"

Rear Track: 56.65"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Ford

Type: Rack & Pinion

No. of Turns (lock to lock): 2.7

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 81mm (3.1881")

Stroke: 77.62mm (3.05")

Total Displacement: 1599 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 54.1998mm (2.126")

Journal Diameter: 49.206mm (2.937")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Ford

No. of Forward Speeds:

No. of Reverse Speeds:

Ford ZF

4 5

1 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Capri 1600

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 100.8"
Front Track: 57.17
Rear Track: 56.14"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Ford
Type: Rack & Pinion
No. of Turns (lock to lock): 3

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 81mm (3.1881")
Total Displacement: 1599 cc

Stroke: 77.62mm (3.05")

Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 54.1998mm (2.126")
Journal Diameter: 49.206mm (1.937")

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Pinto 1600

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 94.0"
Front Track: 60.52"
Rear Track: 60.52

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Ford
Type: Rack & Pinion
No. of Turns (lock to lock): 4.15

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 80.978mm (3.1881")
Total Displacement: 1598
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION

Make: Ford	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

Journal Diameter: 53.99mm (2.1257")
Journal Diameter: 52.06mm (2.0827")

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Fiesta, '78-'80

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 90.0"

Front Track: 54.07"

Rear Track: 53.56"

Wheel Diameter(s): 12/13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: McPherson Strut/Coil

Rear Type: Dead Axle—Trailing Arm/Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Ford

Type: Rack & Pinion

No. of Turns (lock to lock): 3.4

FINAL DRIVE

Type: Trans-Axle

BRAKES: Unrestricted

ENGINE

Type: Four cylinder, water cooled, OHV, front drive
(Number of cylinders, location, cooling, valve operation)

Bore: 3.2" (81mm)

Stroke: 3.1" (78mm)

Total Displacement: 1598 cc 97.6 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 54mm (2.125")

Journal Diameter: 49.2mm (1.937")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.:

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Ford
Model: Escort/Lynx 1981 —

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 94.2"

Front Track: 56.34"

Rear Track: 57.68"

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gear Ltd

Type: Rack & Pinion

No. of Turns (lock to lock): 3.52

BRAKES: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 79.96mm (3.15)

Stroke: 79.52mm (3.13)

Total Displacement: 1599cc

Material of Block: Iron

Number of Main Bearings: 5

Journal Diameter: 58.0mm

Connecting Rod Material: Steel

Journal Diameter: 47.9mm

CYLINDER HEAD

Material of Head: Alum

Port Configuration: Crossflow

No. Intake Ports: 4

No. Exhaust Ports: 4

No. of Valves per Cylinder: 2

CARBURETION: Unrestricted

Type of Valve Spring: Coil

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)

Number of Spark Plugs per Cyl.: 1

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

Injection Pump:

No. of Forward Speeds: 4

FLYWHEEL

No. of Reverse Speeds: 1

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: Escort EXP, LYNX, LN7 1982—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 94.2"

Front Track: 56.34"

Rear Track: 57.68"

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gear Ltd

Type: Rack & Pinion

No. of Turns (lock to lock): 3.52

BRAKES: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 79.96mm (3.15)

Stroke: 79.52mm (3.13)

Total Displacement: 1599cc

Material of Block: Iron

Number of Main Bearings: 5

Journal Diameter: 58.0mm

Connecting Rod Material: Steel

Journal Diameter: 47.9mm

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

No. of Forward Speeds: 4 & 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: HONDA
Model: Civic CVCC

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs. Opt. Head

Wheelbase: 86.61"
Front Track: 56.65"
Rear Track: 55.88

Wheel Diameter(s): 12/13"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: Honda
Type: Rack & Pinion
No. of Turns (lock to lock):

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Independent—McPherson
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE

Type: Helical

ENGINE

Type: Four cylinder in line transverse water cooled SOHC Front Drive
(Number of cylinders, location, cooling, valve operation)

Bore: 74mm (2.913")
Total Displacement: 1488 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 86.5mm (3.406")

Journal Diameter: 50mm (1.97")
Journal Diameter: 42mm (1.65")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 3—CVCC
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Honda
No. of Forward Speeds: 4 or 5
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head—two valve—part #12100-664-010

Manufacturer: Mazda
Model: Mazda GLC 1981—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs.

Wheelbase: 93.1"

Front Track: 58.4"

Rear Track: 58.6"

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Chapman Strut—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Mazda

Type: Rack & Pinion

No. of Turns (lock to lock): 3.6

BRAKES: Unrestricted

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 77mm (3.03)

Stroke: 80mm (3.15)

Total Displacement: 1490cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Alt. Cyl. No. P/N E-515-10-100B

Manufacturer: Mazda
Model: Mazda GLC 1977-80

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1780 lbs.

Wheelbase: 91.1"

Front Track: 54.57"

Rear Track: 55.18"

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Mazda

Type: Recirculating Ball

No. of Turns (lock to lock): 4.0

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four inline, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 77.0mm

Stroke: 76.0mm

Total Displacement: 1415cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: PLYMOUTH
Model: Horizon & TC-3. '78—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2180 lbs.

Wheelbase: 99.2", TC3 96.7

Front Track: 57.16"

Rear Track: 56.75"

Wheel Diameter(s): 13"

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: Cam Gear, LTD.

Type: Rack & Pinion

No. of Turns (lock to lock): 4

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 79.5mm (3.13")

Stroke: 86.4mm (3.40")

Total Displacement: 1716 cc 104.7 cid

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 2.12"

Journal Diameter: 1.81"

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: 34mm Venturi

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chrysler

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: PLYMOUTH
Model: Arrow, '76—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 92.1"

Front Track: 53.76"

Rear Track: 52.53"

Wheel Diameter(s): 13"

Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Cam Gear, LTD.

Type: Rack & Pinion

No. of Turns (lock to lock): 4

BRAKES: Unrestricted

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Trans Axle

ENGINE

Type: Four cylinder inline water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 76.9mm

Stroke: 86mm

Total Displacement: 1597cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel forged

Journal Diameter: 2.24"

Journal Diameter: 1.77"

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Chrysler

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: PLYMOUTH
Model: Champ 1980—

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 90.5"
Front Track: 57.61"
Rear Track: 56.39"

Wheel Diameter(s): 13
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION
Front Type: Coil
Rear Type: Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING
Make: Koyo Seiko
Type: Rack & Pinion
No. of Turns (lock to lock): 3.9/3.2
BRAKES: Unrestricted

FINAL DRIVE
Type: Transaxle

ENGINE
Type: Four inline, water cooled, SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 76.9mm (3.02) Stroke: 86.0mm (3.38)
Total Displacement: 1597cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Steel

Journal Diameter: 2.24
Journal Diameter: 1.77

CYLINDER HEAD
Material of Head: Alum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM
Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION
Make:
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:
FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: RENAULT
Model: Le Car (R.1229) 1979—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1850 lbs.

Wheelbase: 94.6" RH 95.8" LH

Front Track: 54.78"

Rear Track: 54.78"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar

Rear Type: Independent—Torsion Bar

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Renault

Type: Rack & Pinion

No. of Turns (lock to lock): 3.66

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 76mm

Stroke: 77mm (3.03")

Total Displacement: 1397 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 43.96mm (1.73")

Journal Diameter: 54.8mm (2.16")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: (2) 45 DCOE Weber,
34mm Venturi*

MANIFOLD: Individual Runners

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

Injection Pump:

TRANSMISSION

Make: Renault

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL

Diameter: 11.56"

ALTERNATE SPECIFICATIONS:

Head #7700597627

Firewall Modification for carburetors

*When using the alternate cylinder head.

Manufacturer: SAAB
Model: Sedan V4—1498

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs.

Wheelbase: 98.35"
Front Track: 52.53"
Rear Track: 52.53"

Wheel Diameter(s): 15.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Coil Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: SAAB
Type: Rack & Pinion
No. of Turns (lock to lock): 2.25

FINAL DRIVE

Type: Bevel Gear

BRAKES: Unrestricted

ENGINE

Type: V-4 water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Stroke: 58.9mm (2.32")
Bore: 90mm (3.54")
Total Displacement: 1498 cc
Material of Block: Cast iron
Number of Main Bearings: 3
Connecting Rod Material: Ferrous

Journal Diameter: 57mm (2.24")
Journal Diameter: 54mm (2.13")

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: SAAB
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: SAAB
Model: Sedan V4—1698

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2130 lbs.

Wheelbase: 98.35"

Front Track: 52.53"

Rear Track: 52.53"

Wheel Diameter(s): 15.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

STEERING

Make: SAAB

Type: Rack & Pinion

No. of Turns (lock to lock): 2.25

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE

Type: Bevel Gear

ENGINE

Type: V-4 water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 90mm (3.54")

Stroke: 66.8mm (2.63")

Total Displacement: 1698 cc

Material of Block: Cast iron

Number of Main Bearings: 3

Connecting Rod Material: Ferrous

Journal Diameter: 57mm (2.24")

Journal Diameter: 54mm (2.13")

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: SAAB

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla 1600 SR-5 1975

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 91.9"/93.3" (1975)

Front Track: 55.62"

Rear Track: 56.24"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Toyota

Type: Recirculating Ball

No. of Turns (lock to lock): 3

FINAL DRIVE

Type:

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35")

Stroke: 70mm (2.76")

Total Displacement: 1588 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Cast iron

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Toyota

Std. Alt. Auto

No. of Forward Speeds: 4 5 2

No. of Reverse Speeds: 1 1 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla Sport Coupe & Liftback 1976-79

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2030 lbs.

Wheelbase: 93.3"

Front Track: 55.9"

Rear Track: 56.2"

Wheel Diameter(s): 13"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Toyota

Type: Recirculating Ball

No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder inline, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 85mm

Total Displacement: 1588 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Toyota

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla Tercel 1980—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs.

Wheelbase: 98.4"

Front Track: 55.0"

Rear Track: 54.3"

Wheel Diameter(s): 13

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Toyota

Type: Rack & Pinion

No. of Turns (lock to lock): 4.3

BRAKES: Unrestricted

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Transaxle

ENGINE

Type: Four inline, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 77.5mm (3.05)

Total Displacement: 1452cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Stroke: 77mm (3.03)

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration:

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make:

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW 1500/1600, '67-'69

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1930 lbs. 1493 cc w/6.0" rim
2080 lbs. 1584 cc

Wheelbase: 94.5"
Front Track: 56.24"
Rear Track: 57.68"

Wheel Diameter(s): 15.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: VW
Type: Worm & Roller
No. of Turns (lock to lock): 2.6

BRAKES: Unrestricted

ENGINE

Type: Four cylinder horizontally opposed air cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 83mm (1500)/85mm (1600)
Total Displacement: 1493 cc/1584 cc
Material of Block: Aluminum
Number of Main Bearings: 4
Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—Torsion Bar
Rear Type: Independent—Swing Axle—Torsion
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: VW

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: VW
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW 1600—1970-77

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 95.3"

Front Track: 59.00"

Rear Track: 57.88"

Wheel Diameter(s): 15.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Torsion Bar

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: VW

Type:

No. of Turns (lock to lock): 2.65

FINAL DRIVE

Type: VW

BRAKES: Unrestricted

ENGINE

Type: Four cylinder horizontally opposed air cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 85.5mm (3.37")

Stroke: 69mm (2.72")

Total Displacement: 1584 cc

Material of Block: Aluminum

Number of Main Bearings: 4

Connecting Rod Material: Ferrous

Journal Diameter: 55mm (2.17")

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: VW

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NISSAN
Model: Sentra 1.5, 1.6 FWD

Class GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs. 1597 cc
Wheelbase: 94.5" 1980 lbs. 1488 cc
Front Track: 59.6" Wheel Diameter(s): 13"
Rear Track: 58.8" Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS
Door: Remove

Coachwork: Steel

STEERING
Make: Nissan
Type: Rack & Pinion
No of Turns (lock to lock): 3.9

BRAKES: Unrestricted

ENGINE
Type: 4 cylinder, water cooled, SOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 6mm Stroke: 1.5-82mm, 1.6-88mm
Total Displacement: 1488 cc/1597 cc
Material of Block: Iron
Number of Main Bearings: 5
Connecting Rod Material: Steel

CYLINDER HEAD
Material of Head: Alum
No. of Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

IGNITION SYSTEM
Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

TRANSMISSION:
Make: Nissan
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

SUSPENSION
Front Type: Coil-strut
Rear Type: Coil-indep. trail arm
No. of Front Shock Absorbers:
No. of Rear Shock Absorbers:

FINAL DRIVE
Type: Trans-axle

Journal Diameter: 49.95mm
Journal Diameter: 39.96mm

Port Configuration: Crossflow
No. Exhaust Ports: 4
CARBURETION: Unrestricted 1 throat P/cyl
Manifold: I.R.

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:
Cylinder Head: P/N 11041-15MOO

Manufacturer: Nissan
Model: Pulsar 1.6 FWD

Class GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs.

Wheelbase: 95.1"

Front Track: 59.6"

Rear Track: 58.8"

Wheel Diameter(s): 13"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Nissan

Type: Rack & Pinion

No of Turns (lock to lock): 3.3

BRAKES: Unrestricted

ENGINE

Type: 4 cylinder, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 76mm

Total Displacement: 1597 cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Steel

SUSPENSION

Front Type: Coil-strut

Rear Type: Coil-indep. trail arm

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Trans-axle

Stroke: 88mm

Journal Diameter: 49.95

Journal Diameter: 39.96

CYLINDER HEAD

Material of Head: Alum

No. of Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted, 1 throat P/cyl
Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION:

Make: Nissan

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 11.75"

ALTERNATE SPECIFICATIONS:

Cylinder head P/N 11041-15MOO

Manufacturer: FUJI HEAVY IND.
Model: Subaru 1400 Sedan

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1500 lbs.

Wheelbase: 96.6"
Front Track: 54.18"
Rear Track: 51.91"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: Fuji
Type: Rack & Pionon
No. of Turns (lock to lock): 3.8

SUSPENSION

Front Type: Independent—McPherson
Rear Type: Semi-trailing arm—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

ENGINE

Type: Four cylinder, opposed, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 85mm (3.35")
Total Displacement: 1361 cc
Material of Block: Aluminum
Number of Main Bearings: 3
Connecting Rod Material: Ferrous

Stroke: 60mm (2.36")

Cast iron liners
Journal Diameter: 50mm (1.97")
Journal Diameter: 45mm (1.77")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Fuji
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 9.8"

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS:

Manufacturer: RENAULT
Model: 12 (1172)

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1930 lbs. 1565 cc
2030 lbs. 1647 cc

Wheelbase: 96.0"
Front Track: 53.0"
Rear Track: 53.0"

Wheel Diameter(s): 13.0
Maximum Rim Width: 7"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: Renault
Type: Rack & Pinion
No. of Turns (lock to lock): 3.5

BRAKES: Unrestricted

ENGINE

Type: 4 cyl water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 77mm (1565) 79mm (1649)
Total Displacement: 1565/1647 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—Coil
Rear Type: Live Axle—Trail Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

CYLINDER HEAD

Material of Head: Aluminum
No. of Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Journal Diameter: 54.8mm
Journal Diameter: 48mm

Port Configuration: Non-Crossflow
No. Exhaust Ports: 4

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

CARBURETION: Unrestricted
Manifold: Unrestricted

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Renault	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL:
Diameter: 11.75"

ALTERNATE SPECIFICATIONS:

Engine Type 821

Manufacturer: VOLKSWAGEN
Model: VW Rabbit 1975—

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2080 lbs. 1471 cc w/6.0" rim
2080 lbs. 1588 cc

Wheelbase: 94.5"

Front Track: 59.22"

Rear Track: 57.68

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: VW

Type: Rack & Pinion

No. of Turns (lock to lock):

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 76.5mm (1471)/79.5mm (1588)

Total Displacement: 1471cc/1588 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—Trail Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Fwd—Helical Spur

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: 32mm Venturi

MANIFOLD: Individual Runners

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Bosch CIS

Location & Type of Air Throttle:

TRANSMISSION

Make: VW

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: CHEVROLET
Model: Chevette 1.6 2 dr.

GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 2050 lbs.

Wheelbase: 94.3"

Front Track: 55.2"

Rear Track: 55.2"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 7.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent-Coil

Rear Type: Live Axel-Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: GM

Type: Rack & Pinion

No. of Turns (lock to lock): 3.5

FINAL DRIVE

Type: Hypoid

Brakes: Unrestricted

ENGINE

Type: Four cyl., Inline, Water Cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 82mm

Stroke: 75.7mm

Total Displacement: 1605cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 2.010

Journal Diameter: 1.810

CYLINDER HEAD

Material of Head: Iron

No. on Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: GM

No. of Forward Speeds: 4 or 5

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

1/1/85

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Manufacturer: AMC/Renault
Model: Alliance/Encore 1984 —

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1850 lbs.

Wheelbase: 97.5

Front Track: 55.5

Rear Track: 53.5

Wheel Diameter(s): 13

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

Coachwork: Steel

STEERING

Make: Renault

Type: Rack & Pinon

No. of Turns (lock to lock): 3.8

Brakes: Unrestricted

ENGINE

Type: 4 Inline, Water Cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 76mm

Total Displacement: 1397cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

No. of Spark Plugs per Cylinder: 1

TRANSMISSION

Make: Renault

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

WINDOWS

Door: Remove

SUSPENSION

Front Type: MacPherson

Rear Type: Trailing Arm Torsion Bar

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Transaxle

Journal Diameter: 43.96mm

Journal Diameter: 54.8mm

Port Configuration: Non-Cross Flow

No. Exhaust Ports: 4

Carburetion: Two 45 Webers w/40mm Venturi(s)

Manifold: I.R.

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter: 10.75

ALTERNATE SPECIFICATIONS:

Cylinder Head P/N 7700597627

Manufacturer: Honda
Model: Civic 1980-83, 1.3

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1780 lbs.

Wheelbase: 88.6

Front Track: 56.5

Rear Track: 56.5

Wheel Diameter(s): 13

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

Coachwork: Steel

STEERING

Make: Honda

Type: Rack & Pinon

No. of Turns (lock to lock): 3.6

Brakes: Unrestricted

ENGINE

Type: 4 Inline, Water Cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 72.0mm

Total Displacement: 1335cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 3

Type of Valve Spring: Coil

IGNITION SYSTEM

Type (coil or magneto): Coil

No. of Spark Plugs per Cylinder: 1

TRANSMISSION

Make: Honda

No. of Forward Speeds: 5

No. of Reverse Speeds: 1

WINDOWS

Door: Remove

SUSPENSION

Front Type: MacPherson

Rear Type: MacPherson

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Transaxle

Stroke: 82.0mm

Journal Diameter:

Journal Diameter:

Port Configuration: Non-Cross Flow

No. Exhaust Ports: 4

Carburetion: Two 45mm

Manifold: I.R.

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head P/N 12100-PB9-000 2 Valves Per Cyl. Cross Flow
or 12100-PA1-000

5/1/84

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Manufacturer: Toyota
Model: Corolla Sport, 1.6, 1984--

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2080 lbs.

Wheelbase: 94.5

Front Track: 56.2

Wheel Diameter(s): 13

Rear Track: 56.7

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent MacPherson

Rear Type: Live Axle

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 81mm

Stroke: 77mm

Total Displacement: 1587cc

Material of Block: Cast Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Toyota
Model: Corolla, 1.6, 1984--

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 2080 lbs.

Wheelbase: 95.7

Front Track: 59.8

Wheel Diameter(s): 13

Rear Track: 59.0

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS
Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: Independent MacPherson
Rear Type: Semi-Trailing Arm
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE
Type: Hypoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC
(Number of cylinders, location, cooling, valve operation)
Bore: 81mm Stroke: 77mm
Total Displacement: 1587cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter:
Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
Carburetion: 45mm
Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Honda
Model: Civic CRX, 1.5, 1984-

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1980 lbs.

Wheelbase: 86.6

Front Track: 58.0

Wheel Diameter(s): 13

Rear Track: 58.0

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: MacPherson/Torsion Bar

Rear Type: Live Axle

No. of Front Shock Absorbers:

No. of Rear Shock Absorbers:

Brakes: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 74mm

Stroke: 86.5mm

Total Displacement: 1488cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Honda EFI (1985 model)

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head: I2100-PE0-010

12100-PE2-000

12100-XAI-0084

Rear Spoiler: Standard or Mugen P/N 84112XA83W

Mugen Body Parts: Front Bumper/Spoiler, Front Fender, Rear Fender, Rear Bumper

Note: Mugen Rocker Panel not approved.

Manufacturer: Honda
Model: Civic Hatchback, 1.5, 1984-

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1980 lbs.

Wheelbase: 93.7

Front Track: 58.0

Wheel Diameter(s): 13

Rear Track: 58.0

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type:

Rear Type:

No. of Front Shock Absorbers:

No. of Rear Shock Absorbers:

Brakes: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 74mm

Stroke: 86.5mm

Total Displacement: 1488cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make: Honda EFI (1985 model)

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head: 12100-PE0-010

12100-PE3-000

12100-XA1-0084

Manufacturer: Honda
Model: Civic CRX, 1.3, 1984-

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1780 lbs.

Wheelbase: 86.6

Front Track: 58.0

Wheel Diameter(s): 13

Rear Track: 58.0

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: MacPherson/Torsion Bar

Rear Type: Live Axle

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: HyPoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 74mm

Stroke: 78mm

Total Displacement: 1342cc

Material of Block: Aluminum

Number of Main Bearings: 5

Journal Diameter:

Connecting Rod Material: Ferrous

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

Port Configuration: Crossflow

No. Intake Ports: 4

No. Exhaust Ports: 4

No. of Valves per Cylinder: 2

Carburetion: 45mm

Type of Valve Spring: Coil

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)

Number of Spark Plugs per Cyl.: 1

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head: 12100-PE2-000

Rear Spoiler: Standard or Mugen P/N 84112XA83W

Mugen Body Parts: Front Bumper/Spoiler, Front Fender, Rear Fender, Rear Bumper

Note: Mugen Rocker Panel not approved.

Manufacturer: Honda
Model: Civic Hatchback, 1.3, 1984-

Class: GT-4

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, without driver): 1780 lbs.

Wheelbase: 93.7

Front Track: 58.0

Wheel Diameter(s): 13

Rear Track: 58.0

Maximum Rim Width: 7

**MATERIAL OF CHASSIS/
BODY CONSTRUCTION**

WINDOWS

Door: Remove

Bodywork: Steel

SUSPENSION

Front Type: MacPherson/Torsion Bar

Rear Type: Live Axle

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

Brakes: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: 4 cyl. in-line, water cooled, OHC

(Number of cylinders, location, cooling, valve operation)

Bore: 74mm

Stroke: 78mm

Total Displacement: 1342cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

Carburetion: 45mm

Manifold: I.R.

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Cylinder Head: 12100-PE3-000

GT-5 CATEGORY

CLASS GT-5

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ALL WEIGHTS WITH DRIVER

Manufacturer: Alfa Romeo
Model: Giulia 1300 + 1300 TI
is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1971 lbs.

Wheelbase: 98.8"
Front Track: 55.22"
Rear Track: 53.20"

Wheel Diameter(s): 15.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

Rear Door Window: Glass/Plexiglass/Remove
SUSPENSION

STEERING

Make: Alfa Romeo
Type: Recirculating Ball
No. of Turns (lock to lock): 3.7

Front Type: Independent—coil spring
Rear Type: Live axle—coil spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

BRAKES: Unrestricted

FINAL DRIVE
Type: HyPoid

ENGINE

Type: Four cylinder, in line, water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 74 mm (2.91")
Stroke: 75 mm (2.95")
Total Displacement: 1290 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 60 mm (2.36")
Journal Diameter: 45 mm (1.77")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

CARBURETION: Unrestricted
MANIFOLD: Unrestricted
FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: Alfa Romeo
Model: GT 1300 Junior, GTA Jr.

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1791 lbs.

Wheelbase: 92.5"
Front Track: 55.22"
Rear Track: 53-20"

Wheel Diameter(s): 13/14/15 inches
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Coachwork: Steel GTA
Doors: Steel Alum

Door: Remove

STEERING

Make: Burman or ZF
Type: Recirculating Ball
No. of Turns (lock to lock): 3.7

SUSPENSION

Front Type: Independent—coil spring
Rear Type: Independent—coil spring*
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2
*Adjustable toplink knuckle riser

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four cylinder in line water cooled DOHC
(Number of cylinders, location, cooling, valve operation)
Bore: 74mm (2.91"), GTA 78mm Stroke: 75mm (2.95"), GTA 67.5mm
Total Displacement: 1290 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 60 mm (2.36")
Journal Diameter: 45 mm (1.77")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4
32 mm concentric bushing in intake port is standard.

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1, (GTA 2)

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Alfa Romeo
No. of Forward Speeds: 5
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: BLM1
Model: Austin/Morris Mini-Cooper 1275

is recognized by the SCCA as being eligible to compete in the GT Category

Minimum weight (as qualified or raced, with driver): 1550 lbs.

Wheelbase: 80.15"
Front Track: 54.08"
Rear Track: 52.54"

Wheel Diameter(s): 10/12/13
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Indep.-Hydroelastic/Rubber Cone
Rear Type: Indep.-Hydroelastic/Rubber Cone
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gears
Type: Rack & Pinion
No. of Turns (lock to lock): 2.33

FINAL DRIVE

Type: Integral with transmission

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline transverse water cooled OHV, front drive
(Number of cylinders, location, cooling, valve operation)

Bore: 70.63mm (2.78")
Total Displacement: 1275 cc
Material of Block: Cast Iron
Number of Main Bearings: 3
Connecting Rod Material: Ferrous

Stroke: 81.33mm (3.2")
Note: Alternate Austin America Block

Journal Diameter: 50.93mm (2.0005")
Journal Diameter: 41.275mm (1.6254")

CYLINDER HEAD

Material of Head: Cast Iron
No. Intake Ports: 2
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 3

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: BLM1
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 10.10"

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for cars registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS:

Alternate Suspension: Adjustable track rod
Front lower suspension arm

Firewall Modification for Carburetors

850 cc 1230 lbs.
997 cc 1386 lbs.
998 cc 1388 lbs.
1071 cc 1400 lbs.

Manufacturer: BLMJ
Model: Austin America 1275

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1709 lbs.

Wheelbase: 93.5"

Front Track: 55.10"

Rear Track: 54.60"

Wheel Diameter(s): 12/13"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent-Hydraulic

Rear Type: Independent-Hydraulic

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Cam Gears

Type: Rack & Pinion

No. of Turns (lock to lock): 3-1/8

BRAKES: Unrestricted

FINAL DRIVE

Type: Integral with transmission

ENGINE

Type: Four cylinder inline transverse water cooled OHV, front drive
(Number of cylinders, location, cooling, valve operation)

Bore: 70.63mm (2.78")

Stroke: 81.33mm (3.2")

Total Displacement: 1275 cc

Material of Block: Cast Iron

Number of Main Bearings: 3

Connecting Rod Material: Ferrous

Journal Diameter: 50.82mm (2.0")

Journal Diameter: 41.3mm (1.75")

CYLINDER HEAD

Material of Head: Cast Iron

No. Intake Ports: 2

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 3

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: BLMJ

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 10.0

NOTE: Roll cage/bars meeting requirements for cars under 1500 lbs. are acceptable for cars registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS:

Firewall Modification for Carburetors

Manufacturer: NISSAN
Model: Datsun B 110 Coupe and Sedan

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1680 lbs.

Wheelbase: 90.6"

Front Track: 53.56"

Rear Track: 52.53"

Wheel Diameter(s): 12/13"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 3.3

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 73mm (2.87")

Total Displacement: 1171 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—McPherson—Coil

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 10.7"

ALTERNATE SPECIFICATIONS:

Cylinder Heads: 11041-H2300, 11041-25720
11041-H1001, 11041-18001

Manufacturer: NISSAN
Model: Datsun 210 1979—

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1780 lbs.

Wheelbase: 92.1"

Front Track: 55.62"

Rear Track: 54.59"

Wheel Diameter(s): 13

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: McPherson—Coil

Rear Type: Live Axle—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Nissan

Type: Recirculating Ball

No. of Turns (lock to lock): 3.14

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four inline, water cooled, OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 75mm (2.95)

Stroke: 70mm (2.75)

Total Displacement: 1237cc

Material of Block: Iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 1.97

Journal Diameter: 1.77

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Nissan

Std. Alt.

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter: 10.7

ALTERNATE SPECIFICATIONS:

Cylinder Heads: 11041-H2301

11041-H5702

Manufacturer: FIAT
Model: 124

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1786 lbs.

Wheelbase: 95.3"

Front Track: 55.62"

Rear Track: 54.28"

Wheel Diameter(s): 13"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Rear door: Glass/Plexiglass/remove

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Fiat

Type: Worm & Roller

No. of Turns (lock to lock): 2.75

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 73mm (2.87")

Stroke: 71.5mm (2.81")

Total Displacement: 1197 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FIAT
Model: 128

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1614 lbs. 1116 cc
1830 lbs. 1290 cc

Wheelbase: 96.4"

Front Track: 56.14"

Rear Track: 55.10"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

Rear Door: Glass/Plexiglass/Remove

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Independent—Transverse Leaf

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers:

STEERING

Make: Fiat

Type: Rack & Pinion

No. of Turns (lock to lock): 3.5

BRAKES: Unrestricted

FINAL DRIVE

Type: Helical Gear

ENGINE

Type: Four cylinder inline, water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 80mm (1116)/86mm (1290)

Stroke: 55.5mm (2.185")

Total Displacement: 1116 cc/1290 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Journal Diameter: 50.8mm (2.0")

Connecting Rod Material: Ferrous

Journal Diameter: 45.88mm (1.79")

CYLINDER HEAD

Material of Head: Aluminum

Port Configuration: Non-crossflow

No. Intake Ports: 4

No. Exhaust Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

FUEL INJECTION (only permitted if listed)

Number of Spark Plugs per Cyl.: 1

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat

Injection Pump:

No. of Forward Speeds: 4

FLYWHEEL

No. of Reverse Speeds: 1

Diameter: 9.8" or 11"

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS:

5 Speed Transmission

Manufacturer: FIAT
Model: 128 Coupe SL 1300 & 3P

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1830 lbs.

Wheelbase: 87.52"
Front Track: 56.34"
Rear Track: 55.62"

Wheel Diameter(s): 13.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent/Coil Spring
Rear Type: Independent/Transverse Leaf
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Fiat
Type: Rack & Pinion
No. of Turns (lock to lock): 3.5

FINAL DRIVE

Type: Helical Gear

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline, water cooled, SOHC, front drive
(Number of cylinders, location, cooling, valve operation)

Bore: 86mm (3.39")
Total Displacement: 1290 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 55.5mm (2.185")

Journal Diameter: 50.8mm (2.0")
Journal Diameter: 45.58mm (2.185")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Fiat
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter: 9.8"

ALTERNATE SPECIFICATIONS:

5 Speed Transmission

Manufacturer: FORD
Model: Escort Super and 1300 GT

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1830 lbs.

Wheelbase: 96.0"

Front Track: 54.08"

Rear Track: 55.10"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Ford

Type: Rack & Pinion

No. of Turns (lock to lock): 3

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 81.01mm (3.189")

Total Displacement: 1297.7 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: HyPoid

CYLINDER HEAD

Material of Head: Cast iron

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Ford

Ford ZF

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FORD
Model: New Anglia 997/123-124E Anglia Super

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1526 lbs. 996.6 cc
1787 lbs. 1198 cc

Wheelbase: 90.5"
Front Track: 52.53"
Rear Track: 52"

Wheel Diameter(s): 13"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Live Axle—Leaf Spring
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: Ford
Type: Recirculating Ball
No. of Turns (lock to lock): 2.75

FINAL DRIVE

Type: Hypoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 80.97mm (3.19")
Stroke: 48.4mm/58.16mm
Total Displacement: 996.6 cc/1198 cc
Material of Block: Cast iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Journal Diameter: 54mm
Journal Diameter: 49.2mm

CYLINDER HEAD

Material of Head: Cast iron
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: Ford
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: HONDA
Model: Civic

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1680 lbs. 1170 cc
1780 lbs. 1237 cc

Wheelbase: 86.6"
Front Track: 55.62"
Rear Track: 54.59"

Wheel Diameter(s): 12/13"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Independent—McPherson

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Honda

Type: Rack & Pinion

No. of Turns (lock to lock): 3.1

BRAKES: Unrestricted

FINAL DRIVE

Type: Helical

ENGINE

Type: Four cylinder, water cooled, SOHC, front drive

(Number of cylinders, location, cooling, valve operation)

Bore: 70mm (1170)/72mm (1237.7)

Stroke: 76mm (2.99")

Total Displacement: 1170 cc/1237 cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 50mm (1.97")

Journal Diameter: 40mm (1.57")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Honda

Std. Alt.

No. of Forward Speeds: 4 5

No. of Reverse Speeds: 1 1

FLYWHEEL

Diameter: 245mm (9.625")

ALTERNATE SPECIFICATIONS:

Cylinder Head—Part #12100-634-000

Manufacturer: Mazda
Model: Mazda GLC 1977-80

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1880 lbs.

Wheelbase: 91.1"

Front Track: 54.57"

Rear Track: 55.18"

Wheel Diameter(s): 13"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Coil

Rear Type: Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Mazda

Type: Recirculating Ball

No. of Turns (lock to lock): 4.0

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four inline, water cooled, SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 73mm (2.87)

Stroke: 76mm (2.99)

Total Displacement: 1272cc

Material of Block: Iron

Number of Main Bearings:

Connecting Rod Material:

Journal Diameter:

Journal Diameter:

CYLINDER HEAD

Material of Head: Alum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Mazda

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NSU
Model: NSU—1000

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1575 lbs.

Wheelbase: 88.58"

Front Track: 53.66"

Rear Track: 54.20"

Wheel Diameter(s): 12/13"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: NSU

Type: Rack & Pinion

No. of Turns (lock to lock): 3

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline air cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 69mm (2.72")

Total Displacement: 996 cc

Material of Block: Aluminum

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Independent—Trailing Arm—Coil

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Bevel gear with transmission

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: NSU

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: NSU
Model: TT 1200

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1819 lbs.

Wheelbase: 88.58"
Front Track: 53.66"
Rear Track: 54.20"

Wheel Diameter(s): 12/13"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION

WINDOWS
Door: Remove

Coachwork: Steel

STEERING

Make: NSU
Type: Rack & Pinion
No. of Turns (lock to lock): 3

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line air cooled SOHC

(Number of cylinders, location, cooling, valve operation)

Bore: 75mm (2.953")
Total Displacement: 1177 cc
Material of Block: Aluminum
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—Coil Spring
Rear Type: Independent—Trailing Arm—Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Bevel gear with transmission

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per-Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: NSU
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: RENAULT
Model: R1135 R8 Gordini

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1899 lbs.

Wheelbase: 89.4"

Front Track: 55.14"

Rear Track: 55.35"

Wheel Diameter(s): 13/15"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Coachwork: Steel

Door: Remove

STEERING

Make: Renault

Type: Rack & Pinion

No. of Turns (lock to lock): 3.2

BRAKES: Unrestricted

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Independent—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Conical Couple

ENGINE

Type: Four cylinder in line water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 74.5mm (2.94")

Stroke: 72mm (2.84")

Total Displacement: 1255 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 46mm (1.81")

Journal Diameter: 44mm (1.73")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Renault

Std.

Alt.

No. of Forward Speeds: 4

5

No. of Reverse Speeds: 1

1

Injection Pump:

FLYWHEEL

Diameter: 11.75"

ALTERNATE SPECIFICATIONS:

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1802 lbs.

Wheelbase: 94.6" RH 95.8" LH

Front Track: 54.78"

Rear Track: 54.78"

Wheel Diameter(s): 13.0"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar

Rear Type: Independent—Torsion Bar

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Renault

Type: Rack & Pinion

No. of Turns (lock to lock): 3.66

BRAKES: Unrestricted

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four cylinder inline water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 73mm (2.87")

Stroke: 77mm (3.03")

Total Displacement: 1289 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 43.96mm (1.73")

Journal Diameter: 54.8mm (2.16")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: 36mm Venturi

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Renault

	Std.	Alt.
No. of Forward Speeds:	4	5
No. of Reverse Speeds:	1	1

FLYWHEEL

Diameter: 11.56"

ALTERNATE SPECIFICATIONS:

Head #7700597627

Firewall Modification for carburetors

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1350 lbs.

Wheelbase: 98.35"

Front Track: 51.50"

Rear Track: 51.50"

Wheel Diameter(s): 15.0"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: SAAB

Type: Rack & Pinion

No. of Turns (lock to lock): 2.25

BRAKES: Unrestricted

ENGINE

Type: Three cylinder inline water cooled two stroke
(Number of cylinders, location, cooling, valve operation)

Bore: 70mm (2.76")

Total Displacement: 842 cc

Material of Block: Cast iron

Number of Main Bearings: 4

Connecting Rod Material:

SUSPENSION

Front Type: Independent—Coil Spring

Rear Type: Live Axle—Coil Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Bevel

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 3

No. of Valves per Cylinder: 2 ports/cylinder

Type of Valve Spring:

Port Configuration: Crossflow

No. Exhaust Ports: 3

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: SAAB

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: FULL HEAVY IND.
Model: Subaru GL Coupe

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1813 lbs.

Wheelbase: 96.6"
Front Track: 54.18"
Rear Track: 51.91"

Wheel diameter(s): 13.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION
Coachwork: Steel

WINDOWS
Door: Remove

STEERING
Make: Fuji
Type: Rack & Pinion
No. of Turns (lock to lock): 3.8
Brakes: Unrestricted

SUSPENSION
Front Type: Independent-McPherson
Rear Type: Semi-trailing arm—Torsion Bar
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

ENGINE:
Type: Four cylinder, opposed, water cooled, OHV
(Number of cylinders, location, cooling, valve operation)
Bore: 82.04mm (3.23")
Total Displacement: 1267 cc
Material of Block: Aluminum
Number of Main Bearings: 3
Connecting Rod Material: Ferrous

FINAL DRIVE
Type: HyPoid

CYLINDER HEAD
Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Journal Diameter: 49.97mm (1.97")
Journal Diameter: 45mm (1.77")

IGNITION SYSTEM
Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

Port Configuration: Crossflow
No. Exhaust Ports: 4
Carburetion: Unrestricted
Manifold: Unrestricted

TRANSMISSION
Make: Fuji
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla 1100

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category:

Minimum weight (as qualified or raced, with driver): 1630 lbs.

Wheelbase: 90.0"

Front Track: 51.91"

Rear Track: 51.50"

Wheel Diameter(s): 12/13"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

STEERING

Make: Toyota

Type: Worm & Sector Roller

No. of Turns (lock to lock): 3

FINAL DRIVE

Type: HyPoid

BRAKES: Unrestricted

ENGINE

Type: Four cylinder inline water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 75mm (2.95")

Stroke: 61mm (2.40")

Total Displacement: 1077 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

Journal Diameter: 50mm (1.97")

Journal Diameter: 42mm (1.65")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: Toyota

Std.

Auto

No. of Forward Speeds: 4

2

No. of Reverse Speeds: 1

1

Injection Pump:

FLYWHEEL

Diameter:

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Corolla 1200

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1746 lbs.

Wheelbase: 90.0"/91.93"

Front Track: 53.56"

Rear Track: 52.53"

Wheel Diameter(s): 12/13"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: Toyota

Type: Worm & Sector Roller

No. of Turns (lock to lock): 3

BRAKES: Unrestricted

ENGINE

Type: Four cylinder in line water cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 75mm (2.96")

Total Displacement: 1166 cc

Material of Block: Cast iron

Number of Main Bearings: 5

Connecting Rod Material: Ferrous

SUSPENSION

Front Type: Independent—McPherson

Rear Type: Live Axle—Leaf Spring

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

Stroke: 66mm (2.60")

Journal Diameter: 50mm (1.97")

Journal Diameter: 45mm (1.77")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

Injection Pump:

TRANSMISSION

Make: Toyota

	Std.	Alt.	Auto
No. of Forward Speeds:	4	5	2
No. of Reverse Speeds:	1	1	1

FLYWHEEL

Diameter:

NOTE: Roll cage/bars meeting requirement for cars under 1500 lbs. are acceptable for car registered with SCCA before 04/01/82.

ALTERNATE SPECIFICATIONS:

Manufacturer: TOYOTA
Model: Starlet 1981—

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1780 lbs.

Front Track: 54.3"
Rear Track: 53.8"

Wheel Diameter(s): 13"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Coachwork: Steel

Door: Remove

STEERING

Make: Toyota
Type: Rack & Pinion
No. of Turns (lock to lock): 3
BRAKES: Unrestricted

SUSPENSION

Front Type: McPherson
Rear Type: Live Axle Coil
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: Hypoid

ENGINE

Type: Four cylinder inline water cooled OHV
(Number of cylinders, location, cooling, valve operation)

Bore: 75mm
Total Displacement: 1290cc
Material of Block: Cast Iron
Number of Main Bearings: 5
Connecting Rod Material: Ferrous

Stroke: 73mm

Journal Diameter:
Journal Diameter: 50mm

CYLINDER HEAD

Material of Head: Alum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4
CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:
Location & Type of Air Throttle:

TRANSMISSION

Make:
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter: 247mm

ALTERNATE SPECIFICATIONS:

Engine may be rotated to vertical position

Manufacturer: VOLKSWAGEN
Model: VW 1300 1965/66

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1849 lbs.—Siamese
1900 lbs.—Dual Port

Wheelbase: 94.5"
Front Track: 55.10"
Rear Track: 53.56"

Wheel Diameter(s): 15.0"
Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

SUSPENSION

Front Type: Independent—Torsion Bar
Rear Type: Independent—Swing Axle—Torsion
No. of Front Shock Absorbers: 2
No. of Rear Shock Absorbers: 2

STEERING

Make: VW
Type: Worm & Roller
No. of Turns (lock to lock): 2.6

FINAL DRIVE
Type: VW

BRAKES: Unrestricted

ENGINE

Type: Four cylinder horizontally opposed air cooled OHV
(Number of cylinders, location, cooling, valve operation)
Stroke: 69mm (2.72")
Bore: 77mm (3.03")
Total Displacement: 1285 cc
Material of Block: Aluminum
Number of Main Bearings: 4
Connecting Rod Material: Steel

Journal Diameter: 55mm (2.17")
Journal Diameter: 55mm (2.17")

CYLINDER HEAD

Material of Head: Aluminum
No. Intake Ports: 4
No. of Valves per Cylinder: 2
Type of Valve Spring: Coil

Port Configuration: Non-crossflow
No. Exhaust Ports: 4

CARBURETION: Unrestricted
MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil
Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)
Make:
Location & Type of Air Throttle:

TRANSMISSION

Make: VW
No. of Forward Speeds: 4
No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL
Diameter:

ALTERNATE SPECIFICATIONS:

Manufacturer: VOLKSWAGEN
Model: VW 1200—1967

Class: GT-5

is recognized by the SCCA as being eligible to compete in the GT Category.

Minimum weight (as qualified or raced, with driver): 1900 lbs.

Wheelbase: 94.5"

Front Track: 55.20"

Rear Track: 55.65"

Wheel Diameter(s): 15.0"

Maximum Rim Width: 6.0"

MATERIAL OF CHASSIS/BODY CONSTRUCTION WINDOWS

Door: Remove

Coachwork: Steel

STEERING

Make: VW

Type: Worm & Roller

No. of Turns (lock to lock): 2.6

BRAKES: Unrestricted

ENGINE

Type: Four cylinder horizontally opposed air cooled OHV

(Number of cylinders, location, cooling, valve operation)

Bore: 77mm (3.03")

Total Displacement: 1285 cc

Material of Block: Aluminum

Number of Main Bearings: 4

Connecting Rod Material: Steel

SUSPENSION

Front Type: Independent—Torsion Bar

Rear Type: Independent—Swing Axle—Torsion

No. of Front Shock Absorbers: 2

No. of Rear Shock Absorbers: 2

FINAL DRIVE

Type: VW

Journal Diameter: 55mm (2.17")

Journal Diameter: 55mm (2.17")

CYLINDER HEAD

Material of Head: Aluminum

No. Intake Ports: 4

No. of Valves per Cylinder: 2

Type of Valve Spring: Coil

Port Configuration: Non-crossflow

No. Exhaust Ports: 4

CARBURETION: Unrestricted

MANIFOLD: Unrestricted

IGNITION SYSTEM

Type (coil or magneto): Coil

Number of Spark Plugs per Cyl.: 1

FUEL INJECTION (only permitted if listed)

Make:

Location & Type of Air Throttle:

TRANSMISSION

Make: VW

No. of Forward Speeds: 4

No. of Reverse Speeds: 1

Injection Pump:

FLYWHEEL

Diameter:

ALTERNATE SPECIFICATIONS:

NOTES

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C

1985 EDITION



SHOWROOM STOCK SPECIFICATIONS

Sports Car Club of America, Inc.

6750 S. Emporia St.

P.O. Box 3278

Englewood, Colorado 80155

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Printed in the United States of America

1/1/85

The General Competition Rules of the Sports Car Club of America are intended to assist in the orderly conduct of race events and to further participant and spectator safety. They are a guide and are in no way a guarantee against injury or death to participants, spectators, or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules.

FOREWORD

Effective January 1, of each year, all editions of the SCCA Showroom Stock Specifications are superseded by the following SCCA Showroom Stock Specifications.

The SCCA reserves the right to revise these Specifications, to issue supplements to them at any time, by "Drivers Newsletter", "Racing Bulletin" in Sports Car, Tech Bulletins and Supplements.

This book is the property of

Name

Address

City

State Zip

Region

1/1/83

SHOWROOM STOCK CATEGORY

9. SHOWROOM STOCK CATEGORY

All automobiles must comply to GCR Appendix A.1 "Automobiles General Regulations".

9.1 Definition

The Showroom Stock Category shall be considered primarily as a form for the membership to race street stock automobiles. Cars raced shall be presumed to have been purchased primarily for street transportation. Entrants shall not be guaranteed the competitiveness of any car or continued recognition of it in any class. Blueprinting and balancing are inconsistent with the philosophy of this class. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature. The Proof of Legality or Illegality shall rest upon the protestor and/or protestee.

NOTE: Showroom Stock will remain in an "as delivered" condition (definition, "configuration of" cars generally available from Manufacturer/Distributor for purchase by the public. The shop manual required to be in the possession of each entrant is intended to aid scrutineers in identifying parts and their configuration in "as delivered" condition. Overhaul procedures which in the slightest way would increase performance are not to be utilized: e.g. milling heads/blocks, porting, etc.

9.2 Automobile Eligibility

Eligibility: Minimum Quantities;

Effective 1/1/83 automobile eligibility: Minimum quantities of at least 3000 within a 12 month period or as approved, and approved by EPA and DOT for sale in the United States. These minimums are required for any specific models.

Unless otherwise stated in the GCR, the Showroom Stock Specifications Book (SSS), Drivers' Newsletter, SPORTS CAR, Racing Bulletin and/or Tech Bulletins cars selected shall be the standard or base model, as offered for sale in the U.S. with no options. Selected cars must be of the previous four model years: Current model year cars will not be eligible, except for SSGT. No updating or backdating of cars, models, specifications and/or components thereof shall be permitted. Eligibility shall be effective January 1 of each year. Additions and deletions of automobiles shall be at the discretion of the SCCA. Automobiles sold by the Manufacturer/Distributor that are designated not for public use or cannot be licensed are not allowed in SS classes. The vehicle identification number (VIN) shall correspond with the model automobile classified. VIN plates or stampings must remain in place at all specified locations on the vehicle.

9.3 Classification

Automobiles eligible for competition shall be divided into four classes at the discretion of the SCCA. These classifications will be reviewed on an annual basis and will be effective as of January 1. Once the classifications have been officially published, no changes will be made during the calendar year.

Effective 1/1/81 starting with the 1977 eligible automobiles in SSGT, SSA, SSB, & SSC, may compete in *Regionals only* for a maximum of two (2) additional years.

Those automobiles selected for competition as of January 1, of each year, by class are as follows: SSGT, SSA, SSB, SSC.

9.4 Technical and Safety Items

The following represent the only safety items and modifications permitted and required on automobiles involved in Showroom Stock competition. The addition of safety items not specifically listed is not permitted. The points covered at technical and safety inspection shall be:

- a. Eligibility for class entered — compliance with GCR and SSS. A complete and up to date vehicle log book.

- b. Installation of SCCA-approved roll bar or roll cage as specified and in accordance with Appendix Z of the GCR and the SSS. Roll bars and roll cages must be bolted, not welded, into the automobile and must be contained entirely within the driver/-passenger compartment. Roll cages are mandatory for "SSGT" cars and mandatory for SSA cars registered after 1/1/85.
- c. Installation of an SCCA-approved fire extinguisher.
- d. Installation of a safety harness system as specified in Appendix Y.
- e. Exposed headlights, parking lights and side marker lights must be taped.
- f. Seat backs must be securely fastened. It is recommended that a section of tubing equal in diameter and wall thickness to the roll bar be installed horizontally from the main hoop upright to the diagonal brace. This brace should be no higher than shoulder height. This brace should be properly sized and chamfered to assure correct joint alignment when attached. See Figure 1.
- g. Cars with convertible tops, must have them stowed as provided by the manufacturer. Cars with convertible tops and Targa Type tops must run with both door windows in the fully down position. Removable hardtops or roof panels must be completely removed from cars that are so equipped. Sunroofs and "T" tops on automobiles may be retained, if bolted in.
- h. Closed cars must run with the drivers window fully open and must have drivers side window safety nets. Any cars where a window safety net can not be installed arm restraints must be used.
- i. Interior mirror(s) may be replaced with a multi-panel type mirror, but must not extend beyond the confines of the interior.
- j. Appearance shall be neat and clean. Automobiles that are dirty either externally or in the engine and passenger compartments, or that show bodywork damage or that are

partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition.

9.5 Vehicle Preparation

The following represents the only items authorized in the preparation of a vehicle for Showroom Stock competition other than safety items as required in 9.4

- a. All vehicles must be in compliance with the applicable federal and state standards for the area in which the car is delivered.
- b. Hub caps, wheel trim rings, jack and tools must be removed.
- c. Spare wheels and tires may be removed.
- d. All markings must be readily removable.
- e. All adjustments must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Adjustment to the limit of the available range is not permitted.
- f. Tires: All cars must run the tire size as delivered on the car or its SSS allowed replacement, alternate construction, D.O.T.-approved tire. The standard tire and authorized replacements are listed, by vehicle, in the SSS. Racing or recapped tires are not permitted. The brand of tire and tire pressures are free. The same size and construction tire must be used on all four wheels. Alternate tire sizes may be selected per the tire chart.
- g. Radios, heaters and air conditioners are the only options permitted except as shown for each car in the SSS.
- h. Fluid hoses and clamps, oil filters and belts (fan, alternator, etc.) may be substituted with others of equivalent OEM specifications.
- i. Items covered at technical inspection will include only those items mentioned in 9.4 and 9.5.
- j. Each competitor must have an official factory shop manual for his make, model, and year at every event which must be presented at tech inspection.

- k. Radios: CB radios may be used as long as two-way radios are permitted in all classes. Audio equipment is not required to be manufacturer installed.
- l. Brake fluid: May be substituted with other equivalent OEM specification.
- m. Engine Oil: May be substituted with other equivalent OEM specification, oil additives are unrestricted.
- n. Carburetor jetting: Carburetor jets must be delivered as standard equipment by the manufacturer.
- o. Rear end ratio: Rear end ratio must be as delivered as standard equipment by the manufacturer.
- p. Wheels: Whels must be as delivered as standard equipment by the manufacturer, or as listed in the SSS.
- q. Spark Plugs: Authorized: Spark plugs listed in spark plug manufacturers' Application Charts, Owners Manual, Official Factory Shop Manual or Equivalent OEM justified by one cross reference chart. Use of resistor or non-resistor type spark plug allowed.
- r. Seats: Optional seats are permitted, provided they are manufacturer (not dealer) installed. Drivers seat may be slotted to permit passage of shoulder harness and anti-submarine strap.
- s. "Special" manufacturer instructions/specifications: "Special performance" instructions from manufacturers will not be considered valid.
Any manufacturer determined to be supplying false specifications to competitors or to SCCA will be advised that the specifications must be withdrawn or the eligibility of the car(s) involved will be terminated. The Competition Board is authorized to implement these terminations on an immediate basis without Board of Directors approval.
In the case of service circulars, recalls, etc., the burden of proof of validity will be upon the competitor.
- t. Ride height: Ride heights specified in the SSS books will be used as guideline only. If there is a discrepancy, more detailed inspection will be necessary.

- u. Buffing or removal of any markings from the tire sidewall is prohibited.
- v. Sunroofs and "T" tops are required to be installed by the manufacturer of the car.
- w. Power steering and power brakes are allowed only if the car was delivered in that configuration.
- x. Batteries may be replaced with those of alternate manufacture provided that are of similar amp-hour capacity and weight.
- y. Tire regrooving is prohibited.
- z. Weight: No ballast shall be added.
- aa. Fuel: Only the type fuel specified by the owners/shop manual may be used without additives of any type, or pump gasohol (10% Ethanol mixed with no-lead gasoline.)
- bb. Removal of Air Conditioning System: The factory and/or aftermarket air conditioning systems may be removed provided that *all* items associated with the system are also removed (i.e. H.D. radiator, H.D. springs/sway bars, larger tires, etc.)

9.6 Driver Schools

"Showroom Stock cars that are not eligible to race because of their model year are allowed at SCCA drivers schools provided all safety equipment is in satisfactory order."

9.7 Gasohol Testing Procedure for 10% Ethanol, 90% Unleaded Gasoline

A. Equipment:

1. 1 liter graduated measure (mililiter graduations)
2. 1-2 Gal's Ethylene Glycol (Anti-Freeze)

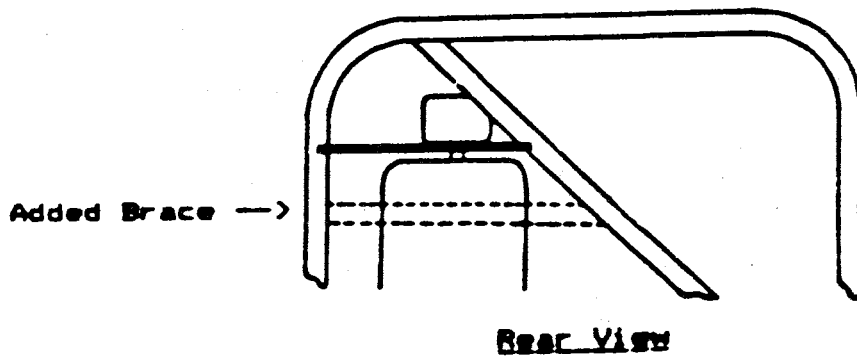
B. Procedure

1. Any measure of Gasohol e.g. 100 ML
2. Add a measure of Ethylene Glycol (Anti-Freeze) e.g. 10 ML
3. Shake mixture

4. Read separation difference e.g. 90 ML gasoline 20 ML mixture of Ethanol (Alcohol) and Ethylene Glycol (Anti-Freeze) e.g. 10% Ethanol (Alcohol)

The percentage *may* vary a percent or two plus or minus. If the plus recheck again.

FIGURE 1



SHOWROOM TIRE CHART

- 1) All cars may run tires of the speed rating of their choice.
- 2) For size determination, the molded section will be used. P-metric will be considered equal to metric.
- 3) In the authorized changes listed below, if a competitor chooses to run an aspect ratio lower than the stock aspect ratio, then he must also increase section.
- 4) Cars listed with tires of an aspect ratio lower than 60 will be allowed a section increase up to 10 mm, but no change in aspect ration.
- 5) Cars listed with tires of an aspect ratio of 65 or 60 will be allowed a section increase of 10 mm or 20 mm, and may run a 65 or 60 aspect ratio tire.
- 6) Cars listed with tires of an aspect ratio of 75 or 70 will be allowed a section increase of 10 mm or 20 mm and may run up to 10 points lower aspect ratio.
- 7) Cars listed with tires of an aspect ratio of 75 or higher or having no aspect ratio specified will be allowed a section increase of 10 mm or 20 mm and may run a 70 aspect ratio tire.
- 8) The only modifications allowed to tires are having treads "shaved" or "trued". Retreads or regrooving is not allowed.



SHOWROOM CLASS GT

Vertical text or barcode-like markings along the right edge of the page.

**1985
SHOWROOM STOCK SPECIFICATIONS
CLASS GT INDEX**

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85 Saab 900 Turbo SPG	30GT
85 Toyota GTS (T.C. 16value)	31GT
85 Toyota MR2 (T.C. 16value)	31GT

Manufacturer: Chevrolet
Model: Camaro Z28 H.O. 4 or 5 spd.

Year: '83 Class: SSGT

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajet

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.42 2.95
 2. 2.28 1.94
 3. 1.45 1.34
 4. 1.00 1.00
 5. 0.73
Final Drive Ratio(s): 3.75:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 21 or 23mm

Caster: + 3° ± ½° Camber: +1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	
	Disc	267mm	

WEIGHT: 2870 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Limited slip

CLASS GT

Manufacturer: Nissan
Model: Datsun 280ZX Turbo

Year: '82 Class SSGT

ENGINE: 6 Inline OHC

Bore x Stroke 86 x 79mm
Capacity 2753cc
Compression Ratio 7.4:1
Valve Head Dia.
 Intake 44mm
 Exhaust 35mm
Spark Plug NGK BPR6ES-1
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.08
 2. 1.86
 3. 1.31
 4. 1.00
 5. 0.75
Final Drive Ratio(s): 3.90:1

CHASSIS

Wheelbase 91.3 Track Front: 55.18 Rear: 55.18
Wheel Diameter: 15 Rim Width: 6 Mat'l: Alloy

Tire Size:
Delivered: P205/60HR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 306.5mm Dia: 150mm Wire Dia: Wht & Yel.
Type Rear: Coil Height/Length: 358.3mm Dia: 100mm Wire Dia: Pink & Orn

Sway Bar(s) Diameter(s) Front: 23mm Rear: 20mm

Caster: 4°10' to 5°40' Camber: -35' to 55'

Ride Height: Fender to wheel centerline FT: 15.1 RR: 15.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	252mm	
Rear:	Disc	258mm	

WEIGHT: 2723 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Limited slip

All dimensions in inches unless otherwise specified

1/1/84

Manufacturer: Nissan
Model: Datsun 280ZX Turbo

Year: '83 Class SSGT

ENGINE: 6 Inline OHC

Bore x Stroke 86 x 79mm
Capacity 2753cc
Compression Ratio 7.4:1
Valve Head Dia.
 Intake 44mm
 Exhaust 35mm
Spark Plug NGK BPR6ES-1
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.08
 2. 1.86
 3. 1.31
 4. 1.00
 5. 0.75
Final Drive Ratio(s): 3.90:1

CHASSIS

Wheelbase 91.3 Track Front: 55.18 Rear: 55.18
Wheel Diameter: 15 Rim Width: 6 Mat'l: Alloy

Tire Size:
Delivered: P205/60HR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 306.5mm Dia: 150mm Wire Dia: Wht & Yel.
Type Rear: Coil Height/Length: 358.3mm Dia: 100mm Wire Dia: Pink & Orn

Sway Bar(s) Diameter(s) Front: 23mm Rear: 20mm

Caster: 4°10' to 5°40' Camber: -35' to 55'

Ride Height: Fender to wheel centerline FT: 15.1 RR: 15.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	252mm	
Rear:	Disc	258mm	

WEIGHT: 2723 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Limited slip

Manufacturer: Ford
 Model: Mustang GT, 302, 4-spd.

Year: '83 Class SSGT

ENGINE: V8 OHV

Bore x Stroke 4.00 x 3.00
 Capacity 4950cc
 Compression Ratio 8.3:1
 Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
 Spark Plug Motorcraft ASF-42
 Induction System Holley 4180c-4v

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.07 2.95
 2. 1.72 1.94
 3. 1.00 1.34
 4. 0.70 1.00
 5. 0.73
 Final Drive Ratio(s): 3.08:1 (Limited slip standard)

CHASSIS

Wheelbase 100.4 Track Front: 56.6 Rear: 57.0
 Wheel Diameter: TRX 390 Rim Width: TRX 5.9, Mat'l: TRX Alloy
 5.5 14" Steel or Alloy
 or 14

Tire Size:
 Delivered: 225/55R390, P205/70R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm
 Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 13.0mm

Sway Bar(s) Diameter(s) Front: 28.5mm Rear: 14mm

Caster: 0.37° to 2.12° Camber: -0.5° to +1°

Ride Height: Fender to wheel centerline FT: 14% RR: 15.5%

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	44mm

WEIGHT: 2705 lbs.

OPTIONAL EQUIPMENT

Appearance options
 Audio options
 Convenience options except automatic transmission
 Protection options

as otherwise specified

1/1/84

Manufacturer: Mercury
Model: Capri RS, 302, 4-spd.

Year: '83 Class: SSGT

ENGINE: V8 OHV

Bore x Stroke 4.00 x 3.00
Capacity 4950cc
Compression Ratio 8.3:1
Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
Spark Plug Motorcraft ASF-42
Induction System Holley 4180c-4v

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.07 2.95
 2. 1.72 1.94
 3. 1.00 1.34
 4. 0.70 1.00
 5. 0.73
Final Drive Ratio(s): 3.08:1 (Limited Slip Standard)

CHASSIS

Wheelbase 100.4 Track Front: 56.6 Rear: 57.0
Wheel Diameter: TRX 390 Rim Width: TRX 5.9 Mat'l: TRX Alloy
 or 14" 5.5 14 Steel or Alloy

Tire Size:
Delivered: 225/55R390, P205/70R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm
Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 13.0mm

Sway Bar(s) Diameter(s) Front: 28.5mm Rear: 14mm

Caster: 0.37° to 2.12° Camber -0.5° to +1°

Ride Height: Fender to wheel centerline FT: 14% RR: 15%

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	44mm

WEIGHT: 2705 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS GT

Manufacturer: Pontiac H.O.
Model: Trans-Am 305 H.O., 5-spd. w/WS6 Suspension L-69

Year: '83 Class SSGT

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajct

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.95
 2. 1.94
 3. 1.34
 4. 1.00
 5. 0.73
Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
 Delivered: P215/65R15
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15.0mm
 Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm **Rear: 21, 23 or 25mm**

Caster: + 3° ± ½° Camber: +1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	
	Disc	267mm	

WEIGHT: 2960 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Limited slip

Manufacturer: Porsche
Model: 944

Year: '83 Class SSGT

ENGINE: 4 Inline OHC

Bore x Stroke	100 x 78.9mm
Capacity	2479cc
Compression Ratio	9.5:1
Valve Head Dia.	
Intake	45mm
Exhaust	40mm
Spark Plug	Bosch WK80S, Champion RN 10GY
Induction System	L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.60
 2. 2.12
 3. 1.46
 4. 1.07
 5. 0.72
 Final Drive Ratio(s): 3:88:1

CHASSIS

Wheelbase	94.5	Track Front: 58.1	Rear: 57.1
Wheel Diameter:	15	Rim Width: 7.0	Mat'l: Alloy

Tire Size:

Delivered: 215/60VR15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 381mm Dia: Wire Dia: 12mm

Type Rear: Torsion Height/Length: Dia: Wire Dia: 23.5mm

Sway Bar(s) Diameter(s) Front: 20mm or Rear: 14mm
 21.5mm

Caster: 2°30' + 30' Camber: - 20' ± 15'
 - 15'

Ride Height: Fender to wheel centerline FT: 13.8 RR: 15.25

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	282.5mm	
Rear:	Disc	289mm	
	Disc	267mm	

WEIGHT: 2535 lbs.

OPTIONAL EQUIPMENT

- Appearance options
- Audio options
- Convenience options except automatic transmission
- Protection options
- Shocks: Koni gas/adj

Manufacturer: Chevrolet H.O.
Model: Camaro Z28 4 or 5 spd. L-69

Year: '84 Class SSGT

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajets

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.42 2.95
 2. 2.28 1.94
 3. 1.45 1.34
 4. 1.00 1.00
 5. 0.73
Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
Delivered: P215/65R15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15mm
Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 21 or 23mm

Caster: + 3° ± ½° Camber: +1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	
	Disc	267mm	

WEIGHT: 2870 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Limited slip

Manufacturer: Chevrolet
Model: Corvette

Year: '84 Class: SSGT

ENGINE V8 OHV

Bore x Stroke 101.4 x 88.4mm
Capacity 5735 cc
Compression Ratio 9.0:1
Valve Head Dia:
Intake 47.6mm
Exhaust 41.2mm
Spark Plug AC R45TS
Induction System GM Throttle Body F.I.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 2.88
2. 1.91
3. 1.33
4. 1.00
5.
Final Drive Ratio(s): 3.07:1

CHASSIS

Wheelbase:..... 96.2 Track: Front: 59.6 Rear: 60.4
Wheel Diameter 16 Rim Width: Front 7.0 Mat'l: Alloy
Rear 7.5

Tire Size:
Delivered..... 255/50VR16
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height NA Dia: NA Wire Dia: NA

Type Rear: Leaf Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 24mm or 25mm Rear: 20mm
Caster: 3.0° ± 0.8° Camber: 0.8 ± 0.5°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	292mm	
Rear:	Disc Vented	292mm	

WEIGHT: 3015 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS GT

Manufacturer: Ford
Model: Mustang SVO Turbo 2.3

Year: '84 Class: SSGT

ENGINE 4 Inline OHC
Bore x Stroke 96 x 79.4mm
Capacity 2300 cc
Compression Ratio 8.0:1
Valve Head Dia:
Intake 1.735
Exhaust 1.500
Spark Plug AWSF 32
Induction System Electronic F.I.
Turbo-charger w/intercooler

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 4.03
2. 2.37
3. 1.50
4. 1.00
5. 0.86

Final Drive Ratio(s):

CHASSIS

Wheelbase:..... 100.5 Track: Front: 57.8 Rear: 58.3
Wheel Diameter: 16 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
Delivered..... 225/50V 16

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 254mm Dia: 89mm Wire Dia: 16.3mm
Type Rear: Coil Height/Length: 262mm Dia: NA Wire Dia: 13.2mm
Stocks Koni Gas/adj.
Sway Bar(s) Diameter(s): Front: 30.5mm Rear: 17mm
Caster: 1.25° ± 0.75° Camber: 0° ± 0.75°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	277mm	
Rear:	Disc Vented	284mm	

WEIGHT: 2940 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options
Quadra-shock suspension
Bi-Plane rear spoiler

Manufacturer: Ford
Model: Mustang GT, 302,

Year: '84 Class SSGT

CLASS GT

ENGINE: V8 OHV

Bore x Stroke 4.00 x 3.00
Capacity 4950cc
Compression Ratio 8.3:1
Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
Spark Plug Motorcraft ASF-42
Induction System Holley 4180c-4v

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.07 2.95
 2. 1.72 1.94
 3. 1.00 1.34
 4. 0.70 1.00
 5. 0.73
Final Drive Ratio(s): 3.08:1 (Limited slip standard)

CHASSIS

Wheelbase 100.4 Track Front: 56.6 Rear: 57.0
Wheel Diameter: TRX 390 Rim Width: TRX 5.9, Mat'l: TRX Alloy
 5.5 14" Steel or Alloy
Tire Size:
 Delivered: 225/55R390, P205/70OR14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm
 Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 13.0mm
Sway Bar(s) Diameter(s) Front: 28.5mm Rear: 14mm
Caster: 0.37° to 2.12° Camber: -0.5° to +1°
Ride Height: Fender to wheel centerline FT: 14% RR: 15.5%

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	44mm

WEIGHT: 2705 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Mercury
Model: Capri RS, 302, 4-spd.

Year: '84 Class SSGT

ENGINE: V8 OHV

Bore x Stroke 4.00 x 3.00
Capacity 4950cc
Compression Ratio 8.3:1
Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
Spark Plug Motorcraft ASF-42
Induction System Holley 4180c-4v

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.07 2.95
 2. 1.72 1.94
 3. 1.00 1.34
 4. 0.70 1.00
 5. 0.73
Final Drive Ratio(s): 3.08:1 (Limited Slip Standard)

CHASSIS

Wheelbase 100.4 Track Front: 56.6 Rear: 57.0
Wheel Diameter: TRX 390 Rim Width: TRX 5.9 Mat'l: TRX Alloy
 or 14" 5.5 14 Steel or Alloy

Tire Size:

Delivered: 225/55R390, P205/70R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm

Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 13.0mm

Sway Bar(s) Diameter(s) Front: 28.5mm Rear: 14mm

Caster: 0.37° to 2.12° Camber -0.5° to +1°

Ride Height: Fender to wheel centerline FT: 14% RR: 15%

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	44mm

WEIGHT: 2705 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Nissan
Model: 300ZX Turbo

Year: '84 Class: SSGT

ENGINE V6 OHC

Bore x Stroke 87 x 83mm
Capacity 2960 cc
Compression Ratio 7.8:1
Valve Head Dia:
 Intake 42.1mm
 Exhaust 35.1mm
Spark Plug NGK BCPR5E-11, 6E-11, 7E-11
Induction System Nissan ECCS F.I.
Turbocharge A.R. T-5 Max. Boost 7.35psi

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.35
2. 2.06
3. 1.38
4. 1.00
5. 0.78
Final Drive Ratio(s): 3.54:1 Limited Slip

CHASSIS

Wheelbase:..... 91.3 Track: Front: 55.7 Rear: 56.5
Wheel Diameter: 15 Rim Width: 6.5 Mat'l: Alloy

Tire Size:
Delivered..... P215/60R15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 293.5mm Dia: 170mm Wire Dia: 13.5 Red/Wht
Type Rear: Coil Height/Length: 364mm Dia: 110mm Wire Dia: 12.8 Red/2 Yel
T-Top 370mm T-Top 13.0 3 Yel
Sway Bar(s) Diameter(s): Front: 22mm Rear: 22.2mm O.D. x 17mm I.D.
Caster: 5°50' to 7°20' Camber - 35' to + 55'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	274mm	
Rear:	Disc	289.5mm	

WEIGHT: 2950 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options
Electric adjustable shocks

CLASS GT

Manufacturer: Pontiac Year: '84 Class: SSGT
Model: Trans-Am 305 H.O., 5-spd. w/WS6 Suspension L-69

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajets

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.95
 2. 1.94
 3. 1.34
 4. 1.00
 5. 0.73
Final Drive Ratio(s): 3.73:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15.0mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 21, 23 or 25mm

Caster: + 3° ± ½° Camber: +1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	
	Disc	267mm	

WEIGHT: 2960 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Limited Slip
Aero Package

Manufacturer: Porsche
Model: 944

Year: '84 Class: SSGT

CLASS GT

ENGINE: 4 Inline OHC

Bore x Stroke 100 x 78.9mm
Capacity 2479cc
Compression Ratio 9.5:1
Valve Head Dia.
 Intake 45mm
 Exhaust 40mm
Spark Plug Bosch WK80S, Champion RN 10GY
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.60
 2. 2.12
 3. 1.46
 4. 1.07
 5. 0.72
Final Drive Ratio(s): 3.88:1

CHASSIS

Wheelbase 94.5 Track Front: 58.1 Rear: 57.1
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: 215/60VR15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 381mm Dia: Wire Dia: 12mm

Type Rear: Torsion Height/Length: Dia: Wire Dia: 23.5mm

Sway Bar(s) Diameter(s) Front: 21.5mm Rear 14mm

Caster: 2°30' + 30' Camber: - 20' ± 15'
 - 15'

Ride Height: Fender to wheel centerline FT: 13.8 RR: 15.25

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	282.5mm	
Rear:	Disc	289mm	

WEIGHT: 2535 lbs.

OPTIONAL EQUIPMENT

Appearance options

Audio options

Convenience options except automatic transmission

Protection options

Shocks: Koni, Gas/Adj.

Manufacturer: Chevrolet
Model: Camaro IROC Z28 5.0L

Year: '85 Class: SSGT

ENGINE: V-8 OHV

Bore x Stroke 3.74 x 3.48
Capacity 305 CID
Compression Ratio 9.5:1
Valve Head Dia.
 Intake 1.84
 Exhaust 1.50
Spark Plug ACR44TS
Induction System Tunnel Port F.I.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 2.95
2. 1.94
3. 1.34
4. 1.00
5. 0.73
Final Drive Ratios(S): 3.73:1 Limited Slip

CHASSIS

Wheelbase: 101 Track Front: 60 Rear: 60.9
Wheel Diameter: 16 Rim Width: 8.0 Mat'l: Alloy

Tire Size:
Delivered: P245/50VR16
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications: F41
Type Front: Coil Height: 10.2 Dia: 4.06 Wire Dia: .59
Type Rear: Coil Height/Length: 10.0 Dia: 4.03 Wire Dia: .472

Sway Bar(s) Diameter(s) Front: 32mm Rear: 24mm

Caster: +2°/+5° Camber: +0.2°/+1.8°

Ride Height: Fender to wheel centerline FT: 15½" RR: 16"

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Disc	267mm	

WEIGHT: 2900 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS GT

Manufacturer: Chevrolet
Model: Corvette 5.7 Liter (Non Z51)

Year: '85 Class: SSGT

ENGINE: V-8 OHV

Bore x Stroke 4.00 x 3.48
Capacity 350 CID
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 1.94
 Exhaust 1.50
Spark Plug ACR44TS
Induction System Tunnel Port F.I.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.88
 2. 1.91
 3. 1.33
 4. 1.00
 5. 0.67
Final Drive Ratios(S): 3.07:1 (Limited Slip)

CHASSIS

Wheelbase: 96.2 Track Front: 59.6 Rear: 60.4
Wheel Diameter: 16 Rim Width: 8.5 Mat'l: Alloy

Tire Size:
Delivered: P255/50VR16
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Mono Leaf Height: Dia: Wire Dia:
Type Rear: Mono Leaf Height/Length: Dia: Wire Dia:

Sway Bar(s) Diameter(s) Front: 24mm Rear: 20mm

Caster: $3.8^\circ \pm 0.8^\circ$ Camber: $0.8^\circ \pm 0.5^\circ$ Front, $0^\circ \pm 0.5^\circ$ Rear

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	292mm	
Rear:	Disc	292mm	

WEIGHT: 3015 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

in inches unless otherwise specified

1/1/85

Manufacturer: Chrysler
Model: Dodge Shelby Charger Turbo 2.2

Year: '85 Class: SSGT

ENGINE: 4 inline OHC

Bore x Stroke 87.5 x 92mm
Capacity 2213cc
Compression Ratio
Valve Head Dia.
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Champion RN12YC, RN5YC
Induction System EFI
Turbochargers AirResearch T03 Boost 9.0 PSI MAX

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 2.08
 3. 1.45
 4. 1.04
 5. 0.72
Final Drive Ratios(S): 3.87:1

CHASSIS

Wheelbase: 96.5 Track Front: 59.1 Rear: 55.9
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: P205/50VR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 192mm Dia: 152mm Wire Dia: NA

Type Rear: Coil Height/Length: 237mm Dia: 85mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 25.4mm Rear: 16mm

Caster: +0.9°/ +2.9° Camber: -2.0°/ +0.7°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	256.2mm	
Rear:	Drum	200mm	32.5mm

WEIGHT: 2200 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS GT

Manufacturer: Chevrolet
Model: Camaro Z28 5.0L H.O. (F41)

Year: '85 Class: SSGT

ENGINE: V-8 OHV
Bore x Stroke 3.74 x 3.48
Capacity 305 CID
Compression Ratio 9.5:1
Valve Head Dia.
 Intake 1.84
 Exhaust 1.50
Spark Plug AC R44TS
Induction System Rochester Quadrangle 4V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 2.95
2. 1.94
3. 1.34
4. 1.00
5. 0.73
Final Drive Ratios(S): 3.73:1 (Limited Slip)

CHASSIS

Wheelbase: 101. Track Front: 60 Rear: 60.9
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size: P235/60VR15
Delivered:
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications: F41
Type Front: Coil Height: 10.2 Dia: 4.06 Wire Dia: .59
Type Rear: Coil Height/Length: 10 Dia: 4.03 Wire Dia: .472

Sway Bar(s) Diameter(s) Front: 32mm Rear: 23mm

Caster: +2°/+5° Camber: +0.2°/+1.8°

Ride Height: Fender to wheel centerline FT: 15½" RR: 16"

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Disc	267mm	

WEIGHT: 2900 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

... .. in inches unless otherwise specified

1/1/85

Manufacturer: Ford
Model: Mustang SVO Turbo 2.3

Year: '85 Class: SSGT

ENGINE: 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2300cc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake 1.735
 Exhaust 1.500
Spark Plug AWSF-32
Induction System EFI
Turbochargers w/Intercooler

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 4.03
2. 2.37
3. 1.50
4. 1.00
5. 0.86
Final Drive Ratios(S): 2.73:1 (Limited Slip)

CHASSIS

Wheelbase: 100.5 Track Front: 57.8 Rear: 58.3
Wheel Diameter: 16 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P255/50VR16
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 16.3mm

Type Rear: Coil Height/Length: 262mm Dia: NA Wire Dia: 13.2mm

Sway Bar(s) Diameter(s) Front: 30.5mm Rear: 17mm

Caster: 1.25° ± 0.75° Camber: 0° ± 0.75°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc vented	277mm	
Rear:	Disc vented	284mm	

WEIGHT: 2940 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options
Quadra-shock suspension
Bi plane rear spoiler

Manufacturer: Ford
Model: Mustang GT, 302.

Year: '85 Class: SSGT

ENGINE: V-8 OHV

Bore x Stroke 4.00 x 3.00
Capacity 4950cc
Compression Ratio 8.3:1
Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
Spark Plug Motorcraft ASF-42
Induction System Holley 4180c4V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 5 spd
1. 3.35
2. 1.93
3. 1.29
4. 1.60
5. 0.68
Final Drive Ratios(S): 2.73:1 (Limited slip standard)

CHASSIS

Wheelbase: 100.4 Track Front: 56.6 Rear: 57.0
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
Delivered: P255/60VR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 16.4mm
Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 14.2mm

Sway Bar(s) Diameter(s) Front: 33mm Rear: 17mm

Caster: 1.25° ± 0.75° Camber: 0° ± 0.75°

Ride Height: Fender to wheel centerline FT: 14⁵/₈ RR: 15⁵/₈

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	292mm	
Rear:	Disc	292mm	

WEIGHT: 3015 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options
Quadra shock suspension

All dimensions in inches unless otherwise specified

1/1/85

Manufacturer: Mercury
Model: Capri RS 302

Year: '85 Class: SSGT

ENGINE: 4 Inline OHC

Bore x Stroke 4.00 x 3.00
Capacity 4950cc
Compression Ratio 8.3:1
Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
Spark Plug Motocraft ASF-42
Induction System Holley 4180cc 4V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 5 spd
 1. 3.35
 2. 1.93
 3. 1.29
 4. 1.00
 5. 0.68
Final Drive Ratios(S): 2.73:1 (Limited Slip Standard)

CHASSIS

Wheelbase: 100.4 Track Front: 56.6 Rear: 57.0
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
Delivered: P255/60VR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 16.4
Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 14.2mm

Sway Bar(s) Diameter(s) Front: 33mm Rear: 17mm

Caster: 1.25° ± 0.75° Camber: 0° ± 0.75°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.2mm	
Rear:	Drum	228.6mm	44mm

WEIGHT: 3015 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options
Quadra shock suspension

Manufacturer: Nissan
Model: 300ZX Turbo Anniversary Edition

Year: '84 Class: SSGT

ENGINE: V6 OHC

Bore x Stroke 87 x 83mm
Capacity 2960cc
Compression Ratio 7.8:1
Valve Head Dia.
 Intake 42.1mm
 Exhaust 35.1mm
Spark Plug NGK BCPR5E-11, 6E-11, 7E-11
Induction System Nissan ECCS F-1
Turbocharger T-5 Boost 7-35 Max

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.35
 2. 2.06
 3. 1.38
 4. 1.00
 5. 0.78
Final Drive Ratios(S): 3.54:1 (Limited Slip)

CHASSIS

Wheelbase: 91.3 Track Front: 55.7 Rear: 56.5
Wheel Diameter: 16 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: 225/50VR16
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 293.5mm Dia: 170mm Wire Dia: 13.5mm
Type Rear: Coil Height/Length: 364mm Dia: 110mm Wire Dia: 12.8mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: 22.2mm O.D. x 17mm I.O.

Caster: 5°50' to 7°20' Camber: -35' to +55'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc vented	274mm	
Rear:	Disc	289.5mm	

WEIGHT: 2950 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS GT

Manufacturer: Nissan
Model: 300ZX Turbo

Year: '85 Class: SSGT

ENGINE: V6 OHC

Bore x Stroke 87 x 83mm
Capacity 2960cc
Compression Ratio 7.8:1
Valve Head Dia.
 Intake 42.1mm
 Exhaust 35.1mm
Spark Plug NGK BCPR5E-11, 6E-11, 7E-11
Induction System Nissan ECCS F-1
Turbocharge A.R. T-5 Max. Boost 7.35

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.35
 2. 2.06
 3. 1.38
 4. 1.00
 5. 0.78
Final Drive Ratio(s): 3.54:1 Limited Slip

CHASSIS

Wheelbase:..... 91.3 Track: Front: 55.7 Rear: 56.5
Wheel Diameter: 15 Rim Width: 6.5 Mat'l: Alloy

Tire Size:
Delivered..... P215/60R15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 293.5mm Dia: 170mm Wire Dia: 13.5 Red/Wht
Type Rear: Coil Height/Length: 364mm Dia: 110mm Wire Dia: 12.8 Red/2 Yel
 T-Top 370mm T-Top 13.0 3 Yel
Sway Bar(s) Diameter(s): Front: 22mm Rear: 22.2mm O.D. x 17mm I.D.
Caster: 5°50' to 7°20' Camber - 35' to + 55'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	274mm	
Rear:	Disc	289.5mm	

WEIGHT: 2950 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Pontiac
Model: Fiero GT V-6 2.8L

Year: '85 Class: SSGT

ENGINE: V6 OHV

Bore x Stroke 3.50 x 2.99
Capacity 2834cc
Compression Ratio 8.46:1
Valve Head Dia.
 Intake 1.72
 Exhaust 1.43
Spark Plug AC R43TSX
Induction System MP F.I.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.31
 2. 1.95
 3. 1.24
 4. 1.81
 5.
Final Drive Ratios(S): 3.65:1

CHASSIS

Wheelbase: 93.4 Track Front: 58.4 Rear: 52.3
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered: P215/60R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 8.3 Dia: 3.4 Wire Dia: .50
Type Rear: Coil Height/Length: 7.87 Dia: 6.54 Wire Dia: -61

Sway Bar(s) Diameter(s) Front: 23mm Rear: NA

Caster: +5° ± 2° Camber: +0.5° ± 0.8° Front -1.0° ± 0.5° Rear

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	287mm	
Rear:	Disc	247mm	

WEIGHT: 2550 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS GT

Manufacturer: Pontiac
Model: Firebird Tran-Am 5.0L H.O. (W56)

Year: '85 Class: SSGT

ENGINE: V-8 OHC

Bore x Stroke 3.74 x 3.48
Capacity 305 CID
Compression Ratio 9.5:1
Valve Head Dia.
 Intake 1.84
 Exhaust 1.50
Spark Plug AC R42TS
Induction System Tunnel Port F.I.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 2.95
2. 1.94
3. 1.34
4. 1.00
5. 0.63
Final Drive Ratios(S): 3.27:1 Limited Slip

CHASSIS

Wheelbase: 101. Track Front: 60.7 Rear: 61.6
Wheel Diameter: 15 or 16 Rim Width: 8.0 Mat'l: Alloy

Tire Size:
Delivered: P235/60VR15, P245/50R16
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 10.2 Dia: 4.06 Wire Dia: .59
Type Rear: Coil Height/Length: 10.0 Dia: 4.03 Wire Dia: .472

Sway Bar(s) Diameter(s) Front: 34mm Rear: 48mm

Caster: +3.0° ± 0.5° Camber: +1.0° ± 0.5°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Disc	267mm	
	Drum (Alum)	241mm	50mm

WEIGHT: 3025 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options
Aero Pkg.

Manufacturer: Saab Scania Year: '85 Class: SSGT
 Model: Saab 900 Turbo SPG, 3OR 2.0 (4 Value) FWD

ENGINE: 4 Inline DOHC

Bore x Stroke 90.0 x 80.0mm
 Capacity 1985cc
 Compression Ratio
 Valve Head Dia.
 Intake 32.0mm
 Exhaust 29.0mm
 Spark Plug NGK BCP7ES, Champion C9GX
 Induction System Turbocharged Boost 0.75 ± 0.05 Bar

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.80
 2. 2.15
 3. 1.44
 4. 1.04
 5. 0.84
 Final Drive Ratios(S): 3.67:1

CHASSIS

Wheelbase: 99.1 Track Front: 56.3 Rear: 56.7
 Wheel Diameter: 15 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
 Delivered: 195/60R15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 14.7" Dia: NA Wire Dia: 0.57"
 Type Rear: Coil Height/Length: L 12.1" Dia: NA Wire Dia: L 0.58"
 R 12.2" R 0.59"
 Sway Bar(s) Diameter(s) Front: 19mm Rear: 27mm (Hollow)
 Caster: 2° ± ½° Camber: ½° ± ½°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	276mm	
Rear:	Disc	267.5mm	

WEIGHT: 2795 lbs.

OPTIONAL EQUIPMENT

Appearance options except
 Audio options
 Convenience options except automatic transmissions
 Protection options

CLASS GT

Manufacturer: Toyota
Model: MR2

Year: '85 Class: SSGT

ENGINE: 4 Inline DOHC (16 valve)

Bore x Stroke 81 x 77mm
Capacity 1587cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 30.7mm
 Exhaust 25.7mm
Spark Plug ND PQ16R
Induction System EFI Nippondenso

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.17
 2. 1.90
 3. 1.31
 4. 0.97
 5. 0.82
Final Drive Ratios(S): 4.312:1

CHASSIS

Wheelbase: 91.3 Track Front: 56.7 Rear: 56.9
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 185/60R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 29cm Dia: 14cm Color Coding: Green
Type Rear: Coil Height/Length: 31cm Dia: 13cm Color Coding: Pur-Vel

Sway Bar(s) Diameter(s) Front: 16.1mm Rear: 9mm

Caster: 5°15' ± 45' Camber: 15' ± 45'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc vented	244mm	
Rear:	Disc	239mm	

WEIGHT: 2250 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Toyota
Model: Corolla GTS (T.C. 16valve)

Year: '85 Class: SSGT

ENGINE: 4 Inline DOHC (16 valve)

Bore x Stroke 81 x 77mm
Capacity 1587cc
Compression Ratio 9:1
Valve Head Dia.
 Intake 30.7mm
 Exhaust 25.7mm
Spark Plug ND PQ16R
Induction System EFI Nippondenso
Turbocharger T-5 Boost 7-35 Max

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.587
 2. 2.022
 3. 1.383
 4. 1.000
 5. 0.860
Final Drive Ratios(S): 4.30:1

CHASSIS

Wheelbase: 95 Track Front: 53.4 Rear: 53.0
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 185/60R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 15 Dia: 4 $\frac{3}{8}$ Color Code: Pink
Type Rear: Coil Height/Length: 13 $\frac{1}{2}$ Dia: 5 $\frac{1}{4}$ Color Code: Purple

Sway Bar(s) Diameter(s) Front: 22mm Rear: 16mm

Caster: 2°45' \pm 45' Camber: 15' \pm 45'

Ride Height: Fender to wheel centerline FT: 15 $\frac{1}{2}$ " RR: 16"

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	231mm	
Rear:	Disc	231mm	

WEIGHT: 2100 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

SHOWROOM CLASS A

Beginning in 1985. Regional automobiles are not included within the Showroom Stock Specification book. Therefore, anyone racing/owning a 1978-1980 Showroom Stock car must keep a copy of the 1984 Showroom Stock Specification book as proof of eligibility.

Manufacturer: Nissan
Model: 280 ZX (No "T" Tops or 2+2)

Year '81 Class: SSA

ENGINE 6 In-Line OHC

Bore x Stroke 86.1 x 79mm
Capacity 2753 cc
Compression Ratio 8.8:1
Valve Head Dia:
 Intake 44-44.2mm
 Exhaust 35-35.2mm
Spark Plug NGK BP6ES-11
Induction System L-Jetronic Hitachi/Bosch

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.062
2. 1.858
3. 1.308
4. 1.000
5. 0.745
Final Drive Ratio(s): 3.545:1

CHASSIS

Wheelbase:..... 91.3 Track: Front 55.18 Rear: 55.18
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered..... 195/70HR-14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 306.5mm Dia: 150mm Color Code: Wht & Yel
Type Rear: Coil Height/Length: 349.5mm Dia: 100mm Color Code: Yel & Purp

Sway Bar(s) Diameter(s): Front: 22mm Rear: 20mm
Caster: 4°10' to 5°40' Camber: - 35' to 55'

Ride Height: Fender to wheel centerline: FT: 15.1 RR: 15.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	252mm	
Rear:	Disc	269mm	

WEIGHT: 2610 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

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CLASS A

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84	Alfa Romeo. GTV6		29A
84	Buick. Skyhawk T TYPE 1.8 Turbo		30A
84	Chevrolet, Camaro Z28 STO V8		31A
84	Chrysler, Conquest 2.6 Turbo		32A
84	Chrysler, Dodge Daytona Turbo		33A
84	Chrysler, Plymouth Laser Turbo		34A
84	Ford, Thunderbird Turbo Coupe		35A
84	Ford, Mustang Turbo 2.3		36A
84	Mazda. RX-7 GSL-SE 13B		37A
84	Mazda, RX-7 GS and S 12A		38A
84	Mercury, Capri Turbo 2.3		39A
83,84	Mitsubishi, Cordia Turbo 1.8		40A
84	Mitsubishi, Starion Turbo 2.6		41A
83,84	Mitsubishi, Tredia Turbo 1.8		42A
84	Nissan, 200SX Turbo 1.8		43A
84	Nissan, 300ZX		44A
84	Pontiac, Trans-Am STO V8		45A
84	Pontiac, 2000 Sunbird SE Turbo 1.8		46A
84	Saab 900 Turbo		47A
84	Toyota, Supra 2.8		48A
84	Volvo, GTL 2.2 Turbo		49A
81,82	Mazda RX-7, GSL, 5-spd.		

Manufacturer: Nissan
Model: Datsun 280ZX (No "T" Tops)

Year: '82 Class SSA

ENGINE: 6 Inline OHC

Bore x Stroke 86.0 x 79.0mm
Capacity 2753cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 44mm
 Exhaust 35mm
Spark Plug NGK BPR6ES-11
Induction System L Jetronic NMC

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.062
 2. 1.858
 3. 1.308
 4. 1.000
 5. 0.745
Final Drive Ratio(s): 3.54:1 or 3.9:1

CHASSIS

Wheelbase 91.3 Track Front: 55.18 Rear: 55.18
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
 Delivered: 195/70HR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 306.5mm Dia: 150mm Wire Dia: Wht. & Yel.
Type Rear: Coil Height/Length: 358.5mm Dia: 100mm Wire Dia: Pink & Orn.

Sway Bar(s) Diameter(s) Front: 23mm Rear: 20mm

Caster: 4°10' to 5°40' Camber: -35' to 55'

Ride Height: Fender to wheel centerline FT: 15.1 RR: 15.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	252mm	
Rear:	Disc	258mm	

WEIGHT: 2709 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Porsche
Model: 924 5 spd.

Year: '81 Class: SSA

ENGINE 4 In-Line OHC

Bore x Stroke 86.5 x 84.4mm
Capacity 1984 cc
Compression Ratio 9.0:1
Valve Head Dia:
 Intake 40mm
 Exhaust 33mm
Spark Plug Bosch WR6DS
Induction System CIS-Bosch

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.600
 2. 2.125
 3. 1.360
 4. 0.966
 5. 0.729
Final Drive Ratio(s): 4.11:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 55.9 Rear: 54.0
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered..... 185/70HR-14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height NA Dia: NA Color Code: Green

Type Rear: Torsion Height/Length: NA Bar Dia: 23.5mm

Sway Bar(s) Diameter(s): Front: 23mm Rear: 14mm
Caster: 2°45' ± 30' Camber: -20' ± 10'

Ride Height: Fender to wheel centerline: FT: 13.8 RR: 12.4

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	257mm	
Rear:	Drum	230mm	40mm (lining)

WEIGHT: 2344 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Mazda
Model: RX-7, GS and S

Year: '82 Class SSA

ENGINE: Rotary

Bore x Stroke	2 Rotors
Capacity	2292cc
Compression Ratio	9.4:1
Valve Head Dia.	
Intake	
Exhaust	
Spark Plug	NGK BR7EQ14, BR8EQ14, BR9EQ14
Induction System	Nippon Kikai 4V Pri 28mm, Sec. 34mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.

1.	3.674
2.	2.217
3.	1.432
4.	1.000
5.	0.825

Final Drive Ratio(s): 3.90:1

CHASSIS

Wheelbase	95	Track Front: 56	Rear: 55
Wheel Diameter:	13	Rim Width: 5.5	Mat'l: Alloy
		"S" 5.0	"S" Steel

Tire Size:
Delivered: "S" 165 HR13, "GS" 185/70HR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil	Height: L:336mm	Dia: L: 123mm	Wire Dia:
	R: 327.5mm	R: 65mm	
Type Rear: Coil	Height/Length: 323.5mm	Dia: 105mm	Wire Dia:

Sway Bar(s) Diameter(s) Front: 23mm Rear: 15mm

Caster: R: 4°10' ± 30' Camber: 1° ± 30'
L: 3°40' ± 30'

Ride Height: Fender to wheel centerline FT: 14.5 RR: 14

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	200mm	32mm

WEIGHT: 2158 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
"S" Model allowed "GS" Alloy Wheels and tires

Manufacturer: SAAB-Scania AB
Model: 900 Turbo 3 dr.

Year: '81 Class: SSA

ENGINE 4 In-Line OHC

Bore x Stroke 90.0 x 78.0mm
Capacity 1985 cc
Compression Ratio 7.2:1
Valve Head Dia:
 Intake 42mm
 Exhaust 34,5mm
Spark Plug NGK BP-6ES
Induction System CIS Bosch
 Turbo-charger-Airesearch

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 2.00
 3. 1.34
 4. 0.97
 5. 0.78
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase:..... 99.4 Track: Front: 55.9 Rear: 56.9
Wheel Diameter: 390mm Rim Width: 135mm Mat'l: Alloy

Tire Size:
Delivered..... TRX 180/65HR390
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 390mm Dia: 14.2mm Color Code: Wht
Type Rear: Coil Height/Length: 308mm Dia: 14.8mm Color Code: Green

Sway Bar(s) Diameter(s): Front: NA Rear: NA
Caster: ½° ± ½° Camber: 2° ± ½°

Ride Height: Fender to wheel centerline: FT: 15.2 RR: 18.6

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	276mm	
Rear:	Disc	276.5mm	

WEIGHT: 2644 lbs.

OPTIONAL EQUIPMENT

- Appearance options
- Audio options
- Convenience options except automatic transmissions
- Protection options

CLASS A

Manufacturer: Porsche
Model: 924

Year: '82 Class SSA

ENGINE: 4 Inline OHC

Bore x Stroke 86.5 x 84.4mm
Capacity 1984cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40mm
 Exhaust 33mm
Spark Plug Bosch WR60S
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.600
 2. 2.125
 3. 1.360
 4. 0.966
 5. 0.729
Final Drive Ratio(s): 4.11:1

CHASSIS

Wheelbase 94.5 Track Front: 55.9 Rear: 54.0
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered: 185/70HR-14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: NA Wire Dia: Green
Type Rear: Torsion Bar Height/Length: NA Dia: NA Wire Dia: 23.5mm

Sway Bar(s) Diameter(s) Front: 23mm Rear: 14mm

Caster: 2°45' ± 30' Camber: - 20' ± 10'

Ride Height: Fender to wheel centerline FT: 13.8 RR: 12.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	257mm	
Rear:	Drum	230mm	40mm (lining)

WEIGHT: 2344 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Toyota
Model: Supra 2.8 (2197, 2199)

Year: '82 Class SSA

ENGINE: 6 Inline DOHC

Bore x Stroke 83.0 x 85.0mm
Capacity 2759cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 44mm
 Exhaust 36mm
Spark Plug
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.28
 4. 1.00
 5. 0.78
Final Drive Ratio(s): 3.73:1

CHASSIS

Wheelbase 103.0 Track Front: 57.9 Rear: 56.7
Wheel Diameter: 14 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
 Delivered: 225/60HR 14 or P225/60R14
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: R: 424mm Dia: R: 137.2mm Wire Dia: NA
 L: 430mm L: 139.2mm
 Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 25mm Rear: 13mm

Caster: 4°10' ± 45' Camber: 50' ± 45'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	256mm	
Rear:	Disc	264mm	

WEIGHT: 2715 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: SAAB-Scania
Model: SAAB 900 Turbo

Year: '82 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 90.0 x 78.0mm
Capacity 1985cc
Compression Ratio 8.5:1 (Early 82's 7.2:1)
Valve Head Dia.
Intake 42.0mm
Exhaust 35.5mm
Spark Plug NGK BP7ES (Early '82 NGK BP6LS)
Induction System Bosch C.I.S.
Turbo: Garrett Airesearch T-03

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 13.94
2. 7.88
3. 5.29
4. 3.80
5. 3.08
Final Drive Ratio(s): 3.67:1

CHASSIS

Wheelbase 99.1 Track Front: 56.3 Rear: 56.7
Wheel Diameter: 15 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 195/60HR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 373mm Dia: 14.4 Cord or Lt. Green
Wire Dia: or Green
Type Rear: Coil Height/Length: L: 308mm Dia: L: 14.8mm Wire Dia: L: Lt. Grn. or Grn.
R: 311mm R: 15.0mm R: Wht or Blk

Sway Bar(s) Diameter(s) Front: NA Rear: NA
Caster: 2° ± ½° Camber: ½° ± ½°

Ride Height: Fender to wheel centerline FT: 15.2 RR: 18.6

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	276mm	
Rear:	Disc	276.5mm	

WEIGHT: 2642 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Alfa Romeo
Model: GT V6 2.5

Year: '82 Class: SSA

ENGINE V6OHC

Bore x Stroke 88 x 68mm
Capacity 2492 cc
Compression Ratio 9.1:1
Valve Head Dia:
 Intake 41mm
 Exhaust 36.6mm
Spark Plug Lodge HLE, Champion RN5C
Induction System Bosch L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.500
 2. 1.956
 3. 1.258
 4. 0.946
 5. 0.780
Final Drive Ratio(s): 3.42:1

CHASSIS

Wheelbase:..... 94.4 Track: Front: 54.0 Rear: 53.2
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered..... 195/60HR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Tor. Bar Height NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 20mm Rear: 22mm

Caster: 3° ± 30' Camber: 1° ± 30'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Disc	250mm	

WEIGHT: 2740 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Alfa Romeo
Model: GT V6 2.5

Year: '81 Class: SSA

ENGINE V6OHC

Bore x Stroke 88 x 68mm
Capacity 2492 cc
Compression Ratio 9.1:1
Valve Head Dia:
 Intake 41mm
 Exhaust 36.6 mm
Spark Plug Lodge HLE, Champion RN5C
Induction System Bosche L-Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.500
 2. 1.956
 3. 1.258
 4. 1.34
 5. 1.02
Final Drive Ratio(s): 4:10:1

CHASSIS

Wheelbase:..... 94.4 Track: Front: 54.0 Rear: 53.2
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
 Delivered..... 195/60HR15
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Tor. Bar Height NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA
Sway Bar(s) Diameter(s): Front: 20mm Rear: 22mm
Caster: 3° ± 30' Camber: 1° ± 30'
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Disc	250mm	

WEIGHT: 2740 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Chevrolet
Model: Camaro Z28 305, 4-spd. STD. V8

Year: '82 Class: SSA

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajct

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.42
 2. 2.28
 3. 1.45
 4. 1.00
 5.
Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12mm

Sway Bar(s) Diameter(s) Front: 31mm Rear: 21mm

Caster: + 3° ± 1° Camber: +1° ± 0.8°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼.

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	50mm

WEIGHT: 2870 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS A

Manufacturer: Alfa Romeo
Model: GT V6 2.5

Year: '83 Class: SSA

ENGINE V6OHC

Bore x Stroke 88 x 68mm
Capacity 2492 cc
Compression Ratio 9.1:1
Valve Head Dia:
 Intake 37mm
 Exhaust 31mm
Spark Plug Lodge HLE, Champion RN5C
Induction System Bosch L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.500
 2. 1.956
 3. 1.258
 4. 0.946
 5. 0.780
Final Drive Ratio(s): 3.42:1

CHASSIS

Wheelbase:..... 94.4 Track: Front: 54.0 Rear: 53.2
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
 Delivered..... 195/60HR15
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Tor. Bar Height NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA
Sway Bar(s) Diameter(s): Front: 20mm Rear: 20mm
Caster: 3° ± 30' Camber: 1° ± 30'
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Disc	250mm	

WEIGHT: 2740 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: Datsun 280ZX

Year: '83 Class: SSA

ENGINE: 6 Inline OHC

Bore x Stroke 86.0 x 79.0mm
Capacity 2753cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 44mm
 Exhaust 35mm
Spark Plug NGK BPR6ES-11
Induction System L Jetronic NMC

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.062
 2. 1.858
 3. 1.308
 4. 1.000
 5. 0.745
Final Drive Ratio(s): 3.54:1 or 3.9:1

CHASSIS

Wheelbase 91.3 Track Front: 55.18 Rear: 55.18
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered: 195/70HR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 306.5mm Dia: 150mm Wire Dia: Wht. & Yel.
Type Rear: Coil Height/Length: 358.5mm Dia: 100mm Wire Dia: Pink & Orn.

Sway Bar(s) Diameter(s) Front: 23mm Rear: 20mm

Caster: 4°10' to 5°40' Camber: -35' to 55'

Ride Height: Fender to wheel centerline FT: 15.1 RR: 15.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	252mm	
Rear:	Disc	258mm	

WEIGHT: 2709 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS A

Manufacturer: Chevrolet
Model: Camaro Z28 305, 4-spd. STD. V8

Year: '83 Class: SSA

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajets

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.42 2.95
 2. 2.28 1.94
 3. 1.45 1.34
 4. 1.00 1.00
 5. 0.73
Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 18mm

Caster: + 3° ± ½° Camber: + 1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	

WEIGHT: 2870 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Ford
Model: Thunderbird Turbo Coupe 2.3

Year: '83 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2300 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.735
 Exhaust 1.500
Spark Plug Motorcraft AWSF-32
Induction System Ford Port Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 4.03
2. 2.37
3. 1.50
4. 1.00
5. 0.86
Final Drive Ratio(s): 3.45:1 (Limited Slip)

CHASSIS

Wheelbase:..... 104 Track: Front: 58.1 Rear: 58.5
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy
Tire Size: TRX 390 5.9 TRX Alloy

Tire Size:
Delivered..... P205/70HR 14, TRX 220/55R 390
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 254mm Dia: 89mm Wire Dia: 15.6mm

Type Rear: Coil Height/Length: 220mm Dia: 102mm Wire Dia: 13mm

Sway Bar(s) Diameter(s): Front: 28.5 or 33mm Rear: 14mm

Caster: 1.0° ± 0.75° Camber: +.25° ± 0.75°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	256.5mm	
Rear:	Drum	228.6mm	

WEIGHT: 2940 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Ford
Model: Mustang GT, 302 H.O. 4-spd.

Year: '82 Class: SSA

ENGINE: V8 OHV

Bore x Stroke 4.00 x 3.00
Capacity 4950cc
Compression Ratio 8.3:1
Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
Spark Plug Motorcraft ASF-42
Induction System Motorcraft 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.07
 2. 1.72
 3. 1.00
 4. 0.70
 5.
Final Drive Ratio(s): 3.08:1 (Limited slip standard)

CHASSIS

Wheelbase 100.4 Track Front: 56.6 Rear: 57.0
Wheel Diameter: TRX 390 Rim Width: TRX 5.9mm, Mat'l: TRX Alloy
 or 14 5.5 14" Steel or Alloy

Tire Size:

Delivered: 190/65R390, P205/70R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm

Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 13.0mm

Sway Bar(s) Diameter(s) Front: 28.5mm Rear: 14mm

Caster: 1.25° ± 0.88° Camber: +0.25° to + 0.75°

Ride Height: Fender to wheel centerline FT: 14% RR: 15%

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	44mm

WEIGHT: 2590 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Mercury H.O.
Model: Capri RS, 302 H.O., 4-spd.

Year: '82 Class: SSA

ENGINE: V8 OHV

Bore x Stroke 4.00 x 3.00
Capacity 4950cc
Compression Ratio 8.3:1
Valve Head Dia.
 Intake 1.78
 Exhaust 1.45
Spark Plug Motorcraft ASF-42
Induction System Motorcraft 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd.
 1. 3.07
 2. 1.72
 3. 1.00
 4. 0.70
 5.
Final Drive Ratio(s): 3.08:1 (Limited Slip Standard)

CHASSIS

Wheelbase 100.4 Track Front: 56.6 Rear: 57.0
Wheel Diameter: TRX 390 Rim Width: TRX 5.9, Mat'l: TRX Alloy
 or 14 5.5 14" Steel or Alloy

Tire Size:

Delivered: 190/65R390, P205/70R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm

Type Rear: Coil Height/Length: 220.7mm Dia: 102mm Wire Dia: 13.0mm

Sway Bar(s) Diameter(s) Front: 28.5mm Rear: 14mm

Caster: 1.25° ± 0.88° Camber: +0.25° to +0.75°

Ride Height: Fender to wheel centerline FT: 14% RR: 15%

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	44mm

WEIGHT: 2590 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS A

Manufacturer: Ford
Model: Mustang Turbo 2.3

Year: '83 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2300 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.735
 Exhaust 1.500
Spark Plug Motorcraft AWSF-52
Induction System Ford Port Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.76
 2. 2.18
 3. 1.36
 4. 1.00
 5. 0.86
Final Drive Ratio(s): 3.45:1 Traction-Lok (Std.)

CHASSIS

Wheelbase:..... 99.9 Track: Front: 54.7 Rear: 57.6
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy
TRX 390 5.9 Alloy

Tire Size:
Delivered..... P205/70HR14 TRX 220/55R390
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm
Type Rear: Coil Height/Length: 220mm Dia: 102mm Wire Dia: 13mm

Sway Bar(s) Diameter(s): Front: 25.4 or 28.5mm Rear: 14mm

Caster: 1.25° ± 0.75° Camber: 0° ± 0.75°

Ride Height: Fender to wheel centerline: FT: 14.62 RR: 15.62

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228mm	

WEIGHT: 2700 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Mercury
Model: Capri 2.3 Turbo

Year: '83 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2300 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.735
 Exhaust 1.500
Spark Plug Motorcraft AWSF-52
Induction System Ford Port Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.76
2. 2.18
3. 1.36
4. 1.00
5. 0.86
Final Drive Ratio(s): 3.45:1 Traction-Lok (Std.)

CHASSIS

Wheelbase:..... 99.9 Track: Front: 54.7 Rear: 57.6
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy
TRX 390 5.9 Alloy

Tire Size:
Delivered..... P205/70R14, TRX 220/55R390
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 254mm Dia: 89mm Wire Dia: 15.6mm
Type Rear: Coil Height/Length: 220mm Dia: 220mm Wire Dia: 13.4
Sway Bar(s) Diameter(s): Front: 25,4mm Rear: 14mm
Caster: 0.37° to 2.12° Camber: - 0.5 or + 1°

Ride Height: Fender to wheel centerline: FT: 14.62 RR: 15.62

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228mm	

WEIGHT: 2700 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Mitsubishi
Model: Starion Turbo

Year: '83 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 91.1 x 98mm
Capacity 2555 cc
Compression Ratio 7.0:1
Valve Head Dia:
 Intake 46mm
 Exhaust 38mm
Spark Plug Champ NR 9Y, NGK BPR-60A-11, ND W20-EPR-S11
Induction System Mitsubishi Throttle Body F.I.
Mitsubishi TC-05 Turbocharger Max.Boost 8.41psi

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.37
 2. 2.04
 3. 1.36
 4. 1.00
 5. 0.86
Final Drive Ratio(s): 3.55:1

CHASSIS

Wheelbase:..... 95.9 Track: Front: 54.9 Rear: 55.1
Wheel Diameter: 15 Rim Width: 6.5 Mat'l: Alloy

Tire Size:
 Delivered..... P215/60R15
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 309mm Dia: 17.5mm Wire Dia: 12.5mm

Type Rear: Coil Height/Length: 320mm Dia: 108mm Wire Dia: 12

Sway Bar(s) Diameter(s): Front: 21mm Rear: 18mm

Caster: 5°.20' + 30' Camber: - 10'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	254mm	
Rear:	Disc	246mm	

WEIGHT: L-2580 lbs., LS-2660 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Mazda
Model: RX-7 GSL

Year: '83 Class: SSA

ENGINE: Rotary

Bore x Stroke 2 Rotors
Capacity 2292cc
Compression Ratio 9.4:1
Valve Head Dia.
Intake
Exhaust
Spark Plug NGK BR7EQ14, BR8EQ14, BR9EQ14
Induction System Nippon Kikai 4V Pri 28mm, Sec. 34mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.674
2. 2.217
3. 1.432
4. 1.000
5. 0.825
Final Drive Ratio(s): 3.90:1 (Limited slip standard)

CHASSIS

Wheelbase 95 Track Front: 56 Rear: 55
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy

Tire Size:

Delivered: 185/70HR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: L:336.5mm Dia: L: 123mm Wire Dia:
R: 327.5mm R:65mm
Type Rear: Coil Height/Length: 323.5mm Dia: 105mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 23mm Rear: 15mm

Caster: Camber:

Ride Height: Fender to wheel centerline FT: 14.5 RR: 14

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Disc	236mm	

WEIGHT: 2128 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Pontiac Year: '83 Class: SSA
 Model: Trans-Am 305, 5-spd. w/WS6 Suspension Std. V8

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
 Capacity 4998cc
 Compression Ratio 8.6:1
 Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
 Spark Plug AC R45TS
 Induction System Rochester Quadrajct

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.95
 2. 1.94
 3. 1.34
 4. 1.00
 5. 0.73
 Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
 Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15.0mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 18mm

Caster: + 3° ± ½° Camber: +1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	

WEIGHT: 2960 lbs.

OPTIONAL EQUIPMENT

Appearance options
 Audio options
 Convenience options except automatic transmission
 Protection options

CLASS A

Manufacturer: Pontiac Year: '82 Class: SSA
Model: Trans-Am 305, 4-spd. w/WS6 Suspension Std. V8

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajct

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.42
 2. 2.28
 3. 1.45
 4. 1.00
 5.
Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15.0mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 21mm

Caster: + 3° ± 1° Camber: +1° ± 0.8°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	

WEIGHT: 2960 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Toyota
Model: Supra 2.8 (2197, 2199)

Year: '83 Class: SSA

ENGINE: 6 Inline DOHC

Bore x Stroke 83.0 x 85.0mm
Capacity 2759cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 44mm
 Exhaust 36mm
Spark Plug
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.28
 4. 1.00
 5. 0.78
Final Drive Ratio(s): 3.73:1

CHASSIS

Wheelbase 103.0 Track Front: 57.9 Rear: 56.7
Wheel Diameter: 14 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
Delivered: 225/60HR 14 or P225/60R-14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: R: 424mm Dia: R: 137.2mm Wire Dia: NA
 L: 430mm L: 139.2mm
 Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 25mm Rear: 13mm

Caster: 4°10' ± 45' Camber: 50' ± 45'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	256mm	
Rear:	Disc	264mm	

WEIGHT: 2715 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS A

Manufacturer: SAAB Scania
Model: SAAB 900 Turbo

Year: '83 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke	90.0 x 78.0mm
Capacity	1985cc
Compression Ratio	8.5:1 (Early 82's 7.2:1)
Valve Head Dia.	
Intake	42.0mm
Exhaust	35.5mm
Spark Plug	NGK BP7ES (Early '82 NGK BP6LS)
Induction System	Bosch C.I.S.

Turbo: Garrett Airesearch T-03

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
	1. 13.94
	2. 7.88
	3. 5.29
	4. 3.80
	5. 3.08
Final Drive Ratio(s):	3.67:1

CHASSIS

Wheelbase	99.1	Track Front: 56.3	Rear: 56.7
Wheel Diameter:	15	Rim Width: 5.5	Mat'l: Alloy

Tire Size:
Delivered: 195/60HR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front:	Coil	Height: 373mm	Dia: 14.4	Cord or	Lt. Green
				Wire Dia:	or Green
Type Rear:	Coil	Height/Length: L: 308mm	Dia: L: 14.8mm	Wire Dia:	L: Lt. Grn. or Grn. R: 311mm R: 15.0mm R: Wht or Blk

Sway Bar(s) Diameter(s) Front: NA Rear: NA
Caster: 2° ± ½° Camber: ½° ± ½°

Ride Height: Fender to wheel centerline FT: 15.2 RR: 18.6

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	276mm	
Rear:	Disc	276.5mm	

WEIGHT: 2642 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Buick
Model: Skyhawk TType 1.8 Turbo

Year: '84 Class: SSA

ENGINE: 4 Inline DOHC (16 valve)

Bore x Stroke 84.8 x 79.5mm
Capacity 1802cc
Compression Ratio 8.0:1
Valve Head Dia.
Intake
Exhaust
Spark Plug ACR44LS
Induction System F.I.
Turbocharger

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.53
2. 1.95
3. 1.24
4. 0.84
5.

Final Drive Ratios(S):

CHASSIS

Wheelbase: 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy
14 6.0 Alloy

Tire Size:

Delivered: P195/80R13, P205/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 16 Dia: 5.47 Wire Dia: .50

Type Rear: Coil Height/Length: 11.42 Dia: 4.13 Wire Dia: .54

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: 1.75° ± 1.0° Camber: +0.7° ± 0.5°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2400 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Alfa Romeo
 Model: GTV-6 2.5 Coupe F.I.

Year: '84 Class: SSA

ENGINE: V-6 OHC

Bore x Stroke 88 x 68.3mm
 Capacity 2492cc
 Compression Ratio 9.0:1
 Valve Head Dia.
 Intake 41.0mm
 Exhaust 36.6mm
 Spark Plug Lodge 2 HLE
 Induction System F.I. Bosch L Jet

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.500
 2. 1.956
 3. 1.258
 4. 0.946
 5. 0.780
 Final Drive Ratios(S): 4.1:1, 3.43:1

CHASSIS

Wheelbase: 94.5 Track Front: 54.0 Rear: 53.2
 Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy
 485mm 6.0 TRX Alloy

Tire Size:
 Delivered: 195/60R15, 200/60R385
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Torsion Height: NA Dia: NA Wire Dia: NA
 Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 20mm Rear: 22mm

Caster: 3° ± 30' Camber: -1° ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc vented	267mm	
Rear:	Disc	249mm	

WEIGHT: 2720 lbs.

OPTIONAL EQUIPMENT

Appearance options except
 Audio options
 Convenience options except automatic transmissions
 Protection options

Manufacturer: Chysler
Model: Conquest 2.6 Turbo FWD

Year: '84 Class: SSA

ENGINE: V-8 OHV

Bore x Stroke 91.1 x 98mm
Capacity 2555cc
Compression Ratio 7.0:1
Valve Head Dia.
 Intake
 Exhaust
Spark Plug NGK BURGEA-11, NIPPONDENSO WZOEPR-511
Induction System F.I.
Turbocharger

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.36
2. 2.04
3. 1.36
4. 1.00
5. 0.86
Final Drive Ratios(S): 3.545:1

CHASSIS

Wheelbase: 95.8 Track Front: 54.9 Rear: 55.1
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered: P195/70R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 309mm Dia: 117.5mm Wire Dia: 12.5mm
Type Rear: Coil Height/Length: 320mm Dia: 108mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 21mm Rear: 18mm

Caster: 5°20' ± 30' Camber: -0°10'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc vented	252mm	
Rear:	Disc	245mm	

WEIGHT: 2590 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Chevrolet
Model: Camaro Z28 305, 4-spd, STD, V8

Year: '84 Class: SSA

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajct

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd. 5 spd.
 1. 3.42 2.95
 2. 2.28 1.94
 3. 1.45 1.34
 4. 1.00 1.00
 5. 0.73
Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:

Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 18mm

Caster: + 3° ± ½° Camber: + 1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	

WEIGHT: 2870 lbs.

OPTIONAL EQUIPMENT

Appearance options

Audio options

Convenience options except automatic transmission

Protection options

Manufacturer: Chrysler Corp.
Model: Plymouth Laser Turbo Z

Year: '84 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 87.5 x 92mm
Capacity 2213 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Champion RV12YC, RY9YC
Induction System Chrysler F.I.
 Turbocharger A.R. T-03 Max. Boost 7.5psi

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.28
 2. 2.08
 3. 1.45
 4. 1.04
 5. 0.72
Final Drive Ratio(s): 3.87:1

CHASSIS

Wheelbase:..... 97.1 Track: Front: 57.6 Rear: 57.2
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered..... P195/60VR15, 225/50VR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 229mm Dia: 152mm Wire Dia: NA
Type Rear: Coil Height/Length: 229mm I. Dia: 102mm Wire Dia: NA
Sway Bar(s) Diameter(s): Front: 27mm Rear: 25.4
Caster: + 0.2° to 2.2° Camber: - 0.2° to 0.8°
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	259mm	
Rear:	Drum	220mm	40mm

WEIGHT: 2555 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Chrysler Corp.
Model: Dodge Daytona Turbo Z

Year: '84 Class: SSA

ENGINE 4 inline OHC

Bore x Stroke 87.4 x 92mm
Capacity 2213 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Champion RV12YC, RY9YC
Induction System Chrysler F.I.
 Turbo-charger-A.R. T-03 Max. Boost 7.5psi

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 2.08
 3. 1.45
 4. 1.04
 5. 0.72
Final Drive Ratio(s): 3.87:1

CHASSIS

Wheelbase:..... 97.1 Track: Front: 57.6 Rear: 57.2
Wheel Diameter: 15 Rim Width: Front 6.0 Mat'l: Alloy

Tire Size:
Delivered..... P195/60VR 15, 225/50VR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 229mm I. Dia: 152mm Wire Dia: NA

Type Rear: Coil Height/Length: 229mm I. Dia: 102mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 27mm Rear: 25.4mm
Caster:
+ 0.2° to + 2.2° Camber: - 0.2° to 0.8°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	259mm	
Rear:	Drum 220mm	40mm	

WEIGHT: 2555 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Ford
Model: Mustang Turbo 2.3

Year: '84 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2300 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.735
 Exhaust 1.500
Spark Plug Motorcraft AWSF-52
Induction System Ford Port Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.76
 2. 2.18
 3. 1.36
 4. 1.00
 5. 0.86
Final Drive Ratio(s): 3.45:1 Traction-Lok (Std.)

CHASSIS

Wheelbase:..... 99.9 Track: Front: 54.7 Rear: 57.6
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy
TRX 390 5.9 Alloy

Tire Size:
Delivered..... P205/70HR14 TRX 220/55R390
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 254mm Dia: 89mm Wire Dia: 15.6mm

Type Rear: Coil Height/Length: 220mm Dia: 102mm Wire Dia: 13mm

Sway Bar(s) Diameter(s): Front: 25.4 or 28.5mm Rear: 14mm

Caster: 1.25° ± 0.75° Camber: 0° ± 0.75°

Ride Height: Fender to wheel centerline: FT: 14.62 RR: 15.62

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228mm	

WEIGHT: 2700 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Ford
Model: Thunderbird Turbo Coupe 2.3

Year: '84 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2300 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.735
 Exhaust 1.500
Spark Plug Motorcraft AWSF-32
Induction System Ford Port Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 4.03
 2. 2.37
 3. 1.50
 4. 1.00
 5. 0.86
Final Drive Ratio(s): 3.45:1 (Limited Slip)

CHASSIS

Wheelbase:..... 104 Track: Front: 58.1 Rear: 58.5
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy
 TRX 390 5.9 TRX Alloy
Tire Size:
 Delivered..... P205/70HR 14, TRX 220/55R 390
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 254mm Dia: 89mm Wire Dia: 15.6mm

Type Rear: Coil Height/Length: 220mm Dia: 102mm Wire Dia: 13mm

Sway Bar(s) Diameter(s): Front: 28.5 or 33mm Rear: 14mm

Caster: 1.0° ± 0.75° Camber: +.25° ± 0.75°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	256.5mm	
Rear:	Drum	228.6mm	

WEIGHT: 2940 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Mazda
Model: RX-7, GS and S

Year: '84 Class: SSA

ENGINE: Rotary

Bore x Stroke 2 Rotors
Capacity 2292cc
Compression Ratio 9.4:1
Valve Head Dia.
Intake
Exhaust
Spark Plug NGK BR7EQ14, BR8EQ14, BR9EQ14
Induction System Nippon Kikai 4V Pri 28mm, Sec. 34mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.674
2. 2.217
3. 1.432
4. 1.000
5. 0.825
Final Drive Ratio(s): 3.90:1

CHASSIS

Wheelbase 95 Track Front: 56 Rear: 55
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy
"S" 5.0 "S" Steel

Tire Size:

Delivered: "S" 165 HR13, "GS" 185/70HR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: L:336mm Dia: L: 123mm Wire Dia:
R: 327.5mm R: 65mm
Type Rear: Coil Height/Length: 323.5mm Dia: 105mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 23mm Rear: 15mm

Caster: R: 4°10' ± 30' Camber: 1° ± 30'
L: 3°40' ± 30'

Ride Height: Fender to wheel centerline FT: 14.5 RR: 14

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	200mm	32mm

WEIGHT: 2158 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
"S" Model allowed "GS" Alloy Wheels and tires

CLASS A

Manufacturer: Mazda
Model: RX-7 GSL-SE 13B

Year: '84 Class: SSA

ENGINE 4 Twin Rotary

Bore x Stroke
Capacity 1308 cc
Compression Ratio 9.4:1
Valve Head Dia:
 Intake
 Exhaust
Spark Plug NGK BR7-EQ 14, BR8-EQ14, BR9-EQ14
Induction System Fuel Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.622
 2. 2.186
 3. 1.419
 4. 1.000
 5. 0.758
Final Drive Ratio(s): 4.076:1 (Limited Slip)

CHASSIS

Wheelbase: 95 Track: Front: 56 Rear: 55
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered P205/60VR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height L335mm Wire Dia: NA
 R325mm
Type Rear: Coil Height/Length: 323.5mm Dia: 105mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 23mm Rear: 15mm

Caster: R 4°10' ± 30' Camber: 1° ± 30'
 L 3°40' ± 30'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	250mm	
Rear:	GSL Disc	256mm	

WEIGHT: 2205 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Mitsubishi
Model: Cordia Turbo 1.8 FWD

Year: '83, '84 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 80.6 x 88mm
Capacity 1795cc
Compression Ratio 7.5:1
Valve Head Dia.
 Intake
 Exhaust
Spark Plug
Induction System F.I. Mitsubishi/Bosch, Turbo Mitsubishi TC05

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 4.23
 2. 2.36
 3. 1.47
 4. 1.10
 5. 0.85
Final Drive Ratios(S): 3.47:1

CHASSIS

Wheelbase: 96.3 Track Front: 55.5 Rear: 54.1
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Alloy

Tire Size:

Delivered: P185/70OR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: Dia: Wire Dia:

Type Rear: Coil Height/Length: Dia: Wire Dia:

Sway Bar(s) Diameter(s) Front: Rear:

Caster: Camber:

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc vented	241mm	
Rear:	Drum	203mm	36mm

WEIGHT: 2250 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Mercury
Model: Capri 2.3 Turbo

Year: '84 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2300 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.735
 Exhaust 1.500
Spark Plug Motorcraft AWSF-52
Induction System Ford Port Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.76
 2. 2.18
 3. 1.36
 4. 1.00
 5. 0.86
Final Drive Ratio(s): 3.45:1 Traction-Lok (Std.)

CHASSIS

Wheelbase:..... 99.9 Track: Front: 54.7 Rear: 57.6
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy
TRX 390 5.9 Alloy

Tire Size:

Delivered..... P205/70R14, TRX 220/55R390
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 254mm Dia: 89mm Wire Dia: 15.6mm

Type Rear: Coil Height/Length: 220mm Dia: 220mm Wire Dia: 13.4

Sway Bar(s) Diameter(s): Front: 25,4mm Rear: 14mm

Caster: 0.37° to 2.12° Camber: - 0.5 or + 1°

Ride Height: Fender to wheel centerline: FT: 14.62 RR: 15.62

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228mm	

WEIGHT: 2700 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Mitsubishi
Model: Tredia Turbo 1.8 FWD

Year: '83, '84 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 80.6 x 88mm
Capacity 1795cc
Compression Ratio 7.5:1
Valve Head Dia.
 Intake
 Exhaust
Spark Plug
Induction System F.I. Mitsubishi/Bosch, Turbo Mitsubishi TC05

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 4.23
2. 2.36
3. 1.47
4. 1.10
5. 0.85
Final Drive Ratios(S): 3.47:1

CHASSIS

Wheelbase: 96.3 Track Front: 55.5 Rear: 54.1
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Alloy

Tire Size:
Delivered: P185/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: Dia: Wire Dia:
Type Rear: Coil Height/Length: Dia: Wire Dia:

Sway Bar(s) Diameter(s) Front: Rear:

Caster: Camber:

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc vented	241mm	
Rear:	Drum	203mm	36mm

WEIGHT: 2350 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Mitsubishi
Model: Starion Turbo

Year: '84 Class: SSA

ENGINE 4 Inline OHC

Bore x Stroke 91.1 x 98mm
Capacity 2555 cc
Compression Ratio 7.0:1
Valve Head Dia:
 Intake 46mm
 Exhaust 38mm
Spark Plug Champ NR 9Y, NGK BPR-60A-11, ND W20-EPR-S11
Induction System Mitsubishi Throttle Body F.I.

Mitsubishi TC-05 Turbocharger Max. Boost 8.41psi

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.37
 2. 2.04
 3. 1.36
 4. 1.00
 5. 0.86
Final Drive Ratio(s): 3.55:1

CHASSIS

Wheelbase:..... 95.9 Track: Front: 54.9 Rear: 55.1
Wheel Diameter: 15 Rim Width: 6.5 Mat'l: Alloy

Tire Size:
 Delivered..... P215/60R15
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 309mm Dia: 17.5mm Wire Dia: 12.5mm
Type Rear: Coil Height/Length: 320mm Dia: 108mm Wire Dia: 12
Sway Bar(s) Diameter(s): Front: 21mm Rear: 18mm
Caster: 5°.20' + 30' Camber: - 10'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	254mm	
Rear:	Disc	246mm	

WEIGHT: L-2580 lbs., LS-2660 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: 300ZX

Year: '84 Class: SSA

ENGINE V6 OHC

Bore x Stroke 87 x 83mm
Capacity 2960 cc
Compression Ratio 7.8:1
Valve Head Dia:
 Intake 42.1mm
 Exhaust 35.1mm
Spark Plug NGK BCPR5E-11, 6E-11, 7E-11
Induction System Nissan ECCS F.I.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.35
 2. 2.06
 3. 1.38
 4. 1.00
 5. 0.78
Final Drive Ratio(s): 3.54:1 Limited Slip

CHASSIS

Wheelbase:..... 91.3 Track: Front: 55.7 Rear: 56.5
Wheel Diameter: 15 Rim Width: 6.5 Mat'l: Alloy

Tire Size:
 Delivered..... P215/60R15
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 293.5mm Dia: 170mm Wire Dia: 13.5 Red/Wht
Type Rear: Coil Height/Length: 364mm Dia: 110mm Wire Dia: 12.8 Red/2 Yel
 T-Top 370mm T-Top 13.0 3 Yel
Sway Bar(s) Diameter(s): Front: 22mm Rear: 22.2mm O.D. x 17mm I.D.
Caster: 5°50' to 7°20' Camber - 35' to + 55'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc Vented	274mm	
Rear:	Disc	289.5mm	

WEIGHT: 2950 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options
Electric adjustable shocks

CLASS A

Manufacturer: Nissan
Model: 200SX Turbo 1.8

Year: '84 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 83. x 83.6
Capacity 1809cc
Compression Ratio 8.111
Valve Head Dia.
 Intake
 Exhaust
Spark Plug
Induction System Nissan/Bosch L Jetronic
Turbocharger Garrett Air-Search T2 Boost 7.0 PSI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.59
2. 2.06
3. 1.36
4. 1.00
5. 0.81
Final Drive Ratios(S): 3.90:1

CHASSIS

Wheelbase: 95.5 Track Front: 54.3 Rear: 56.1
Wheel Diameter: 15 Rim Width: 6 Mat'l: Alloy

Tire Size:
Delivered: 195/60R15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: Dia: Wire Dia:
Type Rear: Coil Height/Length: Dia: Wire Dia:

Sway Bar(s) Diameter(s) Front: 25mm Rear: 27mm

Caster: Camber:

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	250mm	
Rear:	Disc	258mm	

WEIGHT: 2250 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options
Shock Absorber GPS

Manufacturer: Pontiac
Model: 2000 Sunbird SE Turbo 1.8L

Year: '84 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 84.8 x 79.5mm
Capacity 180ozcc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake
 Exhaust
Spark Plug ACR44LS
Induction System F.I.
Turbocharger

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.84
 5.
Final Drive Ratios(S):

CHASSIS

Wheelbase: 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 or 14 Rim Width: 5.5 (13) 6.0 (14) Mat'l: Alloy

Tire Size:

Delivered: P195/80R13, P205/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications: (W56 STO)

Type Front: Coil Height: 16 Dia: 5.47 Wire Dia: .50

Type Rear: Coil Height/Length: 11.42 Dia: 4.13 Wire Dia: .54

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: 1.75° ± 1.0° Camber: +0.7° ± 0.5°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2400 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS A

Manufacturer: Pontiac Year: '84 Class: SSA
Model: Trans-Am 305, 5-spd. w/W56 Suspension Std. V8

ENGINE: V8 OHV

Bore x Stroke 94.9 x 88.4mm
Capacity 4998cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 46.7mm
 Exhaust 38.1mm
Spark Plug AC R45TS
Induction System Rochester Quadrajct

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.95
 2. 1.94
 3. 1.34
 4. 1.00
 5. 0.73
Final Drive Ratio(s): 3.23:1

CHASSIS

Wheelbase 101.0 Track Front: 60.6 Rear: 61.5
Wheel Diameter: 15 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
Delivered: P215/65R15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 103mm Wire Dia: 15.0mm

Type Rear: Coil Height/Length: 254mm Dia: 102mm Wire Dia: 12.0mm

Sway Bar(s) Diameter(s) Front: 32mm Rear: 18mm

Caster: + 3° ± ½° Camber: +1° ± ½°

Ride Height: Fender to wheel centerline FT: 15¼ RR: 15¼

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	267mm	
Rear:	Drum	241mm	

WEIGHT: 2960 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Toyota
Model: Supra 2.8 (2197, 2199)

Year: '84 Class: SSA

ENGINE: 6 Inline DOHC

Bore x Stroke 83.0 x 85.0mm
Capacity 2759cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 44mm
 Exhaust 36mm
Spark Plug
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.28
 4. 1.00
 5. 0.78
Final Drive Ratio(s): 3.73:1

CHASSIS

Wheelbase 103.0 Track Front: 57.9 Rear: 56.7
Wheel Diameter: 14 Rim Width: 7.0 Mat'l: Alloy

Tire Size:
Delivered: 225/60HR 14 or P225/60R-14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: R: 424mm Dia: R: 137.2mm Wire Dia: NA
 L: 430mm L: 139.2mm
Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 25mm Rear: 13mm

Caster: 4°10' ± 45' Camber: 50' ± 45'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	256mm	
Rear:	Disc	264mm	

WEIGHT: 2715 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS A

Manufacturer: SAAB Scania
Model: SAAB 900 Turbo

Year: '84 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 90.0 x 78.0mm
Capacity 1985cc
Compression Ratio 8.5:1 (Early 82's 7.2:1)
Valve Head Dia.
Intake 42.0mm
Exhaust 35.5mm
Spark Plug NGK BP7ES (Early '82 NGK BP6LS)
Induction System Bosch C.I.S.
Turbo: Garrett Airesearch T-03

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 13.94
2. 7.88
3. 5.29
4. 3.80
5. 3.08
Final Drive Ratio(s): 3.67:1

CHASSIS

Wheelbase 99.1 Track Front: 56.3 Rear: 56.7
Wheel Diameter: 15 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 195/60HR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 373mm Dia: 14.4 Cord or Lt. Green
Wire Dia: or Green
Type Rear: Coil Height/Length: L: 308mm Dia: L: 14.8mm Wire Dia: L: Lt. Grn. or Grn.
R: 311mm R: 15.0mm R: Wht or Blk

Sway Bar(s) Diameter(s) Front: NA Rear: NA
Caster: $2^\circ \pm \frac{1}{2}^\circ$ Camber: $\frac{1}{2}^\circ \pm \frac{1}{2}^\circ$

Ride Height: Fender to wheel centerline FT: 15.2 RR: 18.6

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	276mm	
Rear:	Disc	276.5mm	

WEIGHT: 2642 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Volvo
Model: GTL 2.2 Turbo

Year: '84 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 92 x 80mm
Capacity 2127cc
Compression Ratio 7.5:1
Valve Head Dia.
Intake
Exhaust
Spark Plug
Induction System Bosch C.I.
Turbocharger Alresearch TB03 w/Intercooler

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 4.03
2. 2.16
3. 1.37
4. 1.00
5. 0.80
Final Drive Ratios(S): 3.31:1

CHASSIS

Wheelbase: 104.2 Track Front: 56.3 Rear: 53.5
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered: 195/60R15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 23mm Rear: 21mm

Caster: Camber:

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc vented	263mm	
Rear:	Disc	281mm	

WEIGHT: 2825 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

SHOWROOM CLASS B

Beginning in 1985, Regional automobiles are not included within the Showroom Stock Specification book. Therefore, anyone racing/owning a 1978-1980 Showroom Stock car must keep a copy of the 1984 Showroom Stock Specification book as proof of eligibility.

CLASS B

1

.....

Manufacturer: Alfa Romeo
Model: 2000 Spider Veloce

Year: '81 Class: SSB

ENGINE 4 In-Line DOHC

Bore x Stroke 84.0 x 88.5mm
Capacity 1962cc
Compression Ratio 9.0:1
Valve Head Dia:
 Intake 44mm
 Exhaust 41mm
Spark Plug Golden Lodge HL or Z NL
Induction System Spica Injection Throttle 1.54 x 4

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.30
2. 1.99
3. 1.35
4. 1.00
5. 0.79
Final Drive Ratio(s): 4.11:1 20% limited slip differential is standard

CHASSIS

Wheelbase: 88.6 Track: Front: 52.1 Rear: 50.1
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered..... 185/70HR 14
Replacement Sizes

Spring Specifications:
Front: Coil Height: 318mm Dia: 16.3mm Wire Dia:
Rear: Coil Height/Length: 457mm Dia: 11.9mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 24mm Rear: 14mm
Caster: 1°30' ± 30' Camber: 0°20' ± 30'

Ride Height: Fender to wheel centerline: FT: 12.8 RR: 12.3

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	268mm	
Rear:	Disc	263mm	

WEIGHT: 2450 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

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All dimensions in inches unless otherwise specified

1/1/85

Manufacturer: BMW
Model: 320i

Year: '81 Class: SSB

ENGINE 4 In-Line OHC

Bore x Stroke 80 x 70.9mm
Capacity 1766 cc
Compression Ratio 8.8:1
Valve Head Dia:
 Intake 46mm
 Exhaust 38mm
Spark Plug N8Y
Induction System Bosch CIS Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.68
 2. 2.00
 3. 1.33
 4. 1.00
 5. 0.81
Final Drive Ratio(s): 3.9:1

CHASSIS

Wheelbase:..... 100.9 Track: Front: 54.6 Rear: 55.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:

Delivered..... 185/70HR-13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height NA Dia: NA Wire Dia:
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia:

Sway Bar(s) Diameter(s): Front: .866 Rear: NA
Caster: 8' ± 20' Camber: 0° ± 30'

Ride Height: Fender to wheel centerline: FT: 14¾ RR: 13¾

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	10.03	
Rear:	Drum	9.84	NA

WEIGHT: 2380 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Alfa Romeo
Model: Spider

Year: '82 Class: SSB

ENGINE: 4 Inline DOHC

Bore x Stroke 84.0 x 88.5mm
Capacity 1962cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 44mm
 Exhaust 41mm
Spark Plug Golden Lodge HL or 2 NL
Induction System Bosch L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.30
 2. 1.99
 3. 1.35
 4. 1.00
 5. 0.79
Final Drive Ratio(s): 4.11:1 (Limited slip standard)

CHASSIS

Wheelbase 88.6 Track Front: 52.4 Rear: 50.4
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: 185/70HR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 318mm Dia: 16.3mm Wire Dia:

Type Rear: Coil Height/Length: 457mm Dia: 11.9mm Wire Dia:

Sway Bar(s) Diameter(s) Front 2 4mm Rear: 14mm

Caster: 1°30' ± 30° Camber: 0°20' ± 30'

Ride Height: Fender to wheel centerline FT: 12.8 RR: 12.3

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	268mm	
Rear:	Disc	263mm	50mm

WEIGHT: 2430 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: BMW
Model: 320i "S"

Year: '81, '82. Class SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 70.9mm
Capacity 1766cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 46mm
 Exhaust 38mm
Spark Plug Champion N8Y
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.68
 2. 2.00
 3. 1.33
 4. 1.00
 5. 0.81
Final Drive Ratio(s): 3.9:1 (Limited slip standard)

CHASSIS

Wheelbase 100.9 Track Front: 54.6 Rear: 55.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:
 Delivered: 185/70HR13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: 8' ± 20' Camber: 0° ± 30'

Ride Height: Fender to wheel centerline FT: 14¾ RR: 13¾

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	254mm	
Rear:	Drum	250mm	NA

WEIGHT: 2380 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: BMW
Model: 320i

Year: '82 Class SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 70.9mm
Capacity 1766cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 46mm
 Exhaust 38mm
Spark Plug Champion N8Y
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.68
 2. 2.00
 3. 1.33
 4. 1.00
 5. 0.81
Final Drive Ratio(s): 3.9:1

CHASSIS

Wheelbase 100.9 Track Front: 54.6 Rear: 55.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:

Delivered: 185/70HR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: 8' ± 20' Camber: 0° ± 30'

Ride Height: Fender to wheel centerline FT: 14¾ RR: 13¾

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	254mm	
Rear:	Drum	250mm	NA

WEIGHT: 2380 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Buick
Model: Skylark Sport Coupe

Year: '82 Class SSB

ENGINE: V6 OHV

Bore x Stroke 3.50 x 3.00
Capacity 2837cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 1.72
 Exhaust 1.50
Spark Plug AC R44TS
Induction System Rochester 2V Pri. 1.38, Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.96
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 104.9 Track Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
 Delivered: 205/70R13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 466.2mm Dia: 165.1mm Wire Dia: 13.9mm
 Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: 20mm

Caster: 0° ± 2° Camber: + 30' ± 30'

Ride Height: Fender to wheel centerline FT: 15% RR: 14½

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2469 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Buick Year: '81 Class: SSB
 Model: Skylark Sport Coupe, & Coupe, w/rally suspension

ENGINE V6 OHV

Bore x Stroke 89 x 76mm
 Capacity 2837 cc
 Compression Ratio 8.5:1
 Valve Head Dia:
 Intake 1.60
 Exhaust 1.30
 Spark Plug AC R43TS
 Induction System Rochester 2V 17081651 Pri. 1.38 Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
 Final Drive Ratio(s): 2.84:1

CHASSIS

Wheelbase:..... 104.9 Track: Front: 58.7 Rear: 56.9
 Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
 Delivered..... P205/70R-13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height 466.2mm Dia: 165.1mm Wire Dia: 13.9mm
 Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 22mm Rear: 20mm
 Caster: 0° ± 2° Camber: +30' ± 30'

Ride Height: Fender to wheel centerline: FT: 15¾ RR: 14½

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: Coupe 2436 lbs. Sport Coupe 2469 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
 Audio options
 Convenience options except automatic transmissions
 Protection options

Manufacturer: Chevrolet
Model: Citation X-11

Year: '81 Class: SSB

ENGINE V6 OHV

Bore x Stroke 89 x 76mm
Capacity 2837 cc
Compression Ratio 8.9:1
Valve Head Dia:
Intake 1.72mm
Exhaust 1.42mm
Spark Plug AC R42TS
Induction System Rochester 2V, Pri. 1.38, Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.31
2. 1.95
3. 1.24
4. 0.81
5.
Final Drive Ratio(s): 3.65:1

CHASSIS

Wheelbase:..... 104.9 Track: Front: 59.1 Rear: 57.7
Wheel Diameter: 14 Rim Width: 6.5 Mat'l: Alloy

Tire Size:

Delivered..... P215/60R-14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 420.3 to 471.5mm Dia: 121.3mm Wire Dia: 14.1 to 15mm

Type Rear: Coil Height/Length: 326 to 363mm Dia: 100.4mm Wire Dia: 13 to 13.8mm

Sway Bar(s) Diameter(s): Front: 22mm Rear: 21mm

Caster: NA Camber: $0^{\circ} \pm \frac{1}{2}^{\circ}$

Ride Height: Fender to wheel centerline: FT: 15% RR: 14½

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2360 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Chevrolet
Model: Citation Coupe w/F-41 suspension

Year: '81 Class: SSB

ENGINE V6 OHV

Bore x Stroke 89 x 76mm
Capacity 2837 cc
Compression Ratio 8.5:1
Valve Head Dia:
 Intake 1.60mm
 Exhaust 1.30mm
Spark Plug AC R43TS
Induction System Rochester 2V, Pri. 1.38, Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.33:1

CHASSIS

Wheelbase: 104.9 Track: Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
 Delivered P205/70R-13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 500.4mm Dia: 121.3mm Wire Dia: 13.4mm
Type Rear: Coil Height/Length: 364mm Dia: 100.4mm Wire Dia: 12.2mm

Sway Bar(s) Diameter(s): Front: 22mm Rear: 20mm
Caster: NA Camber: NA

Ride Height: Fender to wheel centerline: FT: 15 $\frac{3}{8}$ RR: 14 $\frac{1}{2}$

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2360 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Dodge
Model: Charger, DeTomaso, 024, FWD, 2.2

Year: '81 Class: SSB

ENGINE 4 In-Line OHC

Bore x Stroke 87.5 x 92mm
Capacity 2213 cc
Compression Ratio 8.5:1
Valve Head Dia:
 Intake 1.598
 Exhaust 1.394
Spark Plug Mopar P-65PR4
Induction System Holley 2V Pri. 1.3, Sec. 1.4

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.21
 4. 0.88
 5.
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase:..... 96.6 Track: Front: 56.1 Rear: 55.6
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy

Tire Size:

Delivered..... P195/60R-14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 202mm I.Dia: 152mm Wire Dia: NA
Type Rear: Coil Height/Length: 247mm I.Dia: 85mm Wire Dia: 10.9mm

Sway Bar(s) Diameter(s): Front: 25.4mm Rear: 16mm
Caster: +0.9° to +2.9° Camber: +0.4° to + 2.4°

Ride Height: Fender to wheel centerline: FT: 14.5 RR: 14.25

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	228mm	
Rear:	Drum	200mm	1.88

WEIGHT: 2090 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Chevrolet
Model: Citation X-11

Year: '82 Class SSB

ENGINE: V6 OHV

Bore x Stroke 89 x 76mm
Capacity 2837cc
Compression Ratio 8.9:1
Valve Head Dia.
Intake 1.72
Exhaust 1.42
Spark Plug AC
Induction System Rochester 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.31
2. 1.95
3. 1.25
4. 0.81
5.
Final Drive Ratio(s): 3.65:1

CHASSIS

Wheelbase 104.9 Track Front: 59.1 Rear: 57.7
Wheel Diameter: 14 Rim Width: 6.5 Mat'l: Alloy

Tire Size:

Delivered: P215/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 420.3 to 471.5mm Dia: 121.3mm Wire Dia: 14.1 to 15.0 mm
Type Rear: Coil Height/Length: 326 to 363mm Dia: 100.4mm Wire Dia: 13.0 to 13.8

Sway Bar(s) Diameter(s) Front: 27mm Rear: 21mm

Caster: NA Camber: 0° ± ½°

Ride Height: Fender to wheel centerline FT: 15¾ RR: 14½

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2360 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Peugeot
Model: 505, 505 STI

Year: '82 Class SSB

ENGINE: 4 Inline OHV

Bore x Stroke 88 x 81mm
Capacity 1971cc
Compression Ratio 8.35:1
Valve Head Dia.
 Intake 42.5mm
 Exhaust 35.5mm
Spark Plug Bosch WR7DS
Induction System K Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.59
 2. 2.09
 3. 1.37
 4. 1.00
 5. 0.82
Final Drive Ratio(s): 3.58:1

CHASSIS

Wheelbase 107.9 Track Front: 57.9 Rear: 56.4
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Steel
 390 STI 6.0 Alloy

Tire Size:
Delivered: 175HR14, STI 190/65HR 390
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 196mm Dia: Wire Dia: 13.9mm
Type Rear: Coil Height/Length: 41.5mm Dia: Wire Dia: 15.7mm

Sway Bar(s) Diameter(s) Front: 26mm Rear: 18mm

Caster: 3°30' ± 30' Camber: 42' ± 45'

Ride Height: Fender to wheel centerline FT: 15.5 RR: 14.5

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	273mm	
Rear:	Disc	273mm	

WEIGHT: 2835 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Dodge
Model: Charger, 024, 2.2

Year: '82 Class SSB

ENGINE: 4 Inline OHC

Bore x Stroke 87.5 x 92.0mm
Capacity 2213cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Mopar 65PR, Champion N9Y
Induction System Holley 2V Pri. 33mm Sec. 35.6mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.21
 4. 0.88
 5.
Final Drive Ratio(s): 3.56:1

CHASSIS

Wheelbase 96.6 Track Front: 56.1 Rear: 55.5
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:

Delivered: P195/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 202mm I. Dia: 152mm Wire Dia:

Type Rear: Coil Height/Length: 247mm I. Dia: 85mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 25.4mm Rear: 16mm

Caster: + 0.9° to -2.9° Camber: -0.1° to -0.7°

Ride Height: Fender to wheel centerline FT: 14.5 RR: 14.25

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	288mm	
Rear:	Drum	200mm	30mm (lining)

WEIGHT: 2090 lbs.

OPTIONAL EQUIPMENT

Appearance options

Audio options

Convenience options except automatic transmission

Protection options

Manufacturer: Renault
Model: Fuego Turbo

Year: '82 Class SSB

ENGINE: 4 Inline OHV

Bore x Stroke 77 x 84mm
Capacity 1565cc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake 38.7mm
 Exhaust 34.5mm
Spark Plug Champion RN3G
Induction System Bosch
Turbo: Garrett Airesearch T-3

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.82
 2. 2.18
 3. 1.41
 4. 1.03
 5. 1.80
Final Drive Ratio(s): 4.12:1

CHASSIS

Wheelbase 96.1 Track Front: 56.4 Rear: 53.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 185/70HR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 374mm Dia: 15mm Wire Dia: Blue or Wht.
Type Rear: Coil Height/Length: 368mm Dia: 12.35mm Wire Dia: Blue or Grn

Sway Bar(s) Diameter(s) Front: 19mm Rear: 25.4mm

Caster: 1½° to 4° Camber: 0° to -½°

Ride Height: Fender to wheel centerline FT: 15.25 RR: 14.0

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	238mm	
Rear:	Drum	228.5mm	

WEIGHT: 2260 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Plymouth
Model: Turismo, TC3, 2.2

Year: '82 Class SSB

ENGINE: 4 inline OHC

Bore x Stroke 87.5 x 92.0mm
Capacity 2213cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Mopar 65PR, Champion N9Y
Induction System Holley 2V Pri. 33mm Sec. 35.6mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.21
 4. 0.88
 5.
Final Drive Ratio(s): 3.56:1

CHASSIS

Wheelbase 96.6 Track Front: 56.1 Rear: 55.5
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:

Delivered: P195/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 202mm I. Dia: 152mm Wire Dia:

Type Rear: Coil Height/Length: 247mm I. Dia: 85mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 25.4mm Rear: 16mm

Caster: + 0.9° to -2.9° Camber: -0.1° to -0.7°

Ride Height: Fender to wheel centerline FT: 14.5 RR: 14.25

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	288mm	
Rear:	Drum	200mm	30mm (lining)

WEIGHT: 2090 lbs.

OPTIONAL EQUIPMENT

Appearance options

Audio options

Convenience options except automatic transmission

Protection options

Manufacturer: VW
Model: Scirocco, "S"

Year: '81 Class: SSB

ENGINE 4 In-Line OHC

Bore x Stroke 79.5 x 86.4mm
Capacity 1715 cc
Compression Ratio 8.2:1
Valve Head Dia:
 Intake 34mm
 Exhaust 31mm
Spark Plug Bosch W7D, WR7DS
Induction System CIS Bosch

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.45
 2. 1.94
 3. 1.29
 4. 0.91
 5. 0.71
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 54.7 Rear: 53.5
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Alloy

Tire Size:
Delivered..... 175/70SR 13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height NA Dia: NA Code: 1, 2 or 3 White
Type Rear: Coil Height/Length: NA Dia: NA Code: 1, 2 or 3 Grn.
Sway Bar(s) Diameter(s): Front: NA Rear: NA 2 or 3 Wht
Caster: +1°20' to +2°20' Camber: -10' + 50' or 3 Blue

Ride Height: Fender to wheel centerline: FT: 13.9 RR: 13.8

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	239	
Rear:	Drum	180mm	30mm

WEIGHT: 1888 lbs., "S" 1910 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Audi
Model: Coupe

Year: '83 Class: SSB

ENGINE: 5 Inline OHC

Bore x Stroke 79.5 x 86.4mm
Capacity 2144cc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake 38mm
 Exhaust 31mm
Spark Plug Bosch W70, Champion N8Y
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.85
 2. 1.52
 3. 0.97
 4. 0.70
 5. 0.54
Final Drive Ratio(s): 4.46:1

CHASSIS

Wheelbase 99.8 Track Front: 55.1 Rear: 55.9
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: 185/60HR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 21mm Rear: 18mm

Caster: + 30' ± 30' Camber: -40' ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	200mm	30mm

WEIGHT: 2150 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Alfa Romeo
Model: Spider

Year: '83 Class: SSB

ENGINE: 4 Inline DOHC

Bore x Stroke 84.0 x 88.5mm
Capacity 1962cc
Compression Ratio 9.0:1 *
Valve Head Dia.
 Intake 44mm
 Exhaust 41mm
Spark Plug Golden Lodge HL or 2 NL
Induction System Bosch L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.30
 2. 1.99
 3. 1.35
 4. 1.00
 5. 0.79
Final Drive Ratio(s): 4.11:1 (Limited slip standard)

CHASSIS

Wheelbase 88.6 Track Front: 52.4 Rear: 50.4
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: 185/70HR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 318mm Dia: 16.3mm Wire Dia:

Type Rear: Coil Height/Length: 457mm Dia: 11.9mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 24mm Rear: 14mm

Caster: 1°30' ± 30' Camber: 0°20' ± 30'

Ride Height: Fender to wheel centerline FT: 12.8 RR: 12.3

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	268mm	
Rear:	Disc	263mm	50mm

WEIGHT: 2411 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: BMW
Model: 320i "S"

Year: '83 Class SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 70.9mm
Capacity 1766cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 46mm
 Exhaust 38mm
Spark Plug Champion N8Y
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.68
 2. 2.00
 3. 1.33
 4. 1.00
 5. 0.81
Final Drive Ratio(s): 3.9:1 (Limited slip standard)

CHASSIS

Wheelbase 100.9 Track Front: 54.6 Rear: 55.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:
 Delivered: 185/70HR13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: NA Dia: NA Wire Dia: NA
 Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: 8' ± 20' Camber: 0° ± 30'

Ride Height: Fender to wheel centerline FT: 14¾ RR: 13¾

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	254mm	
Rear:	Drum	250mm	NA

WEIGHT: 2380 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: BMW
Model: 320i

Year: '83 Class SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 70.9mm
Capacity 1766cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 46mm
 Exhaust 38mm
Spark Plug Champion N8Y
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.68
 2. 2.00
 3. 1.33
 4. 1.00
 5. 0.81
Final Drive Ratio(s): 3.9:1

CHASSIS

Wheelbase 100.9 Track Front: 54.6 Rear: 55.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:

Delivered: 185/70HR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: 8' ± 20' Camber: 0° ± 30'

Ride Height: Fender to wheel centerline FT: 14¾ RR: 13¾

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	254mm	
Rear:	Drum	250mm	NA

WEIGHT: 2380 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Chevrolet
Model: Citation X-11

Year: '83 Class SSB

ENGINE: V6 OHV

Bore x Stroke	89 x 76mm
Capacity	2837cc
Compression Ratio	8.9:1
Valve Head Dia.	
Intake	1.72
Exhaust	1.42
Spark Plug	AC
Induction System	Rochester 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
	1. 3.31
	2. 1.95
	3. 1.25
	4. 0.81
	5.
Final Drive Ratio(s):	3.65:1

CHASSIS

Wheelbase	104.9	Track Front: 59.1	Rear: 57.7
Wheel Diameter:	14	Rim Width: 6.5	Mat'l: Alloy

Tire Size:

Delivered: P215/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil	Height: 420.3 to 471.5mm	Dia: 121.3mm	Wire Dia: 14.1 to 15.0 mm
Type Rear: Coil	Height/Length: 326 to 363mm	Dia: 100.4mm	Wire Dia: 13.0 to 13.8

Sway Bar(s) Diameter(s) Front: 27mm Rear: 21mm

Caster: NA Camber: 0° ± ½°

Ride Height: Fender to wheel centerline FT: 15¾ RR: 14½

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2360 lbs.

OPTIONAL EQUIPMENT

- Appearance options
- Audio options
- Convenience options except automatic transmission
- Protection options

CLASS B

Manufacturer: Buick
Model: Skylark

Year: '83 Class: SSB

ENGINE: V6 OHV

Bore x Stroke 3.50 x 3.00
Capacity 2837cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 1.72
 Exhaust 1.50
Spark Plug AC R44TS
Induction System Rochester 2V Pri. 1.38, Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.96
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 104.9 Track Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
 Delivered: 205/70R13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 466.2mm Dia: 165.1mm Wire Dia: 13.9mm
 Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: 20mm

Caster: 0° ± 2° Camber: + 30' ± 30'

Ride Height: Fender to wheel centerline FT: 15 $\frac{3}{8}$ RR: 14 $\frac{1}{2}$

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2469 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Mazda
Model: 626

Year: '83 Class SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 98mm
Capacity 1970cc
Compression Ratio 8.6:1
Valve Head Dia.
Intake 42 ± 0.1mm
Exhaust 33 ± 0.1mm
Spark Plug NGK BP5ES, BP6ES
Induction System Nipon Kikaki 2V Pri. 32mm Sec. 34mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.214
2. 1.818
3. 1.296
4. 1.000
5. 0.860
Final Drive Ratio(s): 3.63:1

CHASSIS

Wheelbase 98.8 Track Front: 53.9 Rear: 54.3
Wheel Diameter: 14" Rim Width: 5.5 Mat'l: Steel
15" 6.0 Alloy

Tire Size:

Delivered: 165SR13 Luxury 185/70SR13, 195/60SR15
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 370.5mm Dia: 125mm Wire Dia: NA
Type Rear: Coil Height/Length: 352 Dia: 95mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 21mm Rear: 16mm

Caster: 3°27' ± 45' Camber: 1°14' ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	231mm	
Rear:	Drum	228.6mm	42mm

WEIGHT: 2475 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Dodge
Model: Shelby Charger

Year: '83 Class: SSB

ENGINE 4 Inline OHC

Bore x Stroke 87.5 x 92.0mm
Capacity 2213 cc
Compression Ratio 9.6:1
Valve Head Dia:
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Champ RNYC/RN9YC
Induction System Holley 6520 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.21
 4. 0.88
 5. 0.72
Final Drive Ratio(s): 3.87:1

CHASSIS

Wheelbase:..... 96.6 Track: Front: 56.2 Rear: 56.0"
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered..... P195/50VR15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 210mm Dia: 152mm Wire Dia: NA

Type Rear: Coil Height/Length: 260mm Dia: 85mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 25.4mm Rear: 16mm

Caster: + 0.9/+ .9 Camber: - 0.1/+0.7

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	256.2mm	
Rear:	Drum	200mm	32.5 lining

WEIGHT: 2285 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Oldsmobile
Model: Omega ES 2.8 H.O.

Year: '83 Class: SSB

ENGINE: V6 OHV

Bore x Stroke 89 x 76mm
Capacity 2837cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 1.60
 Exhaust 1.30
Spark Plug AC R43TS
Induction System Rochester 2V Pri. 1.38 Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 2.69:1

CHASSIS

Wheelbase 104.9 Track Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered: 205/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 466.2mm Dia: 165.1mm Wire Dia: NA

Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: 22mm

Caster: 0° ± 2° Camber: +1° ± 30'

Ride Height: Fender to wheel centerline FT: 15½ RR: 14½

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2390 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Nissan
Model: Pulsar NX Turbo

Year: '83 Class: SSB

ENGINE 4 Inline OHC

Bore x Stroke 76 x 82mm
Capacity 1488 cc
Compression Ratio 7.8:1
Valve Head Dia:
 Intake 37mm
 Exhaust 30mm
Spark Plug NGK BPR5ES-11
Induction System Hitachi L Jetronic
Turbocharger G.A. T-038

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.06
2. 1.82
3. 1.20
4. 0.90
5. 073
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase:..... 95.1 Track: Front: 54.9 Rear: 54.5
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... P175/70SR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 345mm Dia: 110mm Wire Dia: NA
Type Rear: Coil Height/Length: 299mm Dia: 100mm Wire Dia: Wht 2 Blue
Sway Bar(s) Diameter(s): Front: 22mm Rear: NA
Caster: 45' to 2°15' Camber: - 35' to 1°5'
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	240mm	
Rear:	Drum	203.2mm	35mm

WEIGHT: 1950 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Plymouth
Model Turismo TC3 2.2

Year: '83 Class SSB

ENGINE: 4 Inline OHC

Bore x Stroke 87.5 x 92.0mm
Capacity 2213cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Mopar 65PR, Champion N9Y
Induction System Holley 2V Pri. 33mm Sec. 35.6mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 1.89
 3. 1.21
 4. 0.88
 5. 0.72
Final Drive Ratio(s): 3.56:1

CHASSIS

Wheelbase 96.6 Track Front: 56.1 Rear: 55.5
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:

Delivered: P195/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 202mm I. Dia: 152mm Wire Dia:

Type Rear: Coil Height/Length: 247mm I. Dia: 85mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 25.4mm Rear: 16mm

Caster: + 0.9° to + 2.9° Camber: -0.1° to + 0.7°

Ride Height: Fender to wheel centerline FT: 14.5 RR: 14.25

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	288mm	
Rear:	Drum	200mm	30mm (lining)

WEIGHT: 2250

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Peugeot
Model: 505 S

Year: '83 Class: SSB

ENGINE: 4 Inline OHV

Bore x Stroke 88 x 81mm
Capacity 1971cc
Compression Ratio 8.35:1
Valve Head Dia.
 Intake 42.5mm
 Exhaust 35.5mm
Spark Plug Bosch WR7DS
Induction System K Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.59
 2. 2.09
 3. 1.37
 4. 1.00
 5. 0.82
Final Drive Ratio(s): 3.58:1

CHASSIS

Wheelbase 107.9 Track Front: 57.9 Rear: 56.4
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Steel
 390 S 6.0 Alloy

Tire Size:
 Delivered: 175HR14, S 190/65HR 390
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 196mm Dia: Wire Dia: 13.9mm

Type Rear: Coil Height/Length: 41.5mm Dia: Wire Dia: 15.7mm

Sway Bar(s) Diameter(s) Front: 26mm Rear: 18mm

Caster: 3°30' ± 30' Camber: 42' ± 45'

Ride Height: Fender to wheel centerline FT: 15.5 RR: 14.5

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	273mm	
Rear:	Disc	273mm	

WEIGHT: 2835 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Renault
Model: Fuego Turbo

Year: '83 Class: SSB

ENGINE: 4 Inline OHV

Bore x Stroke 77 x 84mm
Capacity 1565cc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake 38.7mm
 Exhaust 34.5mm
Spark Plug Champion RN3G
Induction System Bosch
Turbo: Garrett Airesearch T-3

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.82
 2. 2.18
 3. 1.41
 4. 1.03
 5. 1.80
Final Drive Ratio(s): 4.12:1

CHASSIS

Wheelbase 96.1 Track Front: 56.4 Rear: 53.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy

Tire Size:

Delivered: 185/70HR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 374mm Dia: 15mm Wire Dia: Blue or Wht.

Type Rear: Coil Height/Length: 368mm Dia: 12.35mm Wire Dia: Blue or Grn

Sway Bar(s) Diameter(s) Front: 19mm Rear: 25.4mm

Caster: 1½° to 4° Camber: 0° to -½°

Ride Height: Fender to wheel centerline FT: 15.25 RR: 14.0

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	238mm	
Rear:	Drum	228.5mm	

WEIGHT: 2260 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Pontiac
Model: Phoenix SE 2.8 H.O.

Year: '83 Class: SSB

ENGINE: V6 OHV

Bore x Stroke 89 x 76mm
Capacity 2837cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 1.60
 Exhaust 1.30
Spark Plug AC R43TS
Induction System Rochester 2V, Pri. 1.38 Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 2.69:1

CHASSIS

Wheelbase 104.9 Track Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered:

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 165.8mm Wire Dia: NA

Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: 22mm

Caster: 0° ± 2° Camber: +1° ± 30'

Ride Height: Fender to wheel centerline FT 15% RR: 14½

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2390 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Alfa Romeo
Model: Spider

Year: '84 Class: SSB

ENGINE: 4 Inline DOHC

Bore x Stroke 84.0 x 88.5mm
Capacity 1962cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 44mm
 Exhaust 41mm
Spark Plug Golden Lodge HL or 2 NL
Induction System Bosch L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.30
 2. 1.99
 3. 1.35
 4. 1.00
 5. 0.79
Final Drive Ratio(s): 4.11:1 (Limited slip standard)

CHASSIS

Wheelbase 88.6 Track Front: 52.4 Rear: 50.4
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
 Delivered: 185/70HR14
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 318mm Dia: 16.3mm Wire Dia:
 Type Rear: Coil Height/Length: 457mm Dia: 11.9mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 24mm Rear: 14mm

Caster: 1°30' ± 30' Camber: 0°20' ± 30'

Ride Height: Fender to wheel centerline FT: 12.8 RR: 12.3

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	268mm	
Rear:	Disc	263mm	50mm

WEIGHT: 2411 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: BMW
Model: 318i 1.8

Year: '84 Class: SSB

ENGINE: 4 Inline OHC

Bore x Stroke 89 x 71mm
Capacity 1767cc
Compression Ratio 9.3:1
Valve Head Dia.
 Intake
 Exhaust
Spark Plug
Induction System Bosch L-Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.72
2. 2.02
3. 1.32
4. 1.00
5. 0.81
Final Drive Ratios(S): 3.64:1

CHASSIS

Wheelbase: 101.2 Track Front: 55.4 Rear: 55.7
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered: 195/60HR14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: Dia: Wire Dia:
Type Rear: Coil Height/Length: Dia: Wire Dia:

Sway Bar(s) Diameter(s) Front: Rear:

Caster: Camber:

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	260mm	
Rear:	Drum	228mm	41mm

WEIGHT: 2360 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Audi
Model: Coupe GT

Year: '84 Class: SSB

ENGINE: 5 Inline OHC

Bore x Stroke 81 x 86.4mm
Capacity 2226cc
Compression Ratio 8.4:1
Valve Head Dia.
 Intake 40mm
 Exhaust 33mm
Spark Plug Bosch W70, Champion N8Y
Induction System Bosch CSI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.85
 2. 1.52
 3. 1.06
 4. 0.78
 5. 0.64
Final Drive Ratios(S): 4.90:1

CHASSIS

Wheelbase: 99.8 Track Front: 55.4 Rear: 55.9
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: 185/60HR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: Camber:

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	200mm	30mm

WEIGHT: 2150 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Buick
Model: Skylark

Year: '84 Class: SSB

ENGINE: V6 OHV

Bore x Stroke 3.50 x 3.00
Capacity 2837cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 1.72
 Exhaust 1.50
Spark Plug AC R44TS
Induction System Rochester 2V Pri. 1.38, Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.96
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 104.9 Track Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered: 205/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 466.2mm Dia: 165.1mm Wire Dia: 13.9mm

Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: 20mm

Caster: 0° ± 2° Camber: + 30' ± 30'

Ride Height: Fender to wheel centerline FT: 15¾ RR: 14½

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2469 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Chrysler
Model: Dodge Shelby Charger 2.2 FWD

Year: '84 Class: SSB

ENGINE: 4 Inline OHC

Bore x Stroke 87.5 x 92mm
Capacity 2213cc
Compression Ratio 9.6:1
Valve Head Dia.
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Champion RN12YC/RN5YC
Induction System Holley ZV PRL.33 SEC. 35.6 6520

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.29
2. 2.08
3. 1.45
4. 1.04
5. 0.72
Final Drive Ratios(S): 3.87:1

CHASSIS

Wheelbase: 96.5 Track Front: 59.1 Rear: 55.9
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: P195/50HR15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 192mm Dia: 152mm Wire Diameter: NA

Type Rear: Coil Height/Length: 237mm Dia: 85mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 25.4mm Rear: 16mm

Caster: +0.9°/+2.9° Camber: -2.0°/+0.7°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	256.2mm	
Rear:	Drum	200mm	32.5mm

WEIGHT: 2185 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Chrysler
Model: Colt Turbo GTS 1.6 FWD

Year: '84 Class: SSB

ENGINE: 4 Inline OHC

Bore x Stroke 76.9 x 86mm
Capacity 1597cc
Compression Ratio 7.6:1
Valve Head Dia.
 Intake 38mm
 Exhaust 31mm
Spark Plug NGK BPRGES-11/BURGEA-11
Induction System F.I. MMC #46 EID-601, Pump MDO74182
Turbo #TC04-0913-5

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std. (2 speed)
 1. 3.272 4.226
 2. 1.831 2.365
 3. 1.136 1.467
 4. 0.855 1.105
 5.
Final Drive Ratios(S): 3.4661

CHASSIS

Wheelbase: 90.5 Track Front: 54.1 Rear: 52.7
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered: 165/70HR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 350mm Dia: 138.6mm Wire Code: Brn

Type Rear: Coil Height/Length: 303mm Dia: 117.5mm Wire Code: Lt Gm

Sway Bar(s) Diameter(s) Front: 20mm Rear: 14.5mm

Caster: 1° ± 30° Camber: 1° ± 30°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	240mm	
Rear:	Drum	180mm	35mm

WEIGHT: 1940 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Ford
Model: EXP 1.6 Turbo FWD

Year: '84 Class: SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
Capacity 1599cc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake 42mm
 Exhaust 37mm
Spark Plug Motorcraft AWSF-22
Induction System EFI
Turbocharger

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.00
 2. 2.17
 3. 1.39
 4. 1.02
 5. 1.02
Final Drive Ratios(S): 3.73:1—2.73:1

CHASSIS

Wheelbase: 94.2 Track Front: 54.7 Rear: 56
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel
 TRX 14.3 5.3 Alloy

Tire Size:
Delivered: P165/80R13, P165/65R35
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 166.5mm Dia: 86mm Wire Dia: 10.92mm
Type Rear: Coil Height/Length: 144mm Dia: 84mm Wire Dia: 11.85mm

Sway Bar(s) Diameter(s) Front: 24mm Rear: NA

Caster: +1.4° ±0.75° Camber: L:2.15° ±0.75°, R: 1.70° ±0.75°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	180mm	

WEIGHT: 1940 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Chrysler
Model: Dodge Omni GLH (4 Dr) 2.2 FWD

Year: '84 Class: SSB

ENGINE: 4 Inline OHC

Bore x Stroke 87.5 x 92.0mm
Capacity 2213cc
Compression Ratio 9.6:1
Valve Head Dia.
 Intake 40.6mm
 Exhaust 35.4mm
Spark Plug Champion RN12YC/RN5YC
Induction System Holley 2V, PRI 33, SEC 35.6 6520

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.29
 2. 2.08
 3. 1.45
 4. 1.04
 5. 0.72
Final Drive Ratios(S): 3.87:1

CHASSIS

Wheelbase: 99.1" Track Front: 56.1" Rear: 55.9
Wheel Diameter: 15 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: P195/50HR15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 202mm Dia: 152mm Wire Dia: NA

Type Rear: Coil Height/Length: 247mm Dia: 85mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 25.4mm Rear: 16mm

Caster: +0.4°/ +2.4° Camber: -2.0°/ +0.7°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	256.2mm	
Rear:	Drum	200mm	32.5mm

WEIGHT: 2125 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Ford
Model: Escort 1.6 Turbo FWD

Year: '84 Class: SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
Capacity 1599cc
Compression Ratio 8:0:1
Valve Head Dia.
 Intake 42mm
 Exhaust 37mm
Spark Plug Motorcraft AWSF-22
Induction System EFI
Turbocharger

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.60
 2. 2.17
 3. 1.39
 4. 1.02
 5. 1.02
Final Drive Ratios(S): 3.73:1—2.73:1

CHASSIS

Wheelbase: 94.2 Track Front: 54.7 Rear: 56
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel
 TRX 14.3 5.3 Alloy

Tire Size:
Delivered: P165/80R13, P165/70R365
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 166.5mm Dia: 86mm Wire Dia: 10.92mm
Type Rear: Coil Height/Length: 144mm Dia: 84mm Wire Dia: 11.85mm

Sway Bar(s) Diameter(s) Front: 24mm Rear: NA

Caster: +1.4° ±0.75° Camber: L:2.15° ±0.75°, R: 1.70° ±0.75°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	180mm	

WEIGHT: 1940 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Mercury
Model: Lynx 1.6 Turbo FWD

Year: '84 Class: SSB

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
Capacity 1599cc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake 42mm
 Exhaust 37mm
Spark Plug Motorcraft AWSF-22
Induction System EFI
Turocharger

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.60
2. 2.17
3. 1.39
4. 1.02
5. 1.02
Final Drive Ratios(S): 3.73:1—2.73:1

CHASSIS

Wheelbase: 94.2 Track Front: 54.7 Rear: 56
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel
 TRX 14-3 5.3 Alloy

Tire Size:
Delivered: P165/80R13, P165/70R 365
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 166.5mm Dia: 86mm Wire Dia: 10.92mm
Type Rear: Coil Height/Length: 144mm Dia: 84mm Wire Dia: 11.85mm

Sway Bar(s) Diameter(s) Front: 24mm Rear: NA

Caster: +1.4° ± 0.75° Camber: L:2.15° ± 0.75°, 1.70° ± 0.75°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	180mm	

WEIGHT: 1940 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: Pulsar NX Turbo

Year: '84 Class: SSB

ENGINE 4 Inline OHC

Bore x Stroke 76 x 82mm
Capacity 1488 cc
Compression Ratio 7.8:1
Valve Head Dia:
 Intake 37mm
 Exhaust 30mm
Spark Plug NGK BPR5ES-11
Induction System Hitachi L Jetronic
 Turbocharger G.A. T-038

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.06
 2. 1.82
 3. 1.20
 4. 0.90
 5. 073
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase:..... 95.1 Track: Front: 54.9 Rear: 54.5
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
 Delivered..... P175/70SR13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 345mm Dia: 110mm Wire Dia: NA
Type Rear: Coil Height/Length: 299mm Dia: 100mm Wire Dia: Wht 2 Blue
Sway Bar(s) Diameter(s): Front: 22mm Rear: NA
Caster: 45' to 2°15' Camber: - 35' to 1°5'
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	240mm	
Rear:	Drum	203.2mm	35mm

WEIGHT: 1950 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS B

Manufacturer: Honda
Model: Prelude 1.9 FWD

Year: '83,'84 Class: SSA

ENGINE: 4 Inline OHC

Bore x Stroke 80.0 x 91.0mm
Capacity 1830cc
Compression Ratio 9.4:1
Valve Head Dia.
 Intake 30.1mm
 Exhaust 35.1mm
Spark Plug NGK BPRGEY-11
Induction System KEIHIN 34mm VFOSA (Calif.) VFO5C

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.181
 2. 1.944
 3. 1.250
 4. 0.933
 5. 0.755
Final Drive Ratios(S): 4.07:1

CHASSIS

Wheelbase: 96.5" Track Front: 57.8" Rear: 57.8"
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel/Alloy

Tire Size:
Delivered: P255/50VR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 299.5 Dia: 58.6 Wire Dia: NA
Type Rear: Coil Height/Length: 290.0 Dia: 84.2 Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 19mm Rear: 13mm

Caster: 0° ± 30° Camber: 0° ± 1°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	229mm	
Rear:	Disc	237mm	

WEIGHT: 2050 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Oldsmobile
Model: Omega ES 2.8 H.O.

Year: '84 Class: SSB

ENGINE: V6 OHV

Bore x Stroke 89 x 76mm
Capacity 2837cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 1.60
 Exhaust 1.30
Spark Plug AC R43TS
Induction System Rochester 2V Pri. 1.38 Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 2.69:1

CHASSIS

Wheelbase 104.9 Track Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered: 205/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 466.2mm Dia: 165.1mm Wire Dia: NA

Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: 22mm

Caster: 0° ± 2° Camber: +1° ± 30'

Ride Height: Fender to wheel centerline FT: 15¾ RR: 14½

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2390 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

CLASS B

Manufacturer: Pontiac
Model: Phoenix SE 2.8 H.O.

Year: '84 Class: SSB

ENGINE: V6 OHV

Bore x Stroke 89 x 76mm
Capacity 2837cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 1.60
 Exhaust 1.30
Spark Plug AC R43TS
Induction System Rochester 2V, Pri. 1.38 Sec. 1.81

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 2.69:1

CHASSIS

Wheelbase 104.9 Track Front: 58.7 Rear: 57.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered:

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 260mm Dia: 165.8mm Wire Dia: NA

Type Rear: Coil Height/Length: 254mm Dia: 108mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: 22mm

Caster: 0° ± 2° Camber: +1° ± 30'

Ride Height: Fender to wheel centerline FT 15% RR: 14½

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2390 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels

Audio options

Convenience options except automatic transmission

Protection options

SHOWROOM CLASS C

Beginning in 1985, Regional automobiles are not included within the Showroom Stock Specification book. Therefore, anyone racing/owning a 1978-1980 Showroom Stock car must keep a copy of the 1984 Showroom Stock Specification book as proof of eligibility.

CLASS C

Manufacturer: Renault
Model: Fuego Turbo

Year: '84 Class: SSB

ENGINE: 4 Inline OHV

Bore x Stroke 77 x 84mm
Capacity 1565cc
Compression Ratio 8.0:1
Valve Head Dia.
 Intake 38.7mm
 Exhaust 34.5mm
Spark Plug Champion RN3G
Induction System Bosch
Turbo: Garrett Airesearch T-3

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.82
 2. 2.18
 3. 1.41
 4. 1.03
 5. 1.80
Final Drive Ratio(s): 4.12:1

CHASSIS

Wheelbase 96.1 Track Front: 56.4 Rear: 53.0
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 185/70HR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 374mm Dia: 15mm Wire Dia: Blue or Wht.
Type Rear: Coil Height/Length: 368mm Dia: 12.35mm Wire Dia: Blue or Grn

Sway Bar(s) Diameter(s) Front: 19mm Rear: 25.4mm

Caster: 1½° to 4° Camber: 0° to -½°

Ride Height: Fender to wheel centerline FT: 15.25 RR: 14.0

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	238mm	
Rear:	Drum	228.5mm	

WEIGHT: 2260 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

84	Chevrolet, Cavalier, Type 10 2.0	59C
84	Ford, EXP 1.6 H.O.	60C
84	Ford, Escort 1.6 H.O.	61C
84	Ford, Tempo 2.3	62C
84	Honda, Accord 1.9	63C
84	Honda, CRX 1.5	64C
84	Honda, Civic H'back 1.5	65C
84	Isuzu, Impulse	66C
84	Mazda, GLC Sport	67C
84	Mazda, G26	68C
84	Mercury, Lynx 1.6 H.O.	69C
84	Mercury, Topaz 2.3	70C
84	Nissan, Stanza 2.0	71C
84	Nissan, 200 SX 2.0	72C
84	Nissan, Pulsar NX	73C
84	Nissan, Sentra 1.6	74C
84	Oldsmobile, Firenza 1.8	75C
84	Pontiac, Fiero 2.5	76C
84	Pontiac, Sunbird LE Coupe 1.8	77C
84	Saab, 900, 900S	78C
84	Toyota, Corolla Sport Coupe	79C
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Manufacturer: AMC
Model: Spirit DL, GT, L'Back, 2-Dr., 4-spd.

Year: '81 Class: SSC

ENGINE 6 In-Line OHV

Bore x Stroke 95.25 x 90.06mm
Capacity 4228 cc
Compression Ratio 8.3:1
Valve Head Dia:
 Intake 45.39mm
 Exhaust 35.72mm
Spark Plug Champion RFN14LY
Induction System Carter BBD 2 V Pri & Sec 1.44

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 4.07
 2. 2.39
 3. 1.49
 4. 1.00
 5.
Final Drive Ratio(s): 2.37:1 Hi Alt. 2.53:1

CHASSIS

Wheelbase:..... 96.0 Track: Front: 57.52 Rear: 57.09
Wheel Diameter: 14 Rim Width: 5.0, Mat'l: Steel
 GT 6.0

Tire Size:
 Delivered..... P185/75R-14, GT P195/75 R-14
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height NA Dia: NA Wire Dia: .615
 Type Rear: Leaf 3 Height/Length: 1270mm Width: 63.5mm Wire Dia

Sway Bar(s) Diameter(s): Front: 26.9mm Rear: 19.0mm
Caster: 0° to + 2.5° Camber: Left: + .75° to + .12°
 Right: + .50° to - .12°
Ride Height: Fender to wheel centerline: FT: 15.5 RR: 15.3

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	274.3mm	
Rear:	Drum	228.6mm	1.75

WEIGHT: 2-Dr. 2507 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Chevrolet
Model: Cavalier 1.8 w/F41 Suspension

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 89 x 74mm
Capacity 1842cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40.8mm
 Exhaust 35.2mm
Spark Plug AC R42TS
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.53
2. 1.95
3. 1.24
4. 0.81
5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered: P195/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 406.6mm Dia: 139mm Wire Dia: 12.9mm

Type Rear: Coil Height/Length: 290mm Dia: 105mm Wire Dia: 13.6mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2278 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: AMC
Model: Spirit, 4.2, 4 & 5-spd.

Year: '82 Class SSC

ENGINE: 6 Inline OHV

Bore x Stroke 95.2 x 98.9mm
Capacity 4230cc
Compression Ratio 8.3:1
Valve Head Dia.
Intake 45.3mm
Exhaust 37.7mm
Spark Plug Champion RFN14LY
Induction System Carter "BBD"

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 4.03
2. 2.37
3. 1.50
4. 1.00
5. 0.76
Final Drive Ratio(s): 2.35:1

CHASSIS

Wheelbase 96 Track Front: 57.5 Rear: 57.1
Wheel Diameter: 14 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered: P195/75R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: NA Wire Dia: 15.62mm
Type Rear: Leaf Height/Length: 50 Dia: 2.50 Wire Dia:

Sway Bar(s) Diameter(s) Front: 26.9mm Rear: 16mm

Caster: 0° to +2.5° Camber: L: .75° to +.12°
R: .50° to -.12°

Ride Height: Fender to wheel centerline FT: 15.5 RR: 15.3

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	274.3mm	
Rear:	Drum	228.6mm	

WEIGHT: 2507 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Nissan
Model: Datsun 200SX 2.2

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 87 x 92mm
Capacity 2187cc
Compression Ratio 8.5:1
Valve Head Dia.
Intake 42mm
Exhaust 38mm
Spark Plug NGK BPR6ES-Int, BPR5ES-Ex
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.59
2. 2.24
3. 1.41
4. 1.00
5. 0.81
Final Drive Ratio(s): 3.54:1

CHASSIS

Wheelbase 94.5 Track Front: 53.0 Rear: 53.7
Wheel Diameter: 14 Rim Width: 5 Mat'l: Steel
 5.5 Alloy

Tire Size:

Delivered: 185/70SR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 384mm Dia: 129.7mm Wire Dia: NA

Type Rear: Coil Height/Length: 374mm Dia: 90.5mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 19mm Rear: 22mm

Caster: 1°45' to 3°15' Camber: - 40' to 50'

Ride Height: Fender to wheel centerline FT: 14.1 RR: 13.6

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	253mm	
Rear:	Disc	269mm	

WEIGHT: 2535 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Fiat
Model: X1/9, 1500, 5 sp.

Year: '81 Class: SSC

ENGINE 4 In-Line OHC

Bore x Stroke 86.4 x 63.9mm
Capacity 1498cc
Compression Ratio 9.1:1
Valve Head Dia:
 Intake 1.42
 Exhaust 1.30
Spark Plug Champion N9Y, Bosch W175T30
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.58
 2. 2.24
 3. 1.46
 4. 1.03
 5. 0.86
Final Drive Ratio(s): 4.07:1

CHASSIS

Wheelbase:..... 86.7 Track: Front: 53.3 Rear: 53.6
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered..... P165/70SR-13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: 4.5 Wire Dia: NA

Type Rear: Coil Height/Length: NA Wide: Wire Dia: NA

Sway Bar(s) Diameter(s): Front: NA Rear: NA

Caster +6°10' Camber: 0° to - 1°

Ride Height: Fender to wheel centerline: FT: 13.6 RR: 12.7

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	8.94	
Rear:	Disc	8.94	

WEIGHT: 1980 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Dodge
Model: Colt 1.6

Year: '81,'82 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 76.9 x 86mm
Capacity 1597cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 38mm
 Exhaust 31mm
Spark Plug NGK BUR6EA-1, Champion N9Y, ND W20EPR-S11
Induction System Mikuni 2V Pri. 28mm Sec. 32mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std. or Split Shift
 1. 3.27
 2. 1.83
 3. 1.14
 4. 0.86
 5.
Final Drive Ratio(s): 3.47:1

CHASSIS

Wheelbase 90.5 Track Front: 53.9 Rear: 52.7
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:

Delivered: 155SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 328mm I. Dia: 115.1mm Wire Dia: NA

Type Rear: Coil Height/Length: 275mm I. Dia: 96.2mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 20mm Rear: 16mm

Caster: 1° ± 30' Camber: 1° ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	180mm	35mm (Lining)

WEIGHT: 1900 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels

Audio options

Convenience options except automatic transmission

Protection options

Manufacturer: Ford
Model: Escort 2 Dr. 4 spd.

Year: '81 Class: SSC

ENGINE 4 In-Line OHC

Bore x Stroke 79.96 x 79.52mm
Capacity 1599 cc
Compression Ratio 8.8:1
Valve Head Dia:
 Intake 42mm
 Exhaust 37mm
Spark Plug AWSF 32 Motorcraft
Induction System Datra Weber 5740, 2V Pri. 22mm, Sec. 32mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.58
 2. 2.05
 3. 1.23
 4. 0.81
 5.
Final Drive Ratio(s): 3.59:1

CHASSIS

Wheelbase:..... 94.3 Track: Front: 54.7 Rear: 56.0
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
 Delivered..... P155/80R-13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 167mm I.Dia: 86mm Wire Dia: 10.92
 Type Rear: Coil Height/Length: 147mm I.Dia: 84mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 22mm Rear: NA
Caster: +0.9° to 2.4° Camber: Left +1° to 2.5°
 Right 0.55° to 2.05°
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	188mm	
Rear:	Drum	180mm	2.00

WEIGHT: 1860

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Fiat
Model: X1/9

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 86 x 64mm
Capacity 1498cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 35mm
 Exhaust 32mm
Spark Plug Champion N9Y
Induction System L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.58
 2. 2.24
 3. 1.46
 4. 1.04
 5. 0.86
Final Drive Ratio(s): 4.08:1

CHASSIS

Wheelbase 86.6 Track Front: 53.3 Rear: 53.6
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel or Alloy

Tire Size:
 Delivered: 165/70SR13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: NA Dia: NA Wire Dia: NA
 Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: NA Camber: 0° to -1°

Ride Height: Fender to wheel centerline FT: 13.6 RR: 12.7

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Disc	227mm	

WEIGHT: 1980 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Ford
Model: Escort 1.6 H.O. 4-spd.

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
Capacity 1599cc
Compression Ratio 8.8:1
Valve Head Dia.
Intake 42mm
Exhaust 37mm
Spark Plug Motorcraft AGSP-32
Induction System Motorcraft 2V 5740 PRI 24mm, SEC 25mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.58
2. 2.05
3. 1.21
4. 0.81
5.
Final Drive Ratio(s): 3.59:1 Hi Alt. 4.05:1

CHASSIS

Wheelbase 94.2 Track Front: 54.7 Rear: 56.0
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered: P165/80R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 166.5mm Dia: 86mm Wire Dia: 10.9mm
Type Rear: Coil Height/Length: 144mm Dia: 84mm Wire Dia: 11.8mm

Sway Bar(s) Diameter(s) Front: 24mm Rear: NA

Caster: +0.55° to 2.05° Camber: L: +1.4° to 2.9°
R: 0.95° to 2.45°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	180mm	

WEIGHT: 1840 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Honda
Model: Civic 2 Dr., 3 Dr.

Year: '81 Class: SSC

ENGINE 4 In-Line OHC

Bore x Stroke 74 x 87mm
Capacity 1488 cc
Compression Ratio 8.9:1
Valve Head Dia:
 Intake 1.38
 Exhaust 1.10
Spark Plug NGK BP7ES-11
Induction System 1 Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 2.916
2. 1.764
3. 1.181
4. 0.846
5. 0.714
Final Drive Ratio(s): 3.87:1

CHASSIS

Wheelbase:..... 88.6 Track: Front: 53.5 Rear: 53.9
Wheel Diameter: 12 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... 145SR-12
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 11.97 Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: Wide: NA Wire Dia: NA

Sway Bar(s) Diameter(s): Front: NA Rear: NA
Caster: NA Camber: NA

Ride Height: Fender to wheel centerline: FT: 14.2 RR: 13.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	9.0	
Rear:	Drum	7.0	

WEIGHT: 1700 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Honda
Model: Accord 2 Dr.

Year: '81 Class: SSC

ENGINE 4 In-Line OHC

Bore x Stroke 77 x 94mm
Capacity 1751 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.34
 Exhaust 1.10
Spark Plug NGK B6ES
Induction System 1 Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.18
 2. 1.84
 3. 1.20
 4. 0.90
 5. 0.72
Final Drive Ratio(s): 3.58:1

CHASSIS

Wheelbase:..... 93.7 Track: Front: 55.3 Rear: 55.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... 165SR-13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: Wide: NA Wire Dia: NA

Sway Bar(s) Diameter(s): Front: NA Rear: NA
Caster: 0°20' Camber: 1°20'

Ride Height: Fender to wheel centerline: FT: 14.5 RR: 14

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc		
Rear:	Drum		

WEIGHT: 2130 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Honda
Model: Accord 1.8

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 77 x 94mm
Capacity 1751cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 34mm
 Exhaust 28mm
Spark Plug NGK B6ES
Induction System Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.38
 2. 2.80
 3. 2.38
 4. 1.56
 5. 0.97
Final Drive Ratio(s): 3.59:1

CHASSIS

Wheelbase 94.3 Track Front: 51.4 Rear: 51.4
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered: 155SR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: 0°20' Camber: 1°20'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc		
Rear:	Drum		

WEIGHT: 2073 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Honda
Model: Prelude

Year: '81 Class: SSC

ENGINE 4 In-Line OHC

Bore x Stroke 77 x 94mm
Capacity 1751 cc
Compression Ratio 8.0:1
Valve Head Dia:
 Intake 1.34
 Exhaust 1.10
Spark Plug NGK B6ES
Induction System Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.18
2. 1.84
3. 1.20
4. 0.90
5. 0.72
Final Drive Ratio(s): 4.38:1

CHASSIS

Wheelbase:..... 91.3 Track: Front: 55.1 Rear: 55.5
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered..... 175/70SR-13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s): Front: NA Rear: NA
Caster: 0° Camber: 1°30'

Ride Height: Fender to wheel centerline: FT: 14.5 RR: 14

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc		
Rear:	Drum		

WEIGHT: 2030 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Honda
Model: Prelude 1.8

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 77 x 94mm
Capacity 1751cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 34mm
 Exhaust 28mm
Spark Plug NGK B7ES
Induction System Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.18
 2. 1.94
 3. 1.29
 4. 0.90
 5. 0.72
Final Drive Ratio(s): 4.07:1

CHASSIS

Wheelbase 91.3 Track Front: 55.1 Rear: 53.3
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered: 175/70SR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: NA Dia: NA Wire Dia: NA
 Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: 0° Camber: 1°30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc		
Rear:	Drum		

WEIGHT: 2030 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Isuzu
Model: I Mark, I Mark LS Coupe

Year: '81 Class: SSC

ENGINE 4 In-Line OHC

Bore x Stroke	84 x 82mm
Capacity	1817 cc
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	40.4mm
Exhaust	34 mm
Spark Plug	NGK BDR6ES-11, AC R42XLS
Induction System	Nikki 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	3.79
2.	2.18
3.	1.42
4.	1.00
5.	0.86
Final Drive Ratio(s):	3.308:1

CHASSIS

Wheelbase:.....	94.3	Track: Front: 51.4	Rear: 51.4
Wheel Diameter:	13	Rim Width: 5.0	Mat'l: Steel
			"LS" Alloy
Tire Size:			
Delivered.....	155SR-13, "LS" 175/70SR-13		

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil	Height: 15.24	Dia: 3.43	Wire Dia: 53
Type Rear: Coil-Taper	Height/Length: 13.6	Dia: 3.96	Wire Dia: .36
		3.72	.48
Sway Bar(s) Diameter(s):	Front: .75, (LS .91)	Rear: .55	
Caster: 5° ± 1.5°	Camber: 0° ± 5°		

Ride Height: Fender to wheel centerline: FT: 12.9 RR: 12.6

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	9.33	
Rear:	Drum	9.00	40mm

WEIGHT: 2077 lbs., "LS" 2092 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Mazda
Model: GLC, Sport 4 & 5 spd. FWD

Year: '81 Class SSC

ENGINE 4 In-Line OHC

Bore x Stroke 77 x 88mm
Capacity 1489 cc
Compression Ratio 9.0:1
Valve Head Dia:
 Intake 36mm
 Exhaust 31mm
Spark Plug NGK BPR5ES, BPR6ES
Induction System Hitachi 2V Pri. 26mm Sec. 30mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.42
 2. 1.95
 3. 1.29
 4. 0.92
 5. 0.73
Final Drive Ratio(s): 3.85:1

CHASSIS

Wheelbase:..... 93.1 Track: Front: 54.7 Rear: 54.9
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
 Delivered..... 175SR-13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 375mm Dia: 132.5mm Wire Dia: NA
 Type Rear: Coil Height/Length: 364.5mm Dia: 114mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 27.2mm Rear: 22.2mm
Caster: 1°55' ± 45' Camber: 0°55' ± 30'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	180mm	36.5mm

WEIGHT: 4 sp. 1785 lbs., 5 sp. 1795 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Mazda
Model: GLC, Sport

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 77 x 80mm
Capacity 1490cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 36.05mm
 Exhaust 31.05mm
Spark Plug NGK BPR5ES, BPR6ES
Induction System Hitachi 2V Pri. 26mm Sec. 30mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.416
 2. 1.947
 3. 1.290
 4. 0.918
 5. 0.731
Final Drive Ratio(s): 3.631:1

CHASSIS

Wheelbase 93.1 Track Front: 54.7 Rear: 54.9
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel
 Sport: 5.0 Sport: Alloy
Tire Size:
 Delivered: 155SR13, Sport 175/70SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 379mm Dia: 132.2mm Wire Dia: NA

Type Rear: Coil Height/Length: 364mm Dia: 114mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 27.2mm Rear: 22.2mm, Sport 25.4mm

Caster: 1°55' ± 45' Camber: 0°55' ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1810 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Oldsmobile
Model: Firenza 1.8

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 89 x 74mm
Capacity 1842cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40.8mm
 Exhaust 35.2mm
Spark Plug AC R42TS
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
 Delivered: P195/70R13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 406.6mm Dia: 139mm Wire Dia: 12.9mm
 Type Rear: Coil Height/Length: 290mm Dia: 105mm Wire Dia: 13.6mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2278 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio Options
Convenience options except automatic transmission
Protection options

Manufacturer: Plymouth
Model: Sapporo 2.6

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 91.1 x 98mm
Capacity 2555cc
Compression Ratio 8.2:1
Valve Head Dia.
 Intake 46mm
 Exhaust 38mm
Spark Plug NGK BP5ES-11, Champion N12Y
Induction System Mikuni 2V Pri. 32mm Sec. 35mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.740
2. 2.136
3. 1.360
4. 1.000
5. 0.856
Final Drive Ratio(s): 3.30:1

CHASSIS

Wheelbase 99.6 Track Front: 54.1 Rear: 53.3
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Steel or Alloy

Tire Size:

Delivered: P195/70R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 370mm I. Dia: 116.8mm Wire Dia: NA

Type Rear: Coil Height/Length: 349mm I. Dia: 103.2mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: 2°40' ± 30' Camber: 1°10' ± 30'

Ride Height: Fender to wheel centerline FT: 14¾ RR: 14.0

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	252mm	
Rear:	Disc or Drum	244mm 229mm	40mm

WEIGHT: 2630 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Pontiac
Model: J2000 1.8 (LN8)

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 84.8 x 79.5mm
Capacity 1796cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 35mm
 Exhaust 41mm
Spark Plug AC R42XLS6
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.91
 2. 2.15
 3. 1.45
 4. 1.03
 5. 0.74
Final Drive Ratio(s): 3.19:1 or 3.45:1

CHASSIS

Wheelbase 101.2 Track Front: 55.3 Rear: 55.1
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered: P195/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	

WEIGHT: 2280 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Buick
Model: Skyhawk 1.8 T-Type

Year: '83 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 89 x 74mm
Capacity 1842cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40.8mm
 Exhaust 35.2mm
Spark Plug AC R42TS
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel/Alloy

Tire Size:

Delivered: P195/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 406.6mm Dia: 139mm Wire Dia: 12.9mm

Type Rear: Coil Height/Length: 290mm Dia: 105mm Wire Dia: 13.6mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2278 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Chevrolet
Model: Cavalier 1.8 w/F41 Suspension

Year: '83 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 89 x 74mm
Capacity 1842cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40.8mm
 Exhaust 35.2mm
Spark Plug AC R42TS
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:

Delivered: P195/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 406.6mm Dia: 139mm Wire Dia: 12.9mm

Type Rear: Coil Height/Length: 290mm Dia: 105mm Wire Dia: 13.6mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2278 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Chrysler Corp.
Model: Dodge & Plymouth Colt 1.6

Year: '83 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 76.9 x 86mm
Capacity 1597 cc
Compression Ratio 8.5:1
Valve Head Dia:
 Intake 38mm
 Exhaust 31mm
Spark Plug NGK BURGEA-1, Champion N9Y
Induction System Mikuni 2V Pri. 28mm, Sec. 32mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std. Twin Stick
1. 3.27
2. 1.83
3. 1.14
4. 0.86
5. 0.86

Final Drive Ratio(s): 3.47:1

CHASSIS

Wheelbase:..... 90.5 Track: Front: 53.9 Rear: 52.7
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... P175/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 328mm I. Dia: 115.1mm Wire Dia: NA

Type Rear: Coil Height/Length: 275 I. Dia: 96.2mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: NA Rear: NA

Caster: 1/8° ± 30' Camber: 1° ± 30'

Ride Height: Fender to wheel centerline: FT: 12.7 RR: 13.3

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	180mm	35mm

WEIGHT: 1900 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: Datsun 200SX 2.2

Year: '83 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke	87 x 92mm
Capacity	2187cc
Compression Ratio	8.5:1
Valve Head Dia.	
Intake	42mm
Exhaust	38mm
Spark Plug	NGK BPR6ES-Int, BPR5ES-Ex
Induction System	L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
	1. 3.59
	2. 2.24
	3. 1.41
	4. 1.00
	5. 0.81
Final Drive Ratio(s):	3.54:1

CHASSIS

Wheelbase	94.5	Track Front: 53.0	Rear: 53.7
Wheel Diameter: 14		Rim Width: 5	Mat'l: Steel
		5.5	Alloy

Tire Size:

Delivered: 185/70SR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 384mm Dia: 129.7mm Wire Dia: NA

Type Rear: Coil Height/Length: 374mm Dia: 90.5mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 19mm Rear: 22mm

Caster: 1°45' to 3°15' Camber: - 40' to 50'

Ride Height: Fender to wheel centerline FT: 14.1 RR: 13.6

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	253mm	
Rear:	Disc	269mm	

WEIGHT: 2535 lbs.

OPTIONAL EQUIPMENT

Appearance options

Audio options

Convenience options except automatic transmission

Protection options

Manufacturer: Ford
Model: EXP 1.6 H.O. 4-spd.

Year: '83 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
Capacity 1599cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 42mm
 Exhaust 37mm
Spark Plug Motorcraft AGSP-32
Induction System Motorcraft 2V 5740 PRI 24mm, SEC 25mm
 or EFI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.58
 2. 2.05
 3. 1.21
 4. 0.81
 5.
Final Drive Ratio(s): 3.59:1 Hi Alt. 4.05:1

CHASSIS

Wheelbase 94.3 Track Front: 54.7 Rear: 56.0
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
Delivered: P165/80R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: 86mm Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: 84mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 26mm Rear: NA

Caster: +0.55° to 2.05° Camber: L: +1.40° to 2.9°
 R: 0.95° to 2.45°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	203mm	21mm (Lining)

WEIGHT: 1955 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Ford
 Model: Escort GT 1.6 H.O. 4-spd.

Year: '83 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
 Capacity 1599cc
 Compression Ratio 8.8:1
 Valve Head Dia.
 Intake 42mm
 Exhaust 37mm
 Spark Plug Motorcraft AGSP-32
 Induction System Motorcraft 2V 5740 PRI 24mm, SEC 25mm
 or EFI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.58
 2. 2.05
 3. 1.21
 4. 0.81
 5.
 Final Drive Ratio(s): 3.59:1 Hi Alt. 4.05:1

CHASSIS

Wheelbase 94.2 Track Front: 54.7 Rear: 56.0
 Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered: P165/80R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 166.5mm Dia: 86mm Wire Dia: 10.9mm

Type Rear: Coil Height/Length: 144mm Dia: 84mm Wire Dia: 11.8mm

Sway Bar(s) Diameter(s) Front: 24mm Rear: NA

Caster: +0.55° to 2.05° Camber: L: +1.4° to 2.9°
 R: 0.95° to 2.45°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	180mm	

WEIGHT: 1840 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
 Audio options
 Convenience options except automatic transmission
 Protection options

Manufacturer: Honda
Model: Civic 2-dr., 3-dr.

Year: '83 Class: SSC

ENGINE 4 In-Line OHC

Bore x Stroke 74 x 87mm
Capacity 1488 cc
Compression Ratio 8.9:1
Valve Head Dia:
 Intake 1.38
 Exhaust 1.10
Spark Plug NGK BP7ES-11
Induction System 1 Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.18
 2. 1.82
 3. 1.18
 4. 0.85
 5. 0.71
Final Drive Ratio(s): 3.88:1

CHASSIS

Wheelbase:..... 88.6 Track: Front: 53.5 Rear: 53.9
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered..... P155/SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 11.97 Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: Wide: NA Wire Dia: NA

Sway Bar(s) Diameter(s): Front: NA Rear: NA

Caster: NA Camber: NA

Ride Height: Fender to wheel centerline: FT: 14.2 RR: 13.4

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	9.0	
Rear:	Drum	7.0	

WEIGHT: 1700 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Honda
Model: Accord 1.8

Year: '83 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 77 x 94mm
Capacity 1751cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 34mm
 Exhaust 28mm
Spark Plug NGK B6ES
Induction System Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.18
 2. 1.94
 3. 1.29
 4. 0.90
 5. 0.72
Final Drive Ratio(s): 3.88:1

CHASSIS

Wheelbase:..... 94.3 Track: Front: 51.4 Rear: 51.4
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
 Delivered..... 185/70R13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: NA Dia: NA Wire Dia: NA
 Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: 0°20' Camber: 1°20'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc		
Rear:	Drum		

WEIGHT: 2073 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Mazda
Model: GLC, Sport

Year: '83 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 77 x 80mm
Capacity 1490cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 36.05mm
 Exhaust 31.05mm
Spark Plug NGK BPR5ES, BPR6ES
Induction System Hitachi 2V Pri. 26mm Sec. 30mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.416
 2. 1.947
 3. 1.290
 4. 0.918
 5. 0.731
Final Drive Ratio(s): 3.85:1

CHASSIS

Wheelbase 93.1 Track Front: 54.7 Rear: 54.9
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel
 Sport: 5.0 Sport: Alloy
Tire Size:
 Delivered: 155SR13, Sport 175/70SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 379mm Dia: 132.2mm Wire Dia: NA

Type Rear: Coil Height/Length: 364mm Dia: 114mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front 27.2mm Rear: 22.2mm, Sport 25.4mm

Caster: 1°55' ± 45' Camber: 0°55' ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1810 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Mercury
Model: LN7 1.6 H.O., 4-spd.

Year: '83 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
Capacity 1599cc
Compression Ratio 8.8:1
Valve Head Dia.
 Intake 42mm
 Exhaust 37mm
Spark Plug Motorcraft AGSP-32
Induction System Motorcraft 2V 5740 PRI 24mm, SEC 25mm
 or EFI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.58
 2. 2.05
 3. 1.21
 4. 0.81
 5.
Final Drive Ratio(s): 3.59:1 Hi Alt. 4.05:1

CHASSIS

Wheelbase 94.3 Track Front: 54.7 Rear: 56.0
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
 Delivered: P165/80R13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: NA Dia: 86mm Wire Dia: NA
 Type Rear: Coil Height/Length: NA Dia: 84mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 26mm Rear: NA

Caster: + 0.55° to 2.05° Camber: L: + 1.40° to 2.9°
 R: 0.95° to 2.45°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	203mm	21mm (Lining)

WEIGHT: 1955 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Mercury
Model: Lynx RS, 1.6 4-spd.

Year: '83 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
Capacity 1599cc
Compression Ratio 8.8:1
Valve Head Dia.
Intake 42mm
Exhaust 37mm
Spark Plug Motorcraft AGSP-32
Induction System Motorcraft 2V 5740 PRI 24mm, SEC 25mm
or EFI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.58
2. 2.05
3. 1.21
4. 0.81
5.
Final Drive Ratio(s): 3.59:1 Hi Alt. 4.05:1

CHASSIS

Wheelbase 94.2 Track Front: 54.7 Rear: 56.0
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered: P165/80R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 166.5 Dia: 86mm Wire Dia: 10.9mm

Type Rear: Coil Height/Length: 144mm Dia: 84mm Wire Dia: 11.8mm

Sway Bar(s) Diameter(s) Front: 24mm Rear: NA

Caster: + 0.55° to 2.05° Camber: L: + 1.4° to 2.9°
R: 0.95° to 2.45°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	180mm	

WEIGHT: 1840 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Mitsubishi
Model: Cordia

Year: '83 Class SSC

ENGINE 4 Inline OHC

Bore x Stroke 80.6 x 88mm
Capacity 1795 cc
Compression Ratio 8.5:1
Valve Head Dia:
 Intake 43mm
 Exhaust 35mm
Spark Plug NGK Burgea-11, Champion RN9Y, N.D. W20EPR-S11
Induction System Mikuni 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.27
2. 1.83
3. 1.14
4. 0.86
5.
Final Drive Ratio(s): 3.47:1

CHASSIS

Wheelbase:..... 96.3 Track: Front: 55.5 Rear: 54.1
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Alloy

Tire Size:
Delivered..... P185/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 322mm Dia: 127.5mm Wire Dia: NA
Type Rear: Coil Height/Length: 285mm Dia: 96.5mm Wire Dia: NA
Sway Bar(s) Diameter(s): Front: 22mm Rear: NA

Caster: 48' ± 30' Camber: 25' ± 35'
Rear Caster: 35' ± 35'
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	243mm	
Rear:	Drum	203mm	

WEIGHT: 2050 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Isuzu
Model: Impulse

Year: '83 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 87 x 82.0mm
Capacity 1949 cc
Compression Ratio 9.2:1
Valve Head Dia:
 Intake 42mm
 Exhaust 34mm
Spark Plug NGK BRP GES-11
Induction System Hitachi Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.79
 2. 2.17
 3. 1.41
 4. 1.00
 5. 0.79
Final Drive Ratio(s): 3.91:1

CHASSIS

Wheelbase:..... 96.0 Track: Front: 53.4 Rear: 53.9
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
 Delivered..... P195/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 413mm Dia: NA Wire Dia: 14mm

Type Rear: Coil Height/Length: 347mm Dia: NA Wire Dia: 9.12 to 12.5mm
Sway Bar(s) Diameter(s): Front: 23mm Rear: 15mm

Caster: 5° +1° Camber: 0° + 30'
 -1°30' -1°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	248mm Vented	
Rear:	Disc	248mm Vented	

WEIGHT: 2626 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Mitsubishi
Model: Tredia

Year: '83 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke	80.6 x 88mm
Capacity	1795 cc
Compression Ratio	8.5:1
Valve Head Dia:	
Intake	43mm
Exhaust	35mm
Spark Plug	NGK Burgea-11, Champion RN9Y, N.D. W20EPR-S-11
Induction System	Mikuni 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios:	Std.
1.	4.22
2.	2.36
3.	1.47
4.	1.10
5.	0.86
Final Drive Ratio(s):	2.80:1

CHASSIS

Wheelbase:.....	96.3	Track: Front: 55.5	Rear: 54.1
Wheel Diameter:	13	Rim Width: 4.5	Mat'l: Steel
		5.0	Alloy
Tire Size:			
Delivered.....	P165/80R13		

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 322mm Dia: 127.5mm Wire Dia: NA

Type Rear: Coil Height/Length: 285mm, Dia: 96.5mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 22mm Rear: NA

Caster: 48' ± 30' Camber: 25' ± 35'

Rear Caster: 35' ± 35'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	243.8mm	
Rear:	Drum	203mm	35mm

WEIGHT: 2418 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: Pulsar NX 1.5 coupe

Year: '83 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 76 x 88mm
Capacity 1597 cc
Compression Ratio 9.4:1
Valve Head Dia:
Intake 37mm
Exhaust 30mm
Spark Plug NGK BPR5ES-11
Induction System Hitachi 2V Pri. 28mm, Sec. 32mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.33
2. 1.95
3. 1.28
4. 0.90
5. 0.73
Final Drive Ratio(s): 3.55:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 54.9 Rear: 54.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... P175/70SR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: L 375mm Dia: 110mm Wire Dia: NA
 R 366mm
Type Rear: Coil Height/Length: 304mm Dia: 100mm Wire Dia: Red 2 Blue
 Sway Bar(s) Diameter(s): Front: NA Rear: NA
Caster:

45' to 2°15' Camber: 35' to 1°05'
Ride Height: Fender to wheel cen-terline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	240mm	
Rear:	Drum	180mm	35mm

WEIGHT: 1925 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Nissan
Model: Sentra 1.5 coupe

Year: '83 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 76 x 88mm
Capacity 1597 cc
Compression Ratio 9.4:1
Valve Head Dia:
 Intake 37mm
 Exhaust 30mm
Spark Plug NGK BPR5ES-11
Induction System Hitachi 2V Pri. 28mm, Sec. 32mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.33
2. 1.95
3. 1.28
4. 0.90
5. 0.73
Final Drive Ratio(s): 3.55:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 54.9 Rear: 54.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:

Delivered..... P175/70SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: L 375mm Dia: 110mm Wire Dia: NA
 R 366mm

Type Rear: Coil Height/Length: 304mm Dia: 100mm Wire Dia: Red 2 Blue
 Sway Bar(s) Diameter(s): Front: NA Rear: NA
 Caster:

45' to 2°15' Camber: 35' to 1°05'

Ride Height: Fender to wheel cen-terline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	240mm	
Rear:	Drum	180mm	35mm

WEIGHT: 1925 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels

Audio options

Convenience options except automatic transmissions

Protection options

Manufacturer: Oldsmobile
Model: Firenza 1.8

Year: '83 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 89 x 74mm
Capacity 1842cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40.8mm
 Exhaust 35.2mm
Spark Plug AC R42TS
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered: P195/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 406.6mm Dia: 139mm Wire Dia: 12.9mm
Type Rear: Coil Height/Length: 290mm Dia: 105mm Wire Dia: 13.6mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2278 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio Options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Pontiac
Model: J2000 1.8 (LN8)

Year: '83 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 84.8 x 79.5mm
Capacity 1796cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 35mm
 Exhaust 41mm
Spark Plug AC R42XLS6
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.91
 2. 2.15
 3. 1.45
 4. 1.03
 5. 0.74
Final Drive Ratio(s): 3.19:1 or 3.45:1

CHASSIS

Wheelbase 101.2 Track Front: 55.3 Rear: 55.1
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered: P195/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	

WEIGHT: 2280 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: SAAB
Model: 900 GLi 2dr.

Year: '81 Class SSC

ENGINE 4 In-Line

Bore x Stroke 90 x 78mm
Capacity 1985 cc
Compression Ratio 9.25:1
Valve Head Dia:
 Intake 42mm
 Exhaust 34.5mm
Spark Plug NGK BP6ES
Induction System CIS Injection Bosch

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 2.00
 3. 1.34
 4. 0.97
 5. 0.78
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase:..... 99.4 Track: Front: 55.9 Rear: 56.3
Wheel Diameter: 15 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered..... 165 SR 15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 370mm Dia: 14.2mm Code: White
Type Rear: Coil Height/Length: 323mm Dia: 14.5mm Code: Blue

Sway Bar(s) Diameter(s): Front: NA Rear: NA
Caster: $\frac{1}{2}^{\circ} \pm \frac{1}{2}^{\circ}$ Camber: $2^{\circ} \pm \frac{1}{2}^{\circ}$

Ride Height: Fender to wheel centerline: FT: 14.0 RR: 14.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	276mm	
Rear:	Disc	267.5mm	

WEIGHT: 2485 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Toyota
Model: Celica GT, ST, 2.4

Year: '82 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 92 x 89mm
Capacity 2366 cc
Compression Ratio 9.0:1
Valve Head Dia:
 Intake 45mm
 Exhaust 37mm
Spark Plug ND W16EXR-U, NGK BPR5EY
Induction System Aisan 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.286
 2. 1.894
 3. 1.276
 4. 1.000
 5. 0.783
Final Drive Ratio(s): 3.42:1

CHASSIS

Wheelbase:..... 98.4 Track: Front: 54.9 Rear: 53.7
Wheel Diameter: 14 Rim Width: 5.5 or 7.0 Mat'l: Alloy

Tire Size:
 Delivered 185/70R14 or 225/60HR14
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height R: 424mm Dia: R: 137.2mm Wire Dia: NA
 L: 430mm L: 139.2mm
Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia:

Sway Bar(s) Diameter(s): Front: 22mm Rear: 15mm
 24mm w/power steering

Caster: 3°20' ± 45' Camber: 55' ± 45'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	

WEIGHT: 2320 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Toyota
Model: Celica GT, "S", 2.4

Year: '83 Class:SSC

ENGINE: 4 Inline OHC

Bore x Stroke 92 x 89mm
Capacity 2366cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 45mm
 Exhaust 37mm
Spark Plug ND W16EXR-U, NGK BPR5EY
Induction System Aisan 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.286
 2. 1.894
 3. 1.276
 4. 1.000
 5. 0.783
Final Drive Ratio(s): 3.42:1

CHASSIS

Wheelbase 98.4 Track Front: 54.9 Rear: 53.7
Wheel Diameter: 14 Rim Width: 5.5 or 7.0 Mat'l: Alloy

Tire Size:
Delivered: 185/70SR14, 225/60HR14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: R: 424mm Dia: R: 137.2mm Wire Dia: NA
 L: 430mm L: 139.2mm
Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 22mm Rear: 15mm

Caster: 3°20' ± 45' Camber: 55' ± 45'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	

WEIGHT: 2320 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Sway bar 25mm w/power steering

CLASS C

Manufacturer: Toyota
Model: Celica GT, ST, 2.4

Year: '83 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 92 x 89mm
Capacity 2366 cc
Compression Ratio 9.0:1
Valve Head Dia:
Intake 45mm
Exhaust 37mm
Spark Plug ND W16EXR-U, NGK BPR5EY
Induction System Aisan 2V (ST only)
EFI (GT only)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.286
2. 1.894
3. 1.276
4. 1.000
5. 0.783
Final Drive Ratio(s): 3.42:1

CHASSIS

Wheelbase:..... 98.4 Track: Front: 54.9 Rear: 53.7
Wheel Diameter: 14 Rim Width: 5.5 or 7.0 Mat'l: Alloy

Tire Size:
Delivered..... 185/70R14 or 225/60HR14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 424mm Dia: R: 137.2mm Wire Dia: NA
Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia:
Sway Bar(s) Diameter(s): Front: 22mm Rear: 15mm
24mm w/power steering
Caster: 3°20' ± 45' Camber: 55' ± 45'
Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	

WEIGHT: 2320 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Toyota
Model: Corolla, Sport Coupe SR-5 Sport Pack

Year: '83 Class: SSC

ENGINE 4 In-line OHC

Bore x Stroke 81 x 77mm
Capacity 1587 cc
Compression Ratio 9.0:1
Valve Head Dia:
 Intake 36mm
 Exhaust 31mm
Spark Plug NGK BPR5EA, N.D. W14EXR-U11
Induction System Aisan 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.587
 2. 2.022
 3. 1.384
 4. 1.000
 5. 0.861
Final Drive Ratio(s): 3.58:1 or 3.90:1

CHASSIS

Wheelbase: 94.4 Track: Front: 52.7 Rear: 52.9
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Alloy

Tire Size:
Delivered 185/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: R: 407.3mm Dia: R: 123mm Wire Dia: NA
 L: 414.4mm L: 122.4mm
Type Rear: Coil Height/Length: 366mm Dia: 108.5mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 22mm Rear: 15mm

Caster: Camber:

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227.2mm	Vented
Rear:	Drum	228.6mm	

WEIGHT: 2000 lbs.

OPTIONAL EQUIPMENT

- Appearance options
- Audio options
- Convenience options except automatic transmissions
- Protection options

... unless otherwise specified



Manufacturer: VW
Model: Jetta 1.7 2-dr.

Year: '83 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 79.5 x 86.4mm
Capacity 1715cc
Compression Ratio 8.2:1
Valve Head Dia.
Intake 34mm
Exhaust 31mm
Spark Plug Bosch W7D, WR7DS
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.45
2. 1.94
3. 1.29
4. 0.91
5. 0.71
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase 94.5 Track Front: 54.7 Rear: 53.5
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 175/70SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications: Code

Type Front: Coil Height: NA Dia: NA Wire Dia: 1, 2 or 3 Wht

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: 2 or 3 Wht
or 3 Blue

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: + 1°20' to 0.2°20' Camber: -10' to 50'

Ride Height: Fender to wheel centerline FT: 13.9 RR: 13.8

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1890 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: VW
Model: Rabbit F.1 STD, Custom, Deluxe 2 dr.

Year: '81 Class SSC

ENGINE 4 In-Line OHC

Bore x Stroke 79.5 x 86.4mm
Capacity 1715 cc
Compression Ratio 8.2:1
Valve Head Dia:
 Intake 34mm
 Exhaust 31mm
Spark Plug Bosch W7D or WR7DS
Induction System CIS Bosch

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.45
 2. 1.94
 3. 1.29
 4. 0.91
 5. 0.71
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 54.7 Rear: 53.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered..... 155 SR 13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height NA Dia: NA Code: 1, 2 or 3 Grn, 2 or 3 White, 3 Blue
Type Rear: Coil Height/Length: NA Dia: NAm Code: 1 or 2 Grn
Sway Bar(s) Diameter(s): Front: NA Rear: NA
Caster: +1°20' to 2°20' Camber: -10' to +50'
Ride Height: Fender to wheel centerline: FT: 14.4 RR: 14.0

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Disc	180mm	30mm

WEIGHT: STD 1700 lbs., Custom 1800 lbs., Deluxe 1825 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: VW
Model: Rabbit 1.7

Year: '82 Class SSC

ENGINE: 4 Inline OHC

Bore x Stroke 79.5 x 86.4mm
Capacity 1715cc
Compression Ratio 8.2:1
Valve Head Dia.
 Intake 34mm
 Exhaust 31mm
Spark Plug Bosch W7D, WR7DS
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.45
 2. 1.94
 3. 1.20
 4. 0.91
 5. 0.71
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase 94.5 Track Front: 54.7 Rear: 53.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
Delivered: 155SR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications: Code
 Type Front: Coil Height: NA Dia: NA Wire Dia: 3 Blue
 1, 2 or 3 Grn
 Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: 2 or Wht
 1 or 2 Grn

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: + 1° 20' to 2°20' Camber: -10' to + 50'

Ride Height: Fender to wheel centerline FT: 14.4 RR: 14.0

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	180mm	30mm

WEIGHT: STO 1700 lbs., "C" 1800 lbs., "L" 1825 lbs.

OPTIONAL EQUIPMENT

- Appearance options except alloy wheels
- Audio options
- Convenience options except automatic transmission
- Protection options

Manufacturer: VW
Model: Rabbit GTi

Year: '83 Class:SSC

ENGINE 4 Inline OHC

Bore x Stroke 81 x 86.4mm
Capacity 1780 cc
Compression Ratio 8.5:1
Valve Head Dia:
 Intake 40mm
 Exhaust 33mm
Spark Plug Champion N8GY, Bosch WR705
Induction System Bosch K Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.45
2. 2.12
3. 1.44
4. 1.13
5. 0.91
Final Drive Ratio(s): 3.94:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 54.7 Rear: 53.1
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered..... 185/60HR14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height 203.5mm Dia: 111.5mm Wire Dia: 11.83mm

Type Rear: Coil Height/Length: 269mm Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 16.5mm Rear: 22.5mm

Caster: + 1°50' ± 30' Camber: + 20' ± 30'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1800 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: VW
Model: Rabbit 1.7 L & LS

Year: '83 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 79.5 x 86.4mm
Capacity 1715cc
Compression Ratio 8.2:1
Valve Head Dia.
 Intake 34mm
 Exhaust 31mm
Spark Plug Bosch W7D, WR7DS
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.45
 2. 1.94
 3. 1.20
 4. 0.91
 5. 0.71
Final Drive Ratio(s): 3.89:1

CHASSIS

Wheelbase 94.5 Track Front: 54.7 Rear: 53.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:

Delivered: 155SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: 3 Blue Code
 1, 2 or 3 Grn
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: 2 or Wht
 1 or 2 Grn

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: + 1° 20' to 2°20' Camber: -10' to + 50'

Ride Height: Fender to wheel centerline FT: 14.4 RR: 14.0

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	180mm	30mm

WEIGHT: "L" 1800 lbs., "LS" 1825 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Buick
Model: Skyhawk 1.8 T-Type

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 89 x 74mm
Capacity 1842cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 40.8mm
 Exhaust 35.2mm
Spark Plug AC R42TS
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.81
 5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel/Alloy

Tire Size:
 Delivered: P195/70R13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 406.6mm Dia: 139mm Wire Dia: 12.9mm
 Type Rear: Coil Height/Length: 290mm Dia: 105mm Wire Dia: 13.6mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2278 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Bertone (Fiat)
Model: X 1/9

Year: '83, 84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 86.4 x 63.9mm
Capacity 1498cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 36mm
 Exhaust 33mm
Spark Plug Champion KNSY
Induction System Bosch L Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 4.09
 2. 2.235
 3. 1.461 or 1.469
 4. 1.033 or 1.043
 5. 0.863
Final Drive Ratios(S): 4.077:1

CHASSIS

Wheelbase: 86.7 Track Front: 53.3 Rear: 53.1
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Alloy

Tire Size:

Delivered: 165/70R13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 170mm Dia: NA Wire Dia: 11.2mm

Type Rear: Coil Height/Length: 200mm Dia: NA Wire Dia: 12.2mm

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: 7° ± 30' Camber: -1° ± 20'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Disc	227mm	

WEIGHT: 2125 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Chevrolet Year: '84 Class: SSC
Model: Cavalier Type 10 2.OL (F41) (Notch'B, Hatch'B)

ENGINE: 4 Inline OHV

Bore x Stroke 3.50 x 3.15
Capacity 121 CID
Compression Ratio 9.3:1
Valve Head Dia.
 Intake 1.60
 Exhaust 1.38
Spark Plug ACR42CTS
Induction System EFI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std. 5 sp
 1. 3.53 3.91
 2. 1.95 2.15
 3. 1.24 1.33
 4. 0.81 0.92
 5. 0.74
Final Drive Ratios(S): 4.10:1, 3.83:1

CHASSIS

Wheelbase: 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel/Alloy

Tire Size:
Delivered: P195/170R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications: F41
Type Front: Coil Height: 16 Dia: 5.47 Wire Dia: .50
Type Rear: Coil Height/Length: 11.42 Dia: 4.13 Wire Dia: .54

Sway Bar(s) Diameter(s) Front: 24mm Rear: 30mm

Caster: NON-ADJ Camber: +0.6° ± 0.5°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2300 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options
D80 rear spoiler

CLASS C

Manufacturer: Ford
Model: Tempo 2.3 FWD

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2294cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 44mm
 Exhaust 38mm
Spark Plug Motorcraft AWSF-62
Induction System Holley IV

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd 5 spd
 1. 3.23 3.60
 2. 1.92 2.12
 3. 1.23 1.39
 4. 0.81 1.02
 5. 1.02
Final Drive Ratios(S): 3.04:1 (4 spd only) 3.33:1/2.50:1 (5 spd)

CHASSIS

Wheelbase: 99.9 Track Front: 54.7 Rear: 57.6
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel
 TRX 14.3 5.3 Alloy

Tire Size:
Delivered: P175/80R13, P185/65R363
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 230mm Dia: 110mm Wire Dia: 12.5mm
Type Rear: Coil Height/Length: 223mm Dia: 110mm Wire Dia: 11.5mm
Sway Bar(s) Diameter(s) Front: 26mm (4 spd) 28mm Rear: NA
Caster: +0.55°/2.05° Camber: L: +1.25°/2.75° R:0.85°/2.35°
Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	235	
Rear:	Drum	203	39mm

WEIGHT: 2000 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Honda
Model: Accord 1.9

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 91mm
Capacity 1830cc
Compression Ratio 9.4:1
Valve Head Dia.
 Intake 35mm
 Exhaust 30mm
Spark Plug NGK B6ES
Induction System Keihin 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.18
 2. 1.94
 3. 1.29
 4. 0.90
 5. 0.72
Final Drive Ratio(s): 3.88:1

CHASSIS

Wheelbase:..... 94.3 Track: Front: 51.4 Rear: 51.4
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered..... 185/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: NA Dia: NA Wire Dia: NA
Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: 0°20' Camber: 1°20'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc		
Rear:	Drum		

WEIGHT: 2073 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Honda
Model: Civic CRX 1.5

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 74 x 86.5mm
Capacity 1488cc
Compression Ratio 9.2:1
Valve Head Dia.
 Intake 27.1mm
 Exhaust 29.1mm
Spark Plug NGK BUR6EB-11, ND W20EKR-S11
Induction System 1 KEININ 3V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.916
 2. 1.764
 3. 1.181
 4. 0.846
 5. 0.714
Final Drive Ratios(S): 4.266:1

CHASSIS

Wheelbase: 86.6 Track Front: 55.1 Rear: 55.7
Wheel Diameter: 13" Rim Width: 5.0 Mat'l: Steel
 13 5.5 Alloy

Delivered: 175/70R-13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Torsion Bar Height: Dia: 19.7mm Wire
Dia.:

Type Rear: Coil Height/Length: 234mm Dia: 64 to 100.5mm Wire
Dia. 10mm

Sway Bar(s) Diameter(s) Front: 16mm Rear: 17mm

Caster: 2°25' 1.1' Camber: 0° ± 1°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc Vented	7.5"	
Rear:	Drums	7.1"	

WEIGHT: 1803 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Honda
Model: Civic Hatchback 1.5 FWD

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 74.0 x 86.5mm
Capacity 1488cc
Compression Ratio 9.2:1
Valve Head Dia.
 Intake 27.1mm
 Exhaust 29.1mm
Spark Plug NGK BUR6EB-11
Induction System Keihin PRI 22mm SEC 29mm EA10B (Calif.) EA10A

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 2.916
 2. 1.764
 3. 1.181
 4. 0.846
 5. 0.714
Final Drive Ratios(S): 4.266:1, 4.066:1

CHASSIS

Wheelbase: 93.7 Track Front: 55.1 Rear: 55.7
Wheel Diameter: 13" Rim Width: 5.0 Mat'l: Steel
 13 5.5 Alloy

Tire Size:
Delivered: P175/70SR13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Torsion Length: 611.9mm Dia: NA Wire Dia: 20.6mm

Type Rear: Coil Height/Length: 239mm Dia: 100.5mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 18mm Rear: 17mm

Caster: 2°20' ± 1° Camber: 0° ± 1°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	231mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1750 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Isuzu
Model: Impulse

Year: '84 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 87 x 82.0mm
Capacity 1949 cc
Compression Ratio 9.2:1
Valve Head Dia:
 Intake 42mm
 Exhaust 34mm
Spark Plug NGK BRP GES-11
Induction System Hitachi Injection

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.79
 2. 2.17
 3. 1.41
 4. 1.00
 5. 0.79
Final Drive Ratio(s): 3.91:1

CHASSIS

Wheelbase:..... 96.0 Track: Front: 53.4 Rear: 53.9
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
 Delivered..... P195/60R14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 413mm Dia: NA Wire Dia: 14mm

Type Rear: Coil Height/Length: 347mm Dia: NA Wire Dia: 9.12 to 12.5mm
Sway Bar(s) Diameter(s): Front: 23mm Rear: 15mm

Caster: 5° +1° Camber: 0° + 30'
 -1°30' -1°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	248mm Vented	
Rear:	Disc	248mm Vented	

WEIGHT: 2626 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Mazda
Model: GLC, Sport

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 77 x 80mm
Capacity 1490cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 36.05mm
 Exhaust 31.05mm
Spark Plug NGK BPR5ES, BPR6ES
Induction System Hitachi 2V Pri. 26mm Sec. 30mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.416
 2. 1.947
 3. 1.290
 4. 0.918
 5. 0.731
Final Drive Ratio(s): 3.85:1

CHASSIS

Wheelbase 93.1 Track Front: 54.7 Rear: 54.9
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel
 Sport: 5.0 Sport: Alloy
Tire Size:
 Delivered: 155SR13, Sport 175/70SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 379mm Dia: 132.2mm Wire Dia: NA
Type Rear: Coil Height/Length: 364mm Dia: 114mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front 27.2mm Rear: 22.2mm, Sport 25.4mm

Caster: 1°55' ± 45' Camber: 0°55' ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1810 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

CLASS C

Manufacturer: Mazda
Model: 626

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 98mm
Capacity 1970cc
Compression Ratio 8.6:1
Valve Head Dia.
 Intake 42 ± 0.1mm
 Exhaust 33 ± 0.1mm
Spark Plug NGK BP5ES, BP6ES
Induction System Nipon Kikaki 2V Pri. 32mm Sec. 34mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.214
 2. 1.818
 3. 1.296
 4. 1.000
 5. 0.860
Final Drive Ratio(s): 3.63:1

CHASSIS

Wheelbase 98.8 Track Front: 53.9 Rear: 54.3
Wheel Diameter: 14" Rim Width: 5.0 Mat'l: Steel/Alloy
 15 6.0 Alloy

Tire Size:

Delivered: 165R 14, 185/70SR14, 195/60SR15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 370.5mm Dia: 125mm Wire Dia: NA
Type Rear: Coil Height/Length: 352 Dia: 95mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 21mm Rear: 16mm

Caster: 3°27' ± 45' Camber: 1°14' ± 30'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	231mm	
Rear:	Drum	228.6mm	42mm

WEIGHT: 2475 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Mercury
 Model: Lynx RS, 1.6 4-spd

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 80 x 79.5mm
 Capacity 1599cc
 Compression Ratio 8.8:1
 Valve Head Dia.
 Intake 42mm
 Exhaust 37mm
 Spark Plug Motorcraft AGSP-32
 Induction System EFI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.58
 2. 2.05
 3. 1.21
 4. 0.81
 5.
 Final Drive Ratio(s): 3.59:1 Hi Alt. 4.05:1

CHASSIS

Wheelbase 94.2 Track Front: 54.7 Rear: 56.0
 Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel

Tire Size:
 Delivered: P165/80R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: 166.5 Dia: 86mm Wire Dia: 10.9mm
 Type Rear: Coil Height/Length: 144mm Dia: 84mm Wire Dia: 11.8mm

Sway Bar(s) Diameter(s) Front: 24mm Rear: NA

Caster: + 0.55° to 2.05° Camber: L: + 1.4° to 2.9°
 R: 0.95° to 2.45°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	236mm	
Rear:	Drum	180mm	

WEIGHT: 1840 lbs.

OPTIONAL EQUIPMENT

- Appearance options except alloy wheels
- Audio options
- Convenience options except automatic transmission
- Protection options

CLASS C

Manufacturer: Mercury
Model: Topaz 2.3 FWD

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 96 x 79.4mm
Capacity 2294cc
Compression Ratio 9.0:1
Valve Head Dia.
 Intake 44mm
 Exhaust 38mm
Spark Plug Motorcraft AWFE-62
Induction System Holley IV

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: 4 spd 5 spd
 1. 3.23 3.60
 2. 1.92 2.12
 3. 1.23 1.39
 4. 0.81 1.02
 5.
Final Drive Ratios(S): 3.04:1 (4 spd only) 3.33:1/2.50:1 (5 spd)

CHASSIS

Wheelbase: 99.9 Track Front: 59.7 Rear: 57.6
Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Steel
 TRX 14.3 5.3 Alloy

Tire Size:
Delivered: P175/80R13, P185/65R363
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 230mm Dia: 110mm Wire Dia: 12.5mm
Type Rear: Coil Height/Length: 223mm Dia: 110mm Wire Dia: 11.5mm

Sway Bar(s) Diameter(s) Front: 26mm (4 spd) 28mm. Rear: NA

Caster: +0.55°/2.05° Camber: L:0.875°/2.35°, R:0.85°/2.35°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	235mm	
Rear:	Drum	203mm	39mm

WEIGHT: 2000 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: Stanza 2.0 FWD

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 84.5 x 88mm
Capacity 1974cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 40mm
 Exhaust 35mm
Spark Plug NGK BPRGES-11
Induction System Hitachi 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.06
 2. 1.82
 3. 1.20
 4. 0.90
 5. 0.73
Final Drive Ratios(S): 3.55:1

CHASSIS

Wheelbase: 97.2 Track Front: 56.3 Rear: 55.5
Wheel Diameter: 36 Rim Width: 5.0 Mat'l: Steel

Tire Size:

Delivered: 165SR13, 185/70SR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 409.5mm Dia: 130mm Wire Dia: Pink & Wht

Type Rear: Coil Height/Length: 342mm Dia: 140mm Wire Dia: Yel & Pur

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: 40' to 2°10' Camber: -45' to 45'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	232mm	
Rear:	Drum	203mm	35mm

WEIGHT: 2100 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: 200SX 2.0

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 89.5 x 88mm
Capacity 1974cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 40mm
 Exhaust 35mm
Spark Plug NGK BRP6ES-11
Induction System Bosch LJetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.59
 2. 2.06
 3. 1.36
 4. 1.00
 5. 0.81
Final Drive Ratios(S): 3.07:1

CHASSIS

Wheelbase: 95.5 Track Front: 54.3 Rear: 53.5
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Alloy

Tire Size:
Delivered: 185/70SR14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 388mm Dia: 129.7mm Wire Dia: NA
Type Rear: Coil Height/Length: 374mm Dia: 90.5mm Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 25mm Rear: 22mm

Caster: 1°45' to 3°15' Camber: -40' to 50'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	253mm	
Rear:	Disc	269mm	

WEIGHT: 2400 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Nissan
Model: Pulsar NX

Year: '84 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 76 x 88mm
Capacity 1597 cc
Compression Ratio 9.4:1
Valve Head Dia:
 Intake 37mm
 Exhaust 30mm
Spark Plug NGK BPR5ES-11
Induction System Hitachi 2V Pri. 28mm, Sec. 32mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.33
 2. 1.95
 3. 1.28
 4. 0.90
 5. 0.73
Final Drive Ratio(s): 3.55:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 54.9 Rear: 54.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:
 Delivered..... P175/70SR13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: L 375mm Dia: 110mm Wire Dia: NA
 R 366mm
Type Rear: Coil Height/Length: 304mm Dia: 100mm Wire Dia: Red 2 Blue
Sway Bar(s) Diameter(s) Front: 22mm Rear: NA
Caster: 45' to 2°15' Camber: 35' to 1°05'
Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	240mm	
Rear:	Drum	180mm	35mm

WEIGHT: 1925 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

CLASS C

Manufacturer: Nissan
Model: Sentra

Year: '84 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 76 x 88mm
Capacity 1597 cc
Compression Ratio 9.4:1
Valve Head Dia:
 Intake 37mm
 Exhaust 30mm
Spark Plug NGK BPR5ES-11
Induction System Hitachi 2V Pri. 28mm, Sec. 32mm

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.33
 2. 1.95
 3. 1.28
 4. 0.90
 5. 0.73
Final Drive Ratio(s): 3.55:1

CHASSIS

Wheelbase:..... 94.5 Track: Front: 54.9 Rear: 54.1
Wheel Diameter: 13 Rim Width: 4.5 Mat'l: Steel

Tire Size:

 Delivered P175/70SR13
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: L 375mm Dia: 110mm Wire Dia: NA
 R 366mm
Type Rear: Coil Height/Length: 304mm Dia: 100mm Wire Dia: Red 2 Blue
Sway Bar(s) Diameter(s) Front: NA Rear: NA
Caster: 45' to 2°15' Camber: 35'to 1°05'
Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	240mm	
Rear:	Drum	180mm	35mm

WEIGHT: 1925 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Oldsmobile
Model: Firenza 1.8

Year: '84 Class: SSC

ENGINE 4 Inline OHC
Bore x Stroke 89 x 74mm
Capacity 1842cc
Compression Ratio 9.0:1
Valve Head Dia.
Intake 40.8mm
Exhaust 35.2mm
Spark Plug AC R42TS
Induction System Rochester 2V (Computer Control)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.53
2. 1.95
3. 1.24
4. 0.81
5.
Final Drive Ratio(s): 3.32:1

CHASSIS

Wheelbase 101.2 Track Front: 55.4 Rear: 55.2
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel

Tire Size:
Delivered: P195/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: 406.6mm Dia: 139mm Wire Dia: 12.9mm
Type Rear: Coil Height/Length: 290mm Dia: 105mm Wire Dia: 13.6mm

Sway Bar(s) Diameter(s) Front: 22mm Rear: NA

Caster: Not Adj. Camber: Not Adj.

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2278 lbs.

OPTIONAL EQUIPMENT

Appearance options except alloy wheels
Audio Options
Convenience options except automatic transmission
Protection options

..... otherwise specified

Manufacturer: Pontiac
Model: Fiero 2.5 WS6 Handling Pkg.

Year: '83 Class: SSC

ENGINE 4 Inline OHV

Bore x Stroke 101.6 x 76.2mm
Capacity 2471 cc
Compression Ratio 9.0:1
Valve Head Dia:
 Intake 1.72
 Exhaust 1.50
Spark Plug AC R44TSX
Induction System GM Throttle Body F.I.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.53
 2. 1.95
 3. 1.24
 4. 0.84
 5.
Final Drive Ratio(s): 4.10:1

CHASSIS

Wheelbase:..... 93.4 Track: Front: 57.8 Rear: 58.7
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
 Delivered..... P215/60R14
 SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 193mm Dia: 86mm Wire Dia: 12.7mm

Type Rear: Coil Height/Length: 200mm Dia: 166mm Wire Dia: 15.4

Sway Bar(s) Diameter(s): Front: 23mm Rear: NA

Caster: + .50° ± .50±. 20° Camber: + .50° ± 80°

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Disc	256mm	

WEIGHT: 2418 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Pontiac Year: '84 Class: SSC
 Model: Sunbird LE Coupe 1.8L

ENGINE: 4 Inline OHC
 Bore x Stroke 84.8 x 79.5mm
 Capacity 1802cc
 Compression Ratio 9.0:1
 Valve Head Dia.
 Intake 41mm
 Exhaust 35mm
 Spark Plug ACR44LS
 Induction System EFI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.91
 2. 2.15
 3. 1.45
 4. 1.03
 5. 0.74
 Final Drive Ratios(S): 3.19:1, 3.45:1

CHASSIS

Wheelbase: 101.2 Track Front: 55.4 Rear: 55.2
 Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Steel/Alloy

Tire Size:
 Delivered: P195/80R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications: Y99
 Type Front: Coil Height: 16 Dia: 5.47 Wire Dia: .50
 Type Rear: Coil Height/Length: 11.42 Dia: 4.13 Wire Dia: .54

Sway Bar(s) Diameter(s) Front: 28mm Rear: 19mm

Caster: 1.75° ± 1.0° Camber: +0.7° ± 0.5°

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	247mm	
Rear:	Drum	200mm	45mm

WEIGHT: 2270 lbs.

OPTIONAL EQUIPMENT

Appearance options except
 Audio options
 Convenience options except automatic transmissions
 Protection options

CLASS C

Manufacturer: SAAB-Scania
Model: SAAB 900, 900S

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 90.0 x 78.0mm
Capacity 1985cc
Compression Ratio 9.25:1
Valve Head Dia.
Intake 42mm
Exhaust 35.5mm
Spark Plug NGK BP6ES
Induction System Bosch C.I.S.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 13.94
2. 7.88
3. 5.29
4. 3.80
5. 3.08
Final Drive Ratio(s): 3.67:1

CHASSIS

Wheelbase 99.1 Track Front: 56.3 Rear: 56.7
Wheel Diameter: 15 Rim Width: 5.5 Mat'l: 900 Steel
900S Alloy

Tire Size:

Delivered: 185/65SR15

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 373mm Dia: 14.4mm Wire Dia: Lt Grn
or Grn
Type Rear: Coil Height/Length: L: 308mm Dia: L: 14.8mm Wire Dia: L It
R: 311mm R: 15.0mm Grn or Grn

Sway Bar(s) Diameter(s) Front: NA Rear: NA R: Wht or Blk

Caster: $2^{\circ} \pm \frac{1}{2}^{\circ}$ Camber: $\frac{1}{2}^{\circ} \pm \frac{1}{2}^{\circ}$

Ride Height: Fender to wheel centerline FT: 14.0 RR: 14.4

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	276mm	
Rear:	Disc	267.5mm	

WEIGHT: 900—2572 lbs., 900S—2579 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options

Manufacturer: Toyota Year: '84 Class: SSC
 Model: Corolla, Sport Coupe SR-5 Sport Pack

ENGINE 4 Inline OHC

Bore x Stroke 81 x 77mm
 Capacity 1587 cc
 Compression Ratio 9.0:1
 Valve Head Dia:
 Intake 36mm
 Exhaust 31mm
 Spark Plug NGK BPR5EA, N.D. W14EXR-U11
 Induction System Aisan 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.587
 2. 2.022
 3. 1.384
 4. 1.000
 5. 0.861
 Final Drive Ratio(s): 3.58:1 or 3.90:1

CHASSIS

Wheelbase:..... 94.4 Track: Front: 52.7 Rear: 52.9
 Wheel Diameter: 13 Rim Width: 5.0 Mat'l: Alloy

Tire Size:
 Delivered..... 185/70R13
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
 Type Front: Coil Height: R: 407.3mm Dia: R: 123mm Wire Dia: NA
 L: 414.4mm L: 122.4mm
 Type Rear: Coil Height/Length: 366mm Dia: 108.5mm Wire Dia: NA

Sway Bar(s) Diameter(s): Front: 22mm Rear: 15mm

Caster: Camber:

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	227.2mm	Vented
Rear:	Drum	228.6mm	

WEIGHT: 2000 lbs.

OPTIONAL EQUIPMENT

Appearance options
 Audio options
 Convenience options except automatic transmissions
 Protection options

All dimensions in inches unless otherwise specified

79C

CLASS C

Manufacturer: Toyota
Model: Celica GT, ST, 2, 4

Year: '84 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 92 x 89mm
Capacity 2366 cc
Compression Ratio 9.0:1
Valve Head Dia:
 Intake 45mm
 Exhaust 37mm
Spark Plug ND W16EXR-U, NGK BPR5EY
Induction System Aisan 2V (ST only)
 EFI (GT only)

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.286
 2. 1.894
 3. 1.276
 4. 1.000
 5. 0.783
Final Drive Ratio(s): 3.42:1

CHASSIS

Wheelbase: 98.4 Track Front: 54.9 Rear: 53.7
Wheel Diameter: 14 Rim Width: 5.5 Mat'l: Steel
 14 6.0 Alloy

Tire Size:
 Delivered:185/70R14
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: 424mm Dia: R: 137.2mm Wire Dia: NA
Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia:

Sway Bar(s) Diameter(s): Front: 22mm Rear: 15mm
 24mm w/power steering
Caster: 3°20' ± 45' Camber: 55' ± 45'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	

WEIGHT: 2320 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: Toyota
Model: Celica GT, "S", 2, 4

Year: '84 Class: SSC

ENGINE: 4 Inline OHC
Bore x Stroke 92 x 89mm
Capacity 2366cc
Compression Ratio 9.0:1
Valve Head Dia.
Intake 45mm
Exhaust 37mm
Spark Plug ND W16EXR-U, NGK BPR5EY
Induction System Aisan 2V

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.286
2. 1.894
3. 1.276
4. 1.000
5. 0.783
Final Drive Ratio(s): 3.42:1

CHASSIS

Wheelbase 98.4 Track Front: 54.9 Rear: 53.7
Wheel Diameter: 14 Rim Width: 7.0 Mat'l: Alloy

Tire Size: 225/60H14
Delivered:
SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:
Type Front: Coil Height: R: 424mm Dia: R: 137.2mm Wire Dia: NA
L: 430mm L: 139.2mm
Type Rear: Coil Height/Length: 363mm Dia: 108mm Wire Dia:

Sway Bar(s) Diameter(s) Front: 22mm Rear: 15mm

Caster: 3°20' ± 45' Camber: 55' ± 45'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES	Type	Diameter	Width (Drum)
Front:	Disc	255.5mm	
Rear:	Drum	228.6mm	

WEIGHT: 2320 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmission
Protection options
Sway bar 24mm w/power steering

..... inches unless otherwise specified

Manufacturer: VW
Model: Jetta 1.8

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 81 x 86.4mm
Capacity 1780cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 40mm
 Exhaust 33mm
Spark Plug Bosch W7D, WR705
Induction System Bosch CSI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.45
 2. 2.12
 3. 1.44
 4. 1.13
 5. 0.89
Final Drive Ratios(S): 3.94:1

CHASSIS

Wheelbase: 94.5 Track Front: 55.3 Rear: 54.0
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:

Delivered: 185/60HR14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: NA Rear: NA

Caster: +1° to 0.2°20' Camber: -10' to 50'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1990 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: VW
Model: Rabbit GTi

Year: '84 Class: SSC

ENGINE 4 Inline OHC

Bore x Stroke 81 x 86.4mm
Capacity 1780 cc
Compression Ratio 8.5:1
Valve Head Dia:
 Intake 40mm
 Exhaust 33mm
Spark Plug Champion N8GY, Bosch WR705
Induction System Bosch K Jetronic

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
1. 3.45
2. 2.12
3. 1.44
4. 1.13
5. 0.91
Final Drive Ratio(s): 3.94:1

CHASSIS

Wheelbase: 94.5 Track Front: 55.3 Rear: 54.0
Wheel Diameter: 14 Rim Width: 6.0 Mat'l: Alloy

Tire Size:
Delivered 185/60HR 14

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height 203.5mm Dia: 111.5mm Wire Dia: 11.83mm

Type Rear: Coil Height/Length: 269mm Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 16.5mm Rear: 20.5mm

Caster: + 1°50' ± 30' Camber: + 20' ± 30'

Ride Height: Fender to wheel centerline: FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1800 lbs.

OPTIONAL EQUIPMENT

Appearance options
Audio options
Convenience options except automatic transmissions
Protection options

Manufacturer: VW
Model: Scirocco 1.8

Year: '84 Class: SSC

ENGINE: 4 Inline OHC

Bore x Stroke 81 x 86.4mm
Capacity 1780cc
Compression Ratio 8.5:1
Valve Head Dia.
 Intake 40mm
 Exhaust 33mm
Spark Plug Bosch W7D, WR7DS
Induction System Bosch CSI

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.46
 2. 2.12
 3. 1.44
 4. 1.13
 5. 0.89
Final Drive Ratios(S): 3.94:1

CHASSIS

Wheelbase: 94.5 Track Front: 54.7 Rear: 53.5
Wheel Diameter: 13 Rim Width: 5.5 Mat'l: Alloy

Tire Size:

Delivered: 175/70HR13

SEE SCCA TIRE CHART IN BACK FOR OTHER SIZES

Spring Specifications:

Type Front: Coil Height: NA Dia: NA Wire Dia: NA

Type Rear: Coil Height/Length: NA Dia: NA Wire Dia: NA

Sway Bar(s) Diameter(s) Front: 16.5mm Rear: 20.5mm

Caster: + 1' to 0.2°20' Camber: - 10' to 50'

Ride Height: Fender to wheel centerline FT: RR:

BRAKES

	Type	Diameter	Width (Drum)
Front:	Disc	239mm	
Rear:	Drum	180mm	30mm

WEIGHT: 1890 lbs.

OPTIONAL EQUIPMENT

Appearance options except
Audio options
Convenience options except automatic transmissions
Protection options

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Sports Car Club of America, Inc.

6750 S. Emporia St.

P.O. Box 3278

Englewood, Colorado 80155

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Printed in the United States of America

1/1/84

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1/1/83



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Homologation forms must be on file with SCCA Inc. in Colorado USA for any car to be allowed to compete in any SCCA event.

These forms may be requested from:

SCCA Inc.
6750 South Emporia Street
Englewood, CO 80012
ATTN: Technical Administrator

1985

SPORTS CAR CLUB OF AMERICA, INC.

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Printed in the United States of America

1/1/85

SPORTS RACING CATEGORY

All automobiles must comply to GCR Appendix A.1 "Automobiles General Regulations"

Supplementary Regulations for an event or series of events may provide for combining any of these classes.

3. **SCCA SPORTS RACING CATEGORY (SPORTS 2000,
SEE SECTION 3.13)**

The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single seater). They shall conform to the following requirements.

Sports Racing Category cars built prior to January 1, 1966 need not comply with the minimum door and cockpit width dimensions, but must comply with all other requirements.

Former Formula A (F-5000) cars must have appropriate body-work to compete as AS/R in regional events, if the car remains in its original Formula A (F-5000) configuration it may also compete in regional events as as AS/R.

Cars conforming to the 1978- and on Can Am specifications, with aerodynamic skirts removed, may compete in ASR.

Single seat Formula car chassis (Ex.: FA, FC, FF, FV) fitted with enclosed bodies (as specified in these rules) may run in the Sports Racing Class (ASR, CSR, DSR) appropriate for their engine displacement and GCR Appendix a, 3.2. The ex-Formula car chassis need not have any former engine(s) fitted. Converted cars will maintain their former SCCA registration vehicle number. Each converted car will have a new vehicle logbook (with new pictures); however, the former logbook will be securely attached to the new logbook. This procedure will enable Race Officials and Scrutineers to identify a single-seat Sports Racer as formerly having been a bonafide Formula car.

Sports racing cars shall be classified according to engine displacement and divided into classes as follows:

- A- Sports Racing, Can-Am and former Formula A (F-5000)
Regional events only
- C-Sports Racing
- D-Sports Racing

3.1 ASR Classification--Sports Racing cars shall be classified according to engine displacement as follows: Regional Class Only

Engine Type	Displacement	Induction	Weight
Rotary Piston	2292cc Max	Unrestricted	1146 lbs.
Racing	1300cc-2000cc	Unrestricted	1146 lbs.
Racing	2001cc-3000cc	Unrestricted	1322 lbs.
Stock block & Cyl. Heads	3001cc-4000cc	Fuel Injection or Carburetor, one 4150 Holley 1 11/16	1422 lbs.
Stock block & Cyl. Heads	4001cc-5000cc	Fuel Injection or carburetor, one 4150 Holley 1 11/16	1631 lbs.

Turbo charging/supercharging is prohibited.

Engine, Rotary Piston

1. Changing the capacity of the working chamber(s) is prohibited.
2. The eccentric shaft may be replaced with another of the same basic material, but no changes in eccentricity of journal dimensions are permitted.
3. The rotor is unrestricted providing the number of lobes remains unchanged.
4. Alternate rotor housing are allowed only when submitted by the manufacturer and recognized by the Competition Board. No changes are allowed in the epitrocoidal curve in alternate housing.
5. Rotary engine cars must be equipped with a suitable muffler.

3.2 CSR Classification--

Size	Type	Induction
850cc to 1300cc	2 - cycle or 4 valves per cylinder max.	unrestricted
up to 1450cc	OHC crossflow 2 valves per cylinder	carburetors only
up to 1615cc	OHV crossflow or non-crossflow or OHC non-crossflow 2 valves per cylinder	carburetors only

up to 1615cc	OHC crossflow 2 valve per cylinder	36 mm Venturis, carburetors only
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Manifold: individual runner, no plenum, or balance pipes

All engine in class CSR over 1300cc must be derived from cars listed as eligible for the SCCA Production or GT Category. Toyota 1588cc, DOHC, 2 valves per cylinder is approved.

C Sports Racing engines over 1300cc may be modified as provided for in the current GT 2, 3 & 4 rules, except that the bore, crankshaft stroke and flywheel are unrestricted providing the appropriate specified displacement limit is not exceeded. The induction restriction on the 1615cc overhead cam crossflow still applies. Turbocharging or supercharging is allowed with a displacement factor of 1.7, restricted to 1300cc equivalent (765cc).

3.3 DSR—Classification

Up to 850cc 2 cycle

Up to 900cc 4 cycle

Rotary piston of equivalent displacement
cc X 2 = 900cc

Up to 1025cc 4 cycle, 2 valves
per cylinder max.

Up to 1200cc Automotive based 4 cycle
2 valves per cylinder max.

NO ENGINES USED IN D-SPORTS RACING SHALL HAVE MORE THAN FOUR CYLINDERS.

D/Sports Racing engines over 1025cc may be modified as specified in the current GT-2, 3, and 4-rules, except that the cylinder bore, crankshaft stroke and flywheel are unrestricted providing that the total displacement does not exceed 1200cc.

DSR Induction:

Carburetion unrestricted, fuel injection unrestricted, "turbocharging and supercharging equivalent formula 1.7 restricted to 1025cc equivalent (603cc).

Rotary Piston Engines:

Cars with rotary piston engines covered by the NSU-Wankel patents shall be classified on the basis of a piston displacement equivalent of twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

Other Designs:

Turbine- and steam-powered engines are prohibited.

3.4 Safety Equipment --

Shall comply with GCR Appendix A, Section 1.5.1.

In addition:

- a. Batteries. See GCR Appendix A. 1.5.2.
- b. Glass headlight lenses and bulbs on the front of the car are prohibited.
- c. All Sports Racing Category cars must provide protection for lower torso and legs of the driver by means of tubing and/or monocoque structure.
- d. Cars must have two red brake lights fitted with 15 watt (minimum) bulbs.
- e. Roll cages/bars shall comply with Appendix Z for Sports Racers.

3.5 Bodywork (See GCR Appendix A 1.5.9).

Bodywork shall provide comfort and safety for driver and a passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements.

- a. The bodywork as viewed from the side and above must cover all mechanical components except that the intake, exhaust and radiators may be exposed. The bodywork must extend over the full width of the tires for at least one third (1/3) of their circumference as viewed from the side, the tires shall not be seen as viewed from above, although the rear tires may be exposed as viewed from the rear. Ventilation slots are permitted. Cycle type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender. Aerodynamic skirts are prohibited. See next section for definition.
- b. THIS SECTION APLIES TO C & D SPORTS RACING ONLY:
It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle.

Thus, for the full width of the body the floor pan will be a minimum of 45% of the wheelbase, the lower surface (surface licked by the airstream) shall not exceed 2.54 cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission or final drive housing.) No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1 cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. Aerodynamic devices must be securely mounted on the entirely sprung part of the car and not be moveable when the car is in motion. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water/oil) must pass through these heat exchangers.

c. Dimensions

- 1) Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115 cm (45 inches) above the ground with car in normal racing trim, driver aboard. Neither the safety roll bar or the engine induction intake shall provide an aerodynamic downforce.
- 2) Width: The maximum width shall not exceed 221 cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10 cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires.
- 3) Length: The maximum overall length shall be 485.3 cm (195 inches).
- 4) Cockpit: The driver's seat must be capable of being entered without the removal or manipulation of any part or panel (except for those closed cockpit cars which are specifically allowed by the SCCA). The cockpit opening must comply with the following minimum dimensions for both single and two seater sports racers:
Cockpit length: 60 cm (23.662 inches)
Cockpit width: 45 cm (17.717 inches) maintained over 30 cm (11.811 inches) from the most rearward point of the seat backrest toward the front.

- d. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rearview mirror(s) shall provide the driver with visibility to the rear of both sides fo the car.
- e. Windscreens are optional.
- f. Bodywork shall provide comfort and safety for both driver and a passenger. There shall be seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car. The passenger's space and seat shall remain usable throughout the competition and shall not be encroached upon by an element of the car or equipment except as provided in these Rules.
- g. The following minimum weight apply to single seat Sports Racers as qualified and raced.
CSR 1230 pounds with driver
DSR --- 980 pounds with driver
Ballast may be added for minimum weights.

3.7 Wheels and Tires —

There shall be no restriction on the size of wheels except for a minimum diameter of 10 inches provided they are identical for the right and left front axles, and identical for the right and left rear axles. Left and right front tires will be the same size; left and right rear tires will be the same size.

3.8 Self Starter

Cars shall be equipped with an automatic self starter and on-board power supply operated by the driver.

3.9 Brakes

These cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

A separate hand brake (emergency brake) is not required.

3.10 Bulkheads and Tanks:

Fuel tanks shall be isolated by means of bulkheads and vented so that in case of spillage, leakage, or failure of a tank, fuel and

fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tanks shall be exposed to any part of the driver or passenger compartment. Safety fuel cells of approved manufacturers (Ref.: Appendix X) are highly recommended in all cars. Mandatory for all cars newly registered after 1/1/83.

- 3.11 Sports Racers of new construction (design, plans/pictures must be submitted to Club Racing Technical Administrator for homologation before competing).
- 3.12 **EXCEPTION:** Cars classified to compete in other SCCA Categories that have been modified and do not qualify for that category may be allowed to compete in the Sports Racing Category in Regional events only. These cars may exceed 45" in height provided that part of the vehicle which is higher than 45" above the ground shall have no special or significant aerodynamic function.

Sports 2000 is a restricted class. Therefore any allowable modifications, changes or additions are as stated herein. There are no exception. IF IN DOUBT, DON'T. Homologation is required for all cars registered after 1/1/83.

3.13 Sports 2000 —

1. Definition.

Open cockpit two seater rear engine sports racing car using a standard Ford 2000cc single overhead camshaft "NE" series engine.

2. Safety Requirements.

All safety equipment must comply with Appendix A.1.5.1 of the General Competition Rules.

3. Chassis.

- a. There are no restrictions on the type of construction. No engine oil or water tubes are permitted within the cockpit.
- b. It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, the chassis and body surfaces which comprise the underside of the car must not deviate from a flat plane by more than 2.5 cm (1 inch). For this purpose the underside is defined as being within the rectangular area along the length between the front edge of the front wheels and the rear edge of the rear wheels and across the outside of the front and rear rims. No aerodynamic devices (e.g. "skirts", body sides, etc.) shall extend below this surface anywhere on the car to the rear of the front wheels.

4. Bodywork Including Airfoils.

- a. The body must provide a cockpit for two seats and cover all mechanical components including wheels and suspension members except for the exhaust pipe, induction system and camshaft cover which may protrude through the engine cover.
- b. Between the front and rear axle lines the body must:
 - (i) Maintain over a minimum of 70% of the length of the wheelbase and over a depth of 20 cm (7.9 in) a minimum body width exceeding the greatest overall width across the tires less 15 cm (5.9 in).
 - (ii) Exceed in height the top of the tires over a width of 50 cm (19.7 in) excepting only cockpit and engine openings. There must be no gap between the main body and the

- c. The body above chassis level in the region of the cockpit must not be reinforced in any way which would complicate or hinder the rescue of the driver.
- d. The cockpit opening seen in plan view must be symmetrical about the longitudinal axis of the car and must be large enough for a horizontal rectangle of 80 cm (31.5 in) by 40 cm (15.75 in) to be passed through with its minor axis aligned with the vehicle's longitudinal axis.
- e. Space for two seats must be provided each of at least 40 cm (15.75 in) width and be positioned symmetrically about the vehicle's longitudinal axis. There must be at least 25 cm (9.9 in) wide footspace for both driver and passenger measured at the pedals. The passenger space should provide as much seat space, elbow room, foot and leg room in terms of length, width and height as that of the driver. Battery boxes and fire systems are permitted in the passenger seat area.
- f. Maximum height with driver aboard, excluding safety roll-over bar, must not exceed at any time 90 cm (35.4 in) measured from the ground.
- g. Airfoils and/or spoilers which are capable of adjustment are only permitted if they are in the form of a flat surface mounted horizontally at the front of the vehicle and vertically $+ 20^{\circ}$ at the rear. There must be no gap between these surfaces, or any other airfoil, and the main body-work. All ducted air for heat exchangers (water/oil) must pass through those heat exchangers.

5. Engine.

The only permitted engine is the Ford 2 liter single overhead camshaft "NE" series engine or the 1971-1974 Pinto/Capri 2 liter single overhead camshaft engine (block casting number 70 HM6015 BA), with nominal bore 90.84 mm and stroke 76.95 mm. Production tolerances are permitted providing the total swept volume does not exceed 2000cc.

- a. The camshaft and rockers must remain entirely unmodified; they must be fully manufactured and ground by the Ford Motor Co. Offset keys are permitted. It is prohibited to grind from blanks, regrind or reprofile. Tuft-riding or Parkerising is permitted. Maximum valve lift at determined points by camshaft rotation will be established by using a low rate substitute valve spring. Load charac-

- teristics of special checking spring: 12 lbs. at 1.417 in. -- 30 lbs. at 1.000 in.
- b. A standard crankshaft must be used. Spot machining to achieve balance is permitted. Tufftriding, Parkerising, shot peening, shot blasting and polishing are permitted. Minimum weight 28 lbs.
 - c. The flywheel must be a standard component. The clutch may be a standard unit or AP cover plate assembly CP 2511-1 with driven plate CP 2374 or 2374-1. Spot machining to achieve balance is permitted. Flywheel bolts are free and locating dowels are permitted. Flywheel and clutch assembly minimum weight 29 lbs. (13.16 kg). A 1600 GT starter ring gear may be fitted.
 - d. Maximum compression ratio will be controlled as follows:
 - (i) Minimum Cylinder Head combustion chamber volume 50cc (not including head gasket). Polishing and/or tooling of the cylinder head to achieve only the required combustion chamber volume is permitted.
 - (ii) Standard Ford gasket; minimum thickness .9 mm, minimum diameter of cylinder aperture 92 mm.
 - (iii) Pistons must not protrude above cylinder block surface at TDC.
 - e. It is permissible to reshape inlet and exhaust ports by removal of metal within limits. Addition of material in any form is prohibited. Maximum diameter of inlet port at manifold head face 39.5 mm. Maximum dimensions of exhaust port at manifold face 35.5 mm x 27 mm. The distance between the valve centers and the angles of the valves must not be altered.
 - f. Pistons must be standard Ford production pistons, unmodified in any way except for balancing and as specified. Localized machining of the gudgeon pin bosses to achieve balance and weight and simple machining of the top surface of the piston crown within limits is permitted. Minimum weight of piston complete with rings and gudgeon pin and connecting rod less big-end bearings is 2 pounds, 15 ounces (1332.5 grams). Piston rings are unrestricted provided that:
 - 1. One oil control and two compression rings are used.
 - 2. No modifications are made to the piston for the installation of rings.
 - g. Valves must remain standard, no reprofiling is permitted.

The original 45 degree seat angle must be maintained.

Maximum face diameter inlet 42.2 mm

Maximum face diameter exhaust 36.2 mm

Maximum valve stem diameter 8.4 mm

- h. Connecting rods must be standard. Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerising, shot peening, shot blasting, polishing, etc., are permitted. It is permitted to radius the area around the big-end cap retaining bolts.
- i. Flexible mounts for the carburetor may be incorporated providing they do not exceed a maximum of 25.4 mm from flange to flange.
- j. Maximum valve lift against cam angle with zero tappet clearance: (Lift measured in mm.)

Angle	Inlet		Exhaust	
	Opening	Closing	Opening	Closing
0	10.442	10.442	10.442	10.442
5	10.36	10.36	10.36	10.36
10	10.11	10.11	10.11	10.11
15	9.69	9.69	9.69	9.69
20	9.11	9.11	9.11	9.11
25	8.37	8.37	8.37	8.37
30	7.45	7.45	7.45	7.45
35	6.38	6.38	6.38	6.38
40	5.17	5.17	5.17	5.17
45	3.86	3.86	3.86	3.86
50	2.59	2.58	2.58	2.59
55	1.50	1.47	1.47	1.50
60	0.86	0.81	0.81	0.86
65	0.65	0.56	0.56	0.65
70	0.54	0.43	0.43	0.54
75	0.46	0.33	0.33	0.46
80	0.37	0.19	0.19	0.37
85	0.26	0.08	0.08	0.26
90	0.20	0.01	0.01	0.20

- k. Engines will be mounted upright, and aligned fore and aft in the chassis.
- l. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27 mm venturi, its origin being from a 1600 GT "Kent" or 2000

SOHC NE engine. The Holly 5200 32/36 carburetor also may be used, carburetor with the swaged fuel inlet fitting, must be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted, jets may be changed, both chokes may open together, cold start devices and diffused bar may be removed, internal and external antisurge pipes may be fitted, seals on emission control carburetors may be removed. No other modifications are permitted, chokes must remain standard and no polishing or profiling is permitted.

- m. The addition of material by any means to any component is prohibited.
- n. It is permitted, as means of repair, to replace damaged valve seats and cylinder bores by replacement cast iron valve seat. Inserts and cast iron cylinder liners, valve guides may be replaced with cast iron or bronze, all to standard dimensions.
- o. Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.
- p. Non-standard rocker covers are permitted providing they in no way improve the performance of the engine.
- q. Standard valve spring retainers must be used and single valve springs only are permitted. Shims are permitted and valve springs are otherwise free.
- r. Exhaust system and manifold are unrestricted, within SCCA safety regulations.
- s. Lubrication system is unrestricted, dry sump is permitted. Localized machining of the cylinder block is permitted to allow fitting of the oil pump.
- t. Oil coolers are unrestricted.
- u. A liquid cooling system is mandatory but radiator and water pump are unrestricted. The radiator, if housed in or incorporating a cowl air-scoop deflector must comply with body regulations.
- v. Only the standard mechanical fuel pump for the engine is permitted.
- w. Distributors are unrestricted providing they retain the original drive and location. The distributor is defined as the component which triggers, times and distributes the L.T. and H.T. ignition currents. It is not permitted to fit/use components on the engine to trigger, time, or

- distribute the ignition current.
- x. Only the standard inlet manifold shall be used. No modifications will be permitted and the bore of the castings must remain untouched and in its original condition. The carburetor seat face may be machined to horizontal in the fore to aft plane. The water passage in the inlet manifold may be blanked off or plugged.
 - y. Gaskets and seals are unrestricted except for cylinder head and carburetor to inlet manifold gaskets which must be standard Ford manufacture for the engine.
 - z. Pump, fan and generator drive pulleys are unrestricted.
 - aa. The crankcase breather may be altered or removed, but all breathers must discharge into a catch tank.
 - bb. Mechanical tachometer drives may be fitted.
 - cc. Generators are optional.
 - dd. Standard oversize and undersize bearing are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.
 - ee. The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers which are not connected with or which do not support any moving parts of the engine is permitted.
 - ff. Only modifications or additions specifically covered by these regulations are permitted. All engine components not covered by these regulations must remain completely standard and unmodified.
6. Suspension.
All parts must be of steel or ferrous material, with the exception of hubs, hub adaptors and bushes. Front and rear hub carrier material must be steel or aluminum alloy. Rear hub carrier material on car manufactured before 1/1/83 material is unrestricted, but replacement parts shall be steel or aluminum alloy. Titanium prohibited. Springs: steel only.
7. Brakes.
Aluminum alloy brake calipers are prohibited, otherwise unrestricted.
8. Shock Absorbers. Effective 1/1/83
Design: Unrestricted, Case material: steel
9. Steering.
Unrestricted.
10. Wheels and Tires.
13 in. diameter wheels with maximum front rim width 6 in.

and rear 8 in. are the only wheel sizes permitted. Material is unrestricted providing it is metal.

11. Transmission.
 - a. The gearbox must include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than four forward gears. The ratios are unrestricted.
 - b. Rear wheel drive, only is permitted.
 - c. Final drive ratio is unrestricted.
 - d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip and lock differentials are prohibited.
12. Fuel System
Metal tank(s) may be used providing they are covered externally with a fire-proof protective coating approved by the SCCA, and that they are mounted within the main chassis structure. (For cars registered prior to 1/1/83)
There must be a liquid tight and fire-proof bulkhead separating the fuel tank(s) from the cockpit.
13. Fuel Capacity.
41 lit. (9 gal.) maximum.
14. Electrical.
A self starter is mandatory operated by the driver.
Two stop lights and two tail lights each of at least 15 watts rating must be operable.
15. Weight
1240 lbs. minimum with driver.
16. Windscreens are optional.
17. Bulkheads and Tanks--
Fuel tanks shall be isolated by means of bulkheads and so vented in case of spillage, leakage, or a failure of the tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tank shall be exposed to any part of the driver and passenger compartment. Safety fuel cells specifically approved by the SCCA. (Ref.: GCR Appendix X) are required for cars registered after 1/1/83.

RULES GOVERNING SCCA SPORTS RENAULT

3.14 SCCA Sports Renault

1. Definition

One design, fixed specifications, open cockpit, single seat sports racer with stock Renault, in-line, four cylinder, single overhead camshaft engine. Cars are manufactured by Renault Jeep/Sport and sold through the SCCA. All replacement parts are supplied through Renault Jeep/Sport and must be Official SCCA Sports Renault parts. All specifications are contained in The Official SCCA Sports Renault Specifications Manual.

2. Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment. When replacing safety equipment, new items must comply with Appendix A.1.5.1 of the General Competition Rules.

3. Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are Official SCCA Sports Renault parts. If any Official SCCA Sports Renault Seals in the engine and/or drive train are broken by accident or intent, the procedures outlined under Paragraph 18, Vehicle Log Book, must be followed.

Hoses and fasteners (such as screws, bolts, studs, nuts, washers, and hose clamps) that do not attach to or support moving parts within the engine, cylinder head, or transaxle are unrestricted.

4. Chassis

No modifications allowed. Chassis may be painted any color(s). Aluminum parts may be polished. Surface finishes such as plating may be applied to the following parts for corrosion protection. Any piece that is a closed assembly (i.e. Upper Control Arm) shall have a small (1/8" dia.) hole drilled in a non-critical location to allow flushing of any entrapped plating fluids.

Post Plating bakeout of 4 or more hours at 375°F is recommended to prevent hydrogen embrittlement.

Acceptable pieces for plating:

Wheels
Gear Shift Linkage
Tailpipe
Muffler
Upper Control Arms
Lower Control Arms
Front & Rear Strut Arms
Front Steering Link
Rear Toe Link
Pedal Support Bracket
Pedal Casting Support Plate
Pedal Support Bracket Reinforcement
Steering Column Assembly
Steering Shaft Assembly
Gear Shift Lever
Gear Shift Support Bracket
Tailpipe Support Bracket
Upper Radiator Supports

5. Bodywork

No Modifications allowed.

- a. Bodywork crash damaged may be repaired but exterior dimensions, shapes, and profiles must remain unaltered; and body sections must meet the following minimum weight requirements:

(i)	Front 41 lbs
(ii)	Center 29 lbs
(iii)	Rear 33 lbs

- b. At track repair of crash damage that does not conform to the above specifications may receive a temporary waiver from the Chief Steward if replacement parts are not immediately available. This waiver will be noted in the vehicle logbook and is good for that one event only.
- c. The car may be painted any color(s). Aluminum panels may be polished. Plating is not allowed.
- d. All numbers, required sponsor(s) decals and other

required identification markings will be supplied by Renault Jeep/Sport and must appear in the location(s) specified. All other sponsor indentifications and markings must be placed so as not to interfere with the legibility of the required markings.

6. Engine and Drive Train
No modifications allowed, including induction, exhaust, cooling, electrical, and lubricating systems. All fluids are unrestricted. This does not authorize the addition of alcohol, nitrogen or oxygen bearing compounds, or other power boosting additives. Transaxle, valve cover, and engine oil pan gaskets are sealed. Engine/drive train maintenance involving machine work is prohibited.
Engine short block, cylinder head, and transaxle are sealed units and may be exchanged for Official SCCA Sports Renault new or rebuilt units. Emergency maintenance is allowed. The procedure for replacing broken Official SCCA Sports Renault Seals is outlined in Paragraph 18, Vehicle Log Book, and must be followed.
7. Suspension
No modifications allowed. Adjustments are permitted within the limits specified in the Official SCCA Sports Renault Specifications Manual.
8. Brakes
No modifications allowed.
9. Shock Absorbers and Springs
No modifications allowed.
10. Steering
No modifications allowed.
11. Wheels and Tires
Wheels may be painted any color(s). Plating is allowed. The permitted tires are Goodyear Eagle GT size: Front P175/70 HR 13, rear: P205/60 HR 13.
The permitted wheels are steel wheels as supplied by Renault/Jeep Sport, size 5.5 x 13 front, 7.0 x 13 rear.
No other changes or modifications permitted.

12. Fuel System
No modifications allowed.
13. Electrical System
No modifications allowed.
14. Weight
Car must weigh 1540 lbs minimum with driver aboard.
15. Batteries
May be replaced with a battery of group number U1 and must remain in the original location.
16. Vehicle Configuration
All SCCA Sports Renault cars must comply to GCR Appendix A, "Automobiles", Section 1, "General Regulations" with the following exceptions: Section 1.3, "Identification Marks" and Section 1.5.6, "Accumulators".
17. Updates
Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized and announced by the SCCA National Office.
18. Vehicle Log Book
The vehicle log book for each SCCA Sports Renault remains the property of SCCA and will contain not only the record of technical inspections but also the major maintenance performed and all transfers of ownership. The vehicle log book number will be the same as the factory chassis number and will be stamped on the left upright of the main roll hoop. When the vehicle is sold, traded, or destroyed, the log book must be sent to the SCCA, Inc., in Colorado indicating the nature of the transaction. The log book will then be reissued to the new owner or, if the car has been scrapped, will remain on file at SCCA as a permanent record of the car.

A fee of \$200.00 will be charged by the SCCA National Office to replace a lost/damaged vehicle log book.

The vehicle log book must be presented at scrutineering for each event entered. All SCCA Sports Renaults are subject to normal safety inspection. The Sports Renault Scrutineer will check each Official SCCA Sports Renault Seal on the engine

and drive train. If a seal(s) is broken, temporary (see below) or severely damaged, a notation will be made in the vehicle log book, and the competitor will be required to complete and submit to the Sports Renault Scrutineer a "Report of Broken/Damaged Seal" detailing the reason the seal was broken/damaged and what work, if any, was performed on the sealed unit. At this point, the competitor has the right to have the unit resealed. The Authorized SCCA Sports Renault Customer Service Representative is the only agent that may reseat a unit. The Sports Renault Scrutineer will inspect the new seal and note the resealing in the vehicle log book. The completed "Report of Broken/Damaged Seal" will be turned over to the Chairman, SOM, for inclusion in his official race report to SCCA.

An Authorized SCCA Sports Renault Customer Service Representative performing maintenance on a sealed unit away from the race track will use a temporary seal on the unit and provide the customer with a completed "Report of Broken/Damaged Seal" for presentation to the Sports Renault Scrutineer at his next event. At the next event, the competitor will follow the procedure outlined in the paragraph above to have his seals inspected and the temporary seal replaced with an official seal.

A competitor will not be barred from competition because of a broken seal if an Authorized SCCA Sports Renault Customer Service Representative is not available to reseat the unit(s). The circumstances will be noted by the Sports Renault Scrutineer in the Vehicle Log Book. The competitor must then follow the above procedures at the next competition event until he is successful in getting his unit officially resealed.

19. The Chief Steward may also require an SCCA Sports Renault competitor to exchange engine and/or transaxle units in order to ascertain compliance with the SCCA Sports Renault specifications by having the impounded unit(s) shipped to the Official SCCA Sports Renault Inspection Station.
20. Penalties Specific to SCCA Sports Renault:
If a competitor refuses to exchange engine and/or transaxle units per request of the Chief Steward (GCR 6.10.e), the following penalties will automatically be imposed:
 1. Vehicle Log Book will be impounded.

2. Disqualification from the event.
3. Suspension of SCCA competition privileges for 30 days.
4. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to exchange engine and/or transaxle and the impounded unit(s) are found legal, the SCCA will stand all the incurred expenses. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

1. Disqualification from the event.
2. A fine of \$500.00 plus the cost of the exchange unit(s).
3. Pay the standard tear down bond(s) for the unit(s) in question.
4. Pay all shipping costs and the cost of new parts and labor required to bring the unit(s) back to legal configuration.
5. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of 30 days after the date when all fines and costs are paid in full.
6. For a second illegal drive train offense, the car owner and/or competitor will be permanently disqualified from further SCCA Sports Renault competition.

21. SCCA Sports Renault Drive Train Protests:

1. Protest must be filed per GCR.
2. Protestor will specify the drive train unit(s) suspected to be illegal (cylinder head, short block, or transaxle). The standard tear down bond(s) for the specified unit(s) will accompany the protest.
3. The protested unit(s) will be impounded and replaced by SCCA unit(s) and shipped to the Official SCCA Inspection Station for examination.
4. The Official SCCA Inspection Station will notify the Chairman SOM in writing of inspection results as soon as possible.
5. All bond(s) and evidence shall be retained by SCCA until the period to file an appeal has passed.
 - a. If protested unit(s) prove to be legal, the tear down bond(s) will be remanded to the SCCA National Office.
 - b. If protested unit(s) prove to be illegal, the tear down bond(s) posted will be returned to the protestor and the following penalties will be imposed against the protestee:

- 1) Disqualification from the event.
- 2) A fine of \$500.00 plus the cost of the exchange unit(s).
- 3) Pay the standard tear down bond(s).
- 4) Pay all shipping costs and the costs of new parts and labor required to bring the protested unit(s) back to legal configuration.
- 5) Competition privileges will be suspended immediately, and the suspension will continue for a minimum of 30 days after the date when all fines and costs are paid in full.
- 6) For a second illegal drive train offense, the car owner and/or competitor will be permanently disqualified from further SCCA Sports Renault competition.



FORMULA CATEGORY

All automobiles must comply to GCR Appendix A.1 "Automobiles General Regulations." Homologation is required for all cars registered after 1/1/83.

4. FORMULA ATLANTIC

A. General

1. A single seat, four open-wheeled racing car with firewall, floor, and safety equipment conforming to the GCR, Appendix A, 1.5.1.
2. Cars must be equipped with on-board self starter controlled by the driver in normal driving position.
3. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel.
4. Cars shall be equipped with a dual braking system operated by a single control. In case of failure or leak at any point in the system effective braking power shall be maintained on at least two wheels.
5. Superchargers are not permitted.
6. Power shall not be applied to more than two wheels.
7. Bodywork: (See GCR Appendix A. 1.5.9)
 - a. No part of the bodywork and aerodynamic devices shall exceed in height a horizontal plane 90 cm (35.4") above the ground. The safety roll bar/roll cage and the engine air box are not included in this height restriction. Measurements are to be made in any condition, driver on board.
 - b. Behind the front wheels, the bodywork shall not exceed a maximum width of 110 cm (43.307 inches) with the exception of lateral fuel tanks. The overall maximum width behind the front wheels to the leading edge of the rear wheels shall not exceed 130 cm (51.18 inches). The maximum width of any aerodynamic device situated behind the front wheels, including the rear wing, shall not exceed 110 cm (43.307 inches).
 - c. The bodywork ahead of the front wheels may be extended to an overall maximum width of 150 cm (59.055 inches) provided it does not extend beyond the outsides of the front tires. Flexible or moveable aerodynamic skirts are prohibited. No part of the body or suspended part of the car shall extend more than

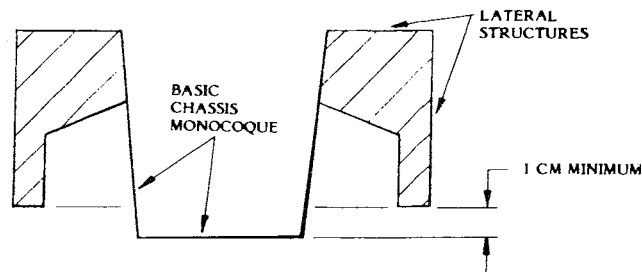
- 1cm (0.394 inches) below the horizontal plane forming the bottom of the tub or chassis floor (both static or in motion).
- d. Any part of the bodywork ahead of the front wheels exceeding an overall width of 110 cm (43.307 inches) shall not extend above the height of the front wheel rims.
 - e. Any specific part of the car which has an aerodynamic influence on the stability of the vehicle must be mounted on the entirely sprung part of the car and shall be firmly fixed while the car is in motion. Aerodynamic devices, including wings and end plates, shall not extend to the rear more than one meter (39.4 inches) from the centerline of the rear wheel hubs.
 - f. Neither the safety roll bar nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating a vertical thrust.
 - g. The leading edge of an aerofoil fixed to the front of the car shall not be sharp. Minimum radius -- 1.5 cm (0.6 inches).
 - h. The fuel filler cap must be recessed within the coachwork line.
 - i. Cars registered with SCCA January 1, 1976 and after must be fitted with deformable structures per FIA regulations for Formula II as follows: Deformable Structure: The entire fuel tank area of the car licked by the airstream must incorporate a crushable structure conforming to the following specifications. The term "licked by the airstream" is considered to define the complete external area of the body/monocoque construction irrespective of such added items as water radiators, inlet ducts, windscreens, etc.
 1. The crushable structure must be a sandwich construction based on a fire-resistant core or minimum crushing strength of 25 lbs/sq. in. Water pipes are permitted to pass through this core. The sandwich construction must include two sheets of 1.5 mm (.060") thickness, one of which shall be aluminum sheet having a tensile strength of 14 tons/sq. in. and a minimum elongation of five (5) percent.

2. The use of a magnesium sheet will be authorized only if its thickness exceeds 3 mm (.120").
 3. The minimum thickness of the sandwich construction shall be 10 mm (.3937"). The fore and aft fuel tank area, however, shall provide for a crushable structure of at least 100 mm (3.937") thickness at such crushable structure's thickest point. The position of this widest point to be at the manufacturer's discretion over a length of at least 35 cm (13.78") after which it may be gradually reduced to 10 mm (.3937").
- j. The minimum wheel diameter is 13 inches.
- k. All cars with venturi section sidepods (e.i. Ralt RT-4) shall comply to the following rule. Aerodynamic devices must comply with the rules relating to bodywork. Any part having an aerodynamic influence and/or any part of the bodywork and attachments to the bodywork must be rigidly secured to the entirely sprung part of the car (chassis/monocoque), must have no degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), and must remain immobile in relation to the chassis/monocoque at all times.

At any transverse section through the car from the rear edge of the front wheels to the forward edge of the rear wheels, no part of the car except the basic chassis/monocoque structure shall be below a horizontal line situated 1 cm (0.4") above the bottom of the chassis/monocoque. This measurement will be taken without regard to bolt heads, rivets, etc.

Flexible, movable or hinged skirts are prohibited.

1. The intention of this section (4.A.k.) is to control ground effects on all cars by prohibiting "sealing" or bridging the gap between the bodywork and the road surface, and to do so in a uniform and consistent manner. Any means adopted to circumvent this intention shall automatically be regarded as a breach of these regulations.



8. Exhaust outlets must be $\pm 15^\circ$ horizontal for the last four inches, positioned not more than 24 inches above the ground and must not extend more than six inches beyond the overall length of the car. In no case can the exhaust terminate more than 45.4" behind the centerline of the rear axle.

B. Engines

1. Displacement -- over 1100cc and below or equal to 1600cc. Cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. The equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.
2. Engines shall be derived from automobiles recognized by FIA in Appendix J, Group 1 (series production touring), Group 2 (touring), or Group 3 (grand touring) approved by the SCCA, and shall conform to definitions and specifications shown on the FIA Recognition Form of the homologated car, except as permitted below.

The SCCA shall publish a list of approved engines at the beginning of the year. The following engines are approved: Lotus Ford 1600 Twin-Cam, Alfa Romeo 1600 Twin-Cam (incl. GTA), Porsche Pushrod 1582, Datsun 1600 SOHC, BMW 1600 SOHC, Ford 1500 Pushrod, Ford 1600 Pushrod, Fiat 124 DOHC 1438, Renault Gordini 1600, Ford Cortina 1600 SOHC, Toyota 1600 Pushrod, Fiat 1592 DOHC, Toyota 1588 DOHC, Audi 80, Ford BDA 1600 (4-valve), VW Rabbit /Scirocco 1600, Ford Escort 1600 SOHC.

3. The following modifications are permitted.
 - a. The use of any carburetor(s), fuel injection or intake manifold(s), except BDA must use carburetors.
 - b. The use of any exhaust manifold(s).
 - c. The use of any oil sump.
 - d. The use of any oil pump(s).

- e. The use of a dry sump lubrication system.
- f. The use of any crankshaft of the stroke specified in the homologation forms for the engine.
- g. Main bearing caps may be reinforced or substituted.
- h. The make and location of the ignition coil and condenser may be changed.
- i. Any distributor and/or transistor ignition may be used provided its installation does not require any modification of the engine.
- j. Any make or type of spark plug may be used.
- k. The use of any starter is permitted provided it can be fitted without any modification to the engine.
- l. Substitution of the clutch and flywheel is allowed provided there is no increase in clutch diameter. The use of dowel pins is permitted.
- m. Any pistons and piston pins may be used.
- n. Any camshaft(s) may be used.
- o. Cam followers may be altered or substituted.
- p. It is permitted to lighten, balance or modify in shape by tooling, the standard or optional components of the engine, provided it is always possible to indentify them positively as such.

It is not permitted to add any material to the components unless specifically authorized.

- q. Engines may be rebored a maximum of 1.2 mm (0.047 inches) over the standard size provided the resulting increase in total displacement does not exceed 1600cc.
- r. The use of any alternate engine components considered replacement parts such as seals, bearings, valve guides, nuts, bolts, studs, washers, and gaskets are allowed provided they are of the same type and dimension. Bushings may be added where none are fitted as standard provided that they are concentric and that the centerline of the bushed part is not changed. Water and oil passages may be restricted or plugged.

The substitution of valve springs, valve spring retainers and keepers is permitted. Any pushrods may be used.

- s. Pulleys, except camshaft drive pulleys, may be altered or replaced with others of unrestricted origin. The use of any crankshaft vibration dampener is permitted.
- t. The compression ratio may be increased by machining, using any head gasket(s) or eliminating of head gasket(s).

- u. The installation of any engine vent or breather is permitted.
- v. Generator or alternator is unrestricted.
- w. The use of any rocker arms or rocker arm supports.
- x. Use of any connecting rod of the same basic material.
- y. Valves are unrestricted in both size and material, provided the valve centerline is not altered, except BDA must use standard size valves (1.01-inch exhaust, 1.22-inch intake).
- z. Exhaust emission control air pumps and associated lines and nozzles cannot be modified in any way except they may be completely removed. When these nozzles are removed from a cylinder head, the holes must be completely plugged.
- aa. The use of any fuel pump(s) is permitted.
- bb. Valve or cam covers may be substituted, provided the replacement cover affords no additional function than that of the original stock cover.
- cc. Any external surface of the engine may be plated, painted or anodized.
- dd. Engines produced with a cam carrier as a separate and distinct piece from the cylinder head or engine block may replace that cam carrier with a cam carrier of other manufacture, provided the replacement cam carrier affords no additional function other than the original cam carrier and provided the type and number of camshaft bearings remains the same.
- ee. The replacement of any jack shaft or idler shaft with another of the same basic material as the standard shaft is permitted, provided it performs no additional function over the original shaft.

C. Transmission

No more than five forward speeds.

D. Minimum Weight

Minimum weight as qualified or raced; without driver: 930 lbs. (BDA engine: 1000 lbs.)

Formula Vee is a restricted class. Therefore any allowable modifications, changes or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after 1/1/83.

5. FORMULA VEE

5.1 Definition

A formula for single-seat, open-wheel racing cars based on standard Volkswagen 1200 series Type 1, U.S. model sedan (imported by VW) components, and restrictive in specifications so as to emphasize driver ability rather than design and preparation of the car.

No component of the engine, power train, front suspension or brakes shall be altered, modified, or changed, nor be of other than VW manufacture, unless specifically authorized.

Any external surface of the suspension, brakes and transmission/rear axle may be painted, plated or anodized.

Engine components must be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or other official VW guides is not prohibited provided that tolerances, dimensions and specifications stated in the GCR are met.

5.2 Weight and Dimensions

Minimum weight as qualified or raced; with driver: 1000 lbs.

Wheel base, Minimum -- 81.5"

Wheel base, Maximum -- 83.5"

Track, Front -- Standard VW -- 51.4"

Track, Rear -- 49.8" +1/8" -- 5/8"

Overall length, Minimum -- 123"

Overall length, Maximum -- 127"

Body depth at firewall, Minimum -- 25"

5.3 Suspension

a. The front suspension and steering shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. The following modifications are allowed:

1. Removal of one torsion bar.
2. The use of any anti-sway bar(s), mounting hardware and trailing arm locating spacers.
3. The use of any shock absorber(s) which can be mounted directly on the standard mounts. Spring shocks are prohibited.
4. Relocation of the steering gearbox to any position

utilizing an appropriate mounting structure and replacements of the tie rods.

5. Steering column may be altered or replaced and any steering wheel may be used.
 6. Use of any desired Pitman arm. Standard steering arms may be altered; however, no modification of the spindle is permitted.
 7. Modification of the standard front torsion bar(s).
 8. The rubber portion only of the bump stop may be altered or removed.
 9. Caster and toe in/out settings are unrestricted.
- b. The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. Coil springs shall provide the primary springing medium, with telescopic shock absorbers mounted inside the springs. Cables, straps, or other positive stops may be used to limit positive camber. An anti-roll bar or camber control device may also be used. When said anti-roll bar or camber control device is removed the required coil springs must continue to perform functionally.
 - c. Wheels shall be standard 15 inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip-on). Hub caps clips must be removed.
 - d. Any tire size may be fitted.

5.4 Brakes

- a. Brake drums, backing plates and wheel cylinders shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. Ribbed-type rear drums (part No. 113-501 615 D or F) may be used in place of the 1200 series rear brake drums.
- b. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used.
- c. A separate hand brake (emergency brake) is not required. Removal of the hand brake and operating mechanism is permitted.

5.5

Engine

The engine shall be a standard VW powerplant, as normally fitted to VW sedans as defined herein. Any engine part(s), listed by the manufacturer (VW) as a current, superseding, replacement part for the standard VW 1200 series, Type 1, U.S. model sedan and interchangeable with the original part(s), may be used. Turbo-charging is not permitted.

The engine/transmission shall be mounted in the chassis with the transmission to the rear.

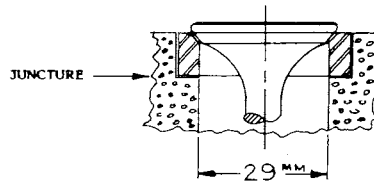
The following component parts may be replaced with that of other manufacture, provided said is of the same material, is dimensionally identical and meets all other tolerance and specifications stated in the GCR.

- a. Engine Case
- b. Cylinder Heads
- c. Cylinders (an O-ring for centering is permitted).
- d. Pistons and wrist pins—minimum combined weight with out clips or piston rings=330.0 grams
- e. Cam followers—Minimum weight=60.0 grams
- f. Connecting rods with bolts and small end bushing—minimum weight=440.0 grams
- g. Oil pump—exact replica of any standard VW oil pump
- h. Distributor
- i. Ignition points
- j. Distributor cap
- k. Fuel pump—any standard type VW fuel pump which can be fitted without modification of any other part
- l. Crankshaft—minimum weight 16 lbs.
- m. Crankshaft gear
- n. Crankshaft pulley
- o. Flywheel
- p. Pressure plate
- q. Clutch disc
- r. Throw out bearing
- s. Push rods
- y. Push rod tubes
- u. Valve covers
- v. Valve springs

Allowed:

- a. Removal of the carburetor air cleaner and choke mechanism.
- b. Replacement of standard exhaust system with any exhaust system terminating one to three inches behind the rear most part of the body.

- c. Lightening of the flywheel to a minimum of 12 lbs.
- d. Balancing of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance except on those components parts where weights are specified. The crankshaft may be ground and the case may be machined to accommodate the use of standard factory oversize/undersize crankshaft bearings, provided the crankshaft location is not changed.
- e. Polishing of the intake and exhaust ports, provided such polishing does not enlarge the intake port beyond 29mm inside diameter and the exhaust port beyond 33 mm, inside diameter. The measurements are to be taken at the juncture of the seat insert and the aluminum port material, and at the manifold face. Valve seat angles must be machined as specified in the official VW Workshop Manual.



- f. Matching of manifold flanges is permitted.
- g. Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing. Fan belt origin is unrestricted. The use of a fan belt is optional.
- h. Fitting of any standard Solex 28 PCI or 28 PICT carburetor. The use of any jets. Any venturi of standard VW/Solex dimensions, which may be fitted without alteration to the carburetor body. The venturi must be fitted in the standard position, but its internal diameter may be machined. The carburetor may be rotated 180° about its vertical axis. Modification of the float is allowed as long as no change is made to the float chamber under/or float valve.
- i. Fitting of any standard VW distributor (not restricted to 1200 series). Use of any standard 6 or 12-volt non-transistorized ignition coil. Mounting location is unrestricted.
- j. The hear riser tube and heat sink must be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed provided that the following dimensions are not exceeded:

Down tube -- 1.132 inches O.D.

Horizontal tube -- 0.994 inch O.D.

These dimensions must be an average of at least four

measurements at equal intervals around the tube at any point.

The manifold must not weigh less than 24 ounces.

All exterior surfaces must be in original condition and unpainted but may have a thin transparent coat of rust-proofing material.

- k. Removal of the generator. Voltage regulator may be removed.
- l. The installation of baffles housed completely within the original oil sump and crankcase.
- m. The use of oil temperature indicating device in the crankcase.
- n. The use of any standard VW oil pump.
- o. The use of valve spring shims.
- p. The following standard dimensions and tolerances of engine components are included as information and shall be observed:

Maximum bore: 3.040 inches

Stroke: 2.520 inches + 0.005 inch.

Minimum capacity of combustion chamber in head: 43.0 cc. (Polishing and/or tooling is prohibited)

Minimum depth, top of cylinder barrel to top of piston: 0.039 inch.

The above dimensions may be achieved by machining any previously machined surface, provided that the total surface is machined on the same plane as the previously machined surface. The above dimensions shall be the average of all four cylinders.

- q. The use of any VW clutch of the same diameter as fitted to standard VW sedan as defined herein. The standard clutch operating arm may be modified to allow its attachment in any appropriate position.
- r. An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension.
- s. Replacement of oil galley plugs with threaded plugs.
- t. The following standard dimensions are included for information only and shall be observed:
 - Exhaust valve diameter: 1.102 or 1.18 inches
 - Intake valve diameter: 1.18 or 1.24 inches
- u. The crankcase may be machined to permit the use of standard VW camshaft bearing inserts, provided that camshaft location is not changed. The use of the two-relief valve crankcase, part NO. 111-110-025E, is permitted.
- v. Where minimum weights are specified, any lightening is per-

missible provided the original part complied with the dimensional restrictions set forth.

- w. A VW "D" camshaft, Part Numbers 113-109-015D, 113-109-017D, 113-109-019D, 113-109-021D, 113-109-023D, 113-109-025D, 113-109-027D, or an exact replica of the same material and dimensionally identical must be used. The maximum lift at the valve spring collar with zero valve clearance is:
 - with 1200 rocker arms -- Intake -- $.334" + 0.000"$
 - with 1200 rocker arms -- Exhaust -- $.3165" + 0.000"$
 - with 1300/1500 rocker arms -- Intake -- $.354" + 0.000"$
 - with 1300/1500 rocker arms -- Exhaust -- $.3365" + 0.000"$The camshaft profile must match exactly those which are specified by the official SCCA camshaft plots, plus or minus .002 inch. It is permitted to regrind the camshaft to duplicate (but not exceed) the official SCCA profile. In so doing, the relationship between the centerlines of peak lift at the exhaust/intake lobes shall remain at 214 degrees 15 minutes, plus or minus one (1) degree. (Reference the Official SCCA Camshaft Checking Procedure). The camshaft timing may be changed in relationship to the crankshaft by utilizing an offset key at the crankshaft timing gear. Camshaft timing is unrestricted within the restrictions provided under 5.1 or as authorized above. The camshaft profile shall be checked using the official procedure published by the SCCA.
- x. Installation of a spark plug hole repair utilizing standard thread repair methods, such as Helicoil, and providing that the spark plug centerline is not changed.
- y. A single standard automotive oil filter of not more than one quart total capacity, and a suitable mounting bracket and bypass valve may be installed. Cooling fins are not permitted on any component. Only flexible unfinned one inch outside diameter oil line (maximum length: 12 feet) and suitable fittings may be used. Modification to the lubrication system to facilitate installation of the oil filter is permitted except that the standard oil cooler shall not be modified. All components must be contained within the body to the rear of the firewall.
- z. Alternate exhaust valves are allowed provided the dimensions and materials are the same as standard (VW) exhaust valves.
- aa. Any oil cooler is allowed. A total of 12 feet of one inch O.D. oil line, unfinned, may be used to hook up the oil cooler and the oil filter (paragraph y). A small section of the fan shroud may be cut away to allow the oil cooler adapter to be mounted on

the base pad of the standard oil cooler. Oil coolers must be mounted completely inside a plumb line extending downward from the outermost edge of the bodywork.

bb. An alternate oil pressure regulator spring may be used when original oil cooler is replaced with an alterate oil cooler.

5.6 Transmission-Rear Axle

The transmission-rear axle assembly shall be standard VW sedan, as defined herein. The synchromesh components must be in place and operating on at least three gears. Reverse gear must be operable from the driver's seat.

Allowed:

a. Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation.

Fully synchromeshed transmission:

Gear	Part No.	No. of Teeth	Ratio
1st	113 311 251A	10:38	3.80
2nd	113 311 261	17:35	2.06
3rd	113 311 275	22:29	1.32
	113 331 275B	23:29	1.26
	113 331 275A	23:28	1.22
4th	211 311 341	28:23	0.82
	113 311 341	27:24	0.89
Ring & Pinion	211 517 143A	8:35	4.375
	311 517 143B	8:33	4.125

Partly synchromeshed transmission:

Gear	Part No.	No. of Teeth	Ratio
1st	113 309 251	10:36	3.60
2nd	113 309 261A	17:33	1.94
	113 309 261	17:32	1.88
3rd	113 309 275	23:28	1.22
	113 309 275A	22:27	1.23
4th	113 309 341A	28:23	0.82
Ring & Pinion	113 517 141B	7:31	4.43

Part Numbers

There are different part numbers for various gears in addition to the ones listed here. This in general indicates changes on the parts such as:

Gear	Part No.	Ratio	Difference
4th	113 311 341	0.82	with Key Way
	113 311 341A	0.82	with Splines
Ring &	113 517 143	4.125	6 mgt. bolts
Pinion	311 517 143	4.124	8 mtg. bolts

However, there are no other standard ratios than the ones listed here. A gear removed out of a transmission can be identified by the number of teeth.

- b. Alteration of the shock absorber mounts.
- c. Transmission shall not be installed in an inverted position.
- d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

5.7 Ballasting

Ballasting is permitted, per Appendix A, 1.5.

5.8 Frame

The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of four inches and be of a safe and suitable design.

There shall not be frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque or semi-monocoque construction is not permitted, except that:

- a. The firewall panel may be rigidly attached to the frame tubes; and
- b. The undertray (belly pan) may be rigidly attached to the frame, provided that the curvature of the undertray, measured vertically from its lowest point to the highest point of its attachment to frame members at its sides, shall not exceed one inch.

5.9 Body

The chart (figure) illustrates both the intended minimum frontal area and car configuration.

The rear bodywork must enclose the engine by surrounding it from a point no higher than the lower edge of the intake manifold and extending from the front of the engine to its rear on each side. The top of the rear bodywork must extend from the back of the firewall to a point at least 16" (inches) to the rear of the centerline of the rear axle. Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645).

No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires. Fuel filler necks, caps or lids shall not protrude beyond the bodywork of the car. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel. Wings (air foils) are prohibited. Floor and safety equipment must conform to Appendix A of the GCR.

A firewall to prevent passage of flame and debris between the engine area and drivers compartment shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. Forward facing air ducts may be installed for the purpose of delivering cooling air directly to the engine, cylinder heads, oil cooler, and/or carburetor, provided the ducted air makes a 90 degree bend within the bodywork. Air duct openings may be located within the cockpit area, and/or penetrate the firewall, provided the duct is baffled or the firewall is extended to prevent flame and debris from reaching the driver. Any shape may be used to form firewall extension. Any other firewall inlet must also prohibit passage of flame and debris. (Recommend: that ALL of this extension be the same width as the firewall, allowing for bodywork contour limitations, and extend in a horizontal plane back 2 inches, minimum, past the carburetor body.)

The bottom of any bodywork that extends beyond the frame members must be on the same flat plane as the undertray (ref. 5.8) and shall not deviate from that flat plane by more than 1 inch. Effective for any newly registered cars after 1/1/83.

Air ducting may be attached to the carburetor, but shall not be attached to other parts of the engine assembly in any way.

The rear locating arms, coil springs and shock absorbers shall not be faired in and must be visible and accessible from the side without removal or manipulation of any part or panel. Specifically, the front mounting point of the radius pad may be inside the trailing edge of the side body panel so long as the panel does not extend over the locating arm itself.

The front suspension upright(s) (shock absorber mounts), shock absorbers and/or trailing arms shall not be faired in by covering or shrouding away from the airstream.

No part of the frame or body shall project beyond a plane connecting the vertical centerline of the front and rear tires. Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645 cm).

Air ducting may be attached to the carburetor. Ducting shall not be attached in any way to other parts of the engine assembly.

Wings (air foils) are prohibited.

Fuel filler necks, caps or lids shall not protrude beyond the bodywork of the car.

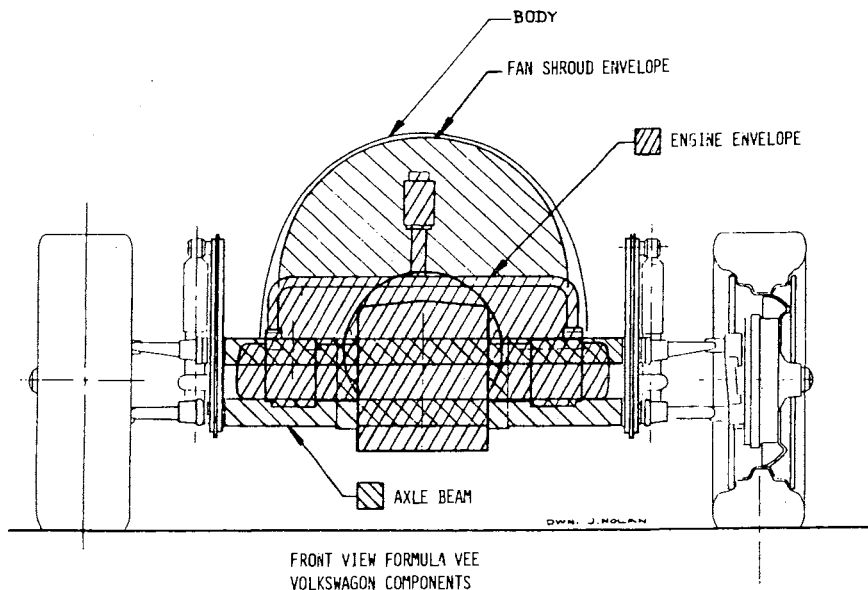
5.10 The use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any other component results.

Allowed:

- a. Fasteners (nut, bolts, screws, etc.)
- b. Wiring.
- c. Gaskets and seals.
- d. Brake lines and fuel line.
- e. Spark plugs (maximum 1/2" reach).
- f. Piston rings.
- g. Wheel bearings.
- h. Connecting rod bearings and crankshaft main bearings of same type and size as standard VW.
- i. Brake shoes and brake lining.
- j. Valve guides.

5.11 Battery

The use of any single 6 or 12 volt battery is permitted.



Formula F is a restricted class. Therefore any allowable modifications, changes or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after 1/1/83.

7. FORMULA F

7.1 Definition

A formula for single-seat, open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines and with firewall, floor and safety equipment conforming to the GCR.

7.2 Engine

A. General

The engine shall be standard Ford 1600 pushrod "crossflow" as installed in the following vehicles:

Original Version: Cortina 1600 GT
(through 1970 model)

Updated version: Cortina 1600 GT (1971)

Components shall not be interchanged between the original and updated versions of the engine unless specifically authorized. Regulations contained herein apply to both versions of the engine unless specifically stated otherwise.

The engine shall not be altered, modified or changed in any respect unless specifically authorized herein.

1. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum depth of the combustion chamber is maintained.
2. Valve guides are unrestricted provided the position of the valve is not changed. Standard Ford replacement valves, with oversize stems, may be used as normal repair/maintenance procedures. Specifications, under 7.2.F., "Valves," must be observed. It is permitted to recut or replaced valve seats. Valve seat angles are unrestricted.

Exhaust emission control, air pumps and associated lines and nozzles must be completely removed. When these air nozzles are removed from a cylinder head, the holes must be completely plugged.

Balancing of all moving parts of the engine is permitted provided that such balancing does not remove more material than is necessary to achieve such balance. It is permitted to polish parts of the engine providing the contour of the part is not altered and can be recognized as the original part.

Maximum compression ratio:
10.0 to 1 -- Original engine
9.3 to 1 -- Uprated engine

The following specifications are used in determining compression ratio:

Uprated 1.33cc -- top ring to top of piston,
-0.3cc -- volume of valve protusion

Original: 1.64cc -- top ring to top of piston

Both engines: 4.75cc -- head gasket.

Compression ratio shall be checked using the official procedure published by SCCA.

Minimum unswept volume per cylinder:

44.4cc (original engine with standard pistons)

45.1cc (original engine with .030"/s pistons)

48.2cc (uprated engine with standard pistons)

B. Block

Bore: May be enlarged for clearance between cylinder and piston.

Cylinder liners may be fitted. The top surface of the block may be milled or surface ground to obtain the maximum compression ratio specified above. Any steel center main bearing cap may be used. The oil pump mounting face on the block may be machined for the purpose of fitting an oil pump.

The 1600 Pinto block, No. DIFZ-6010-C, may be used as a replacement for the Cortina GT block, Standard Pinto tappets, No. DORY 6500A and DIFZ 6500A may also be used when this block is used as a Cortina GT replacement.

C. Cylinder Head

Ports may be reshaped by the removal of metal as long as the port diameter at the manifold face of the head does not exceed the following dimensions:

Inlet: 1.50"
Exhaust: 1.16"

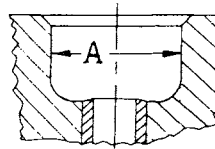


FIGURE 1 EXHAUST PORT

Exhaust Port Dimension: "A" = 1.113 minimum.

Combustion chamber (original engine only):

Minimum depth 0.115"

Maximum length: 3.15"

Minimum volume per cylinder: 7.8cc

Reshaping is prohibited.

The standard head gasket shall be used. Head gaskets may be interchanged between the original and uprated versions of the engine.

Ford Pinto cylinder head part No. DORY 6049B is permitted on the Cortina GT engine.

D. Inlet Manifold

The ports may be reshaped by the removal of metal as long as the following dimensions are maintained:

Maximum Size
at head face:

	Original Engine	Uprated Engine
Cyl. 1 & 4:	1.48" x 1.28"	1.24"
Cyl. 2 & 3:	1.25"	1.25"
Maximum size at carburetor flange:	3.060" x 1.389"	Max. length: 3.80" Primary choke: end radius: .709" Secondary choke end radius: .787"

The carburetor face of the inlet manifold may be machined to the horizontal to compensate for fore/aft tilt of the carburetor.

The diameter of the ports on the uprated engine may exceed the above listed dimensions if the casting bore is untouched and in its original state.

The water passages in the inlet manifold may be plugged.

E. Pistons

Standard 0.015 inch oversize or 0.030 inch oversize pistons may be used in the original engine. Only standard size pistons shall be used in the uprated engine.

Standard size AE pistons part No. 18649, casting No. 18634, may be used in the uprated engine.

Alternate piston identified as follows is allowed: Part number AE-M717D, casting number 711 M 6110.

	Original Engine	Uprated Engine
Maximum diameter:		
Standard:	3.189"	3.189"
0.015" o/s:	3.204"	Not permitted
0.030" o/s:	3.219"	Not permitted
Depth of bowl:		
(+ .005")	0.500"	0.500"
Minimum volume of bowl:	31.50cc	
Maximum diameter of bowl:	2.28"	
Centerline of wrist pin to crown:	$1.737" \pm .002"$	$1.737 \pm .002"$
Overall height:	$3.30"$	$3.30"$
Minimum weight w/rings & pin:	573 grams	555 grams
Weight of pin:	115 ± 2 grams	
Piston rings are unrestricted provided that:		
(1) One oil control and two compression rings are used.		
(2) No modification is made to the piston for the installation of rings.		

F. Valves

	Original Engine	Uprated Engine
Distance apart at centers:	$1.540" \pm .020"$	$1.540" \pm .020"$
Max. diameter:		
Inlet:	1.502"	1.560"
Exhaust:	1.252"	1.340"
Overall length:		
Inlet:	$4.280" \pm .006"$	$4.367" \pm .020"$
Exhaust:	$4.260" \pm .006"$	$4.355" \pm .020"$
Reshaping of the valves is specifically prohibited.		

G. Camshaft

The camshaft lobe profile shall not be altered. The following specifications are provided for checking purposes:

Lobes, heel to toe:	Inlet: 1.311" Maximum
	Exhaust: 1.312" Maximum

Lobes, base circle radius: Inlet: 0.540"
Exhaust: 0.545"
Lift at top of pushrod: Inlet: 0.231" + .002" Maximum
Exhaust: 0.232" + .002" Maximum
Lift at spring cap: Inlet: 0.356" Maximum
(Zero tappet setting) Exhaust: 0.358" Maximum
Note: Recontouring of the valve stem contact pad of the rocker arm is permitted, provided the maximum lift at the spring cap is not exceeded.
Offset camshaft/sprocket dowels are permitted.
Camshaft profile and lobe centers shall be checked using the official procedure published by SCCA.

H. Valve Springs

Valve springs and valve spring shims are unrestricted except that:

- (1) No more than one spring shall be used per valve.
- (2) The standard spring cap and retainers must be used.
(Cap diameter: 1.07 inches)

I. Pushrods

Original Engine Uprated Engine

Minimum stem diameter: 0.25"
Overall length: 7.64" Minimum
Minimum weight: 50 grams

J. Connecting Rods

Minimum weight: Both engines: 640 grams
(Note: Weights include cap, bolts and small end bush, but not big end bearing shells).

K. Crankshaft

Weight: Original engine: 23 lbs. 8 oz. Minimum
Uprated engine: 24 lbs. 8 oz. Minimum
Stroke (at piston): 3.056" + .004"

Crankshaft pulley: unrestricted.

Either crankshaft may be used in either engine.

The crankshaft may be shotpeened.

L. Flywheel

Weight with ring gear and dowels:
Original Engine: 18 lbs. Minimum
Uprated Engine: 20 lbs. Minimum

The flywheel may be machined to achieve the minimum allowed weight. Flywheel locating dowels are permitted.

The standard Ford Pinto 1600 flywheel may be used on either engine provided that any machining to reduce weight to the above minimum weights retains the standard profile.

M. Carburetor

Weber carburetor with the swaged fuel inlet fitting, must be replaced by drilling and tapping the carburetor body for a threaded fitting.

Original Engine

Weber 32 DFM or DFD or Holley 5200

Venturi Diameter:	Primary:	26mm
	Secondary:	27mm

Up-rated (Kent) Engine:

Weber 32/36 DGV or Holley 5200

Venturi diameter:	Primary:	26mm
	Secondary:	27mm

- a. The fitting of any jets (including accelerator pump discharge (nozzle) which may be fitted without modification to the carburetor body.
- b. Modification or substitution of external throttle linkage.
- c. The fitting of internal and/or external anti-surge pipes.
- d. The removal of the air cleaner.
- e. The fitting of a velocity stack (intake air horn).
- f. The removal of the choke butterflies and linkage.
- g. An alternate carburetor gasket is permitted provided it is the same thickness as the original gasket.

N. Fuel Pump: Unrestricted

O. Exhaust Manifold: Unrestricted

P. Lubrication System

Oil pump and sump: Unrestricted

Dry sump system is permitted.

Q. Cooling System

Radiator, fan and water pump: Unrestricted

Pump/fan/generator drive belt: Unrestricted

R. Electrical Equipment

Distributor: Standard Motorcraft (Autolite) Bosch or Lucas. The vacuum advance mechanism may be removed and the distributor advance plate may be secured by soldering or welding or by suitable fasteners. The advance curve and advance springs are unrestricted. Electronic ignition is prohibited. Generator/alternators are not required. All other electrical components are unrestricted.

S. Miscellaneous

- (1) The timing chain/sprocket cover may be altered or replaced.
- (2) The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component:

- a. Fasteners (nuts, bolts, screws, studs, etc.)
 - b. Gaskets, except head gasket, carburetor to inlet manifold gasket and inlet manifold to head gasket.
 - c. Washers.
 - d. Seals.
 - e. Connecting rod, crankshaft and camshaft bearings of the same size and type as original. Normal oversize/undersize bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.
 - f. Spark plugs.
- (3) Mechanical tachometer drive is permitted.
 - (4) The crankcase breather may be altered or removed.
 - (5) The rocker cover may be altered to provide for crankcase ventilation and the filler cap may be altered or replaced.
 - (6) The crankshaft and main bearing caps may be treated with salt-bath nitriding cover under SAE specification AMS 2755A (tuftriding, etc.)
 - (7) The use of any oil or lubricants.
 - (8) Valve or rocker covers may be substituted, provided that the replacement cover affords no additional function than that of the original stock cover.
 - (9) Water pump, fan and generator/alternator pulley(s) are unrestricted.
 - (10) Exhaust outlets must be within $\pm 15^\circ$ horizontal for the last four inches, positioned not more than 24 inches above the ground and must not extend more than 45 inches behind the centerline of the rear axle.

7.3 **Transmission**

Any transmission may be used with not more than four forward gears and an operational reverse gear.

7.4 **Final Drive**

Any final drive unit may be used except:

- a. Drive shall be to rear wheels only.
- b. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

7.5 **Clutch**

The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel and must have an operable clutch system.

7.6 Chassis/Frame

The chassis is defined as the frame. It must be a steel space frame. Monocoque-type structures are prohibited.

Sheet material affixed to the frame by welding, bonding or riveting, or by bolts or screws which are located closer than six-inch centers, are defined as stress-bearing panels.

The undertray, for safety reasons, shall be a stress-bearing panel. Its curvature must not exceed one inch. The mountings for brake and clutch pedals and cylinders, and for the instrument panel and the bulkhead (panel) behind the driver may be stress-bearing. No other stress-bearing panels are permitted.

Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components and body panels may be non-ferrous, of any shape and fastened to the frame in any manner.

Gussets are defined as of steel, fastened to a maximum of two members, and are specifically permitted.

The firewall portion of the bulkhead (panel) must extend the full width of the cockpit and be as high as the top of the carburetor. Forward facing air ducts may be installed for the purpose of delivering air directly to the engine area. Air duct openings may be located within the cockpit provided the firewall is extended to prevent flame and debris from reaching the driver. (Any shape may be used to form firewall extension.) All firewall inlets must prohibit passage of flame and debris.

7.7 Suspension and Running Gear

Suspension is defined as the system of springs, shock absorbers, A-arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering rack housings, steering links, etc., are not classified as suspension or running gear for this application.

All components shall be of steel, with the exception of hubs, hub adaptors, rear hub carriers and bearings and bushings. Front hub carrier material must be of steel or aluminum alloy. The materials for front and rear hub carriers on cars manufactured after 1/1/83 will be only steel or aluminum alloy. Springs: steel only, titanium is prohibited.

Shock absorbers: Design: unrestricted Casing Material: steel.

All components which are not defined as chassis/frame or suspension or running gear are unrestricted, unless otherwise restricted by the GCR. Titanium is prohibited.

Body

a. Definition of Bodywork:

Internally: All visible parts of the passenger compartment.

1. The bodywork opening giving access to the cockpit must have the following minimal dimensions:

Length: 60cm (23.622 inches)

Width: 45cm (17.717 inches) This width extends over a length of 30 cm (11.811 inches) minimum. This minimal rectangular opening may exist anywhere forward of the firewall. Forward facing roll bar/cage bracing and required padding will not be considered in these dimensions.

2. The driver's seat must be capable of being entered without the manipulation or removal of any part or panel.
3. Bodywork, including fuel tanks, shall not exceed a maximum width of 95cm (37.4 inches).
4. No part of the bodywork and aerodynamic devices shall exceed the height of a horizontal plane 90cm (35.4") above the ground. The safety roll bar/roll cage and engine air box are not included in this height restriction. Measurements are to be made in any condition, driver on board.
5. No part of the bodywork shall extend more than 100cm (39 inches) behind the centerline of the rear axles.
6. Any specific part of the car which has an aerodynamic influence on the stability of the vehicle must be firmly fixed with no provisions for adjustment to vary downforce.
7. Side-mounted radiators (behind the front wheels) may extend beyond the 95cm (37.4 inches) limitation, but not beyond a vertical plane passing through the centerlines of the front and rear tires. Any portion of a radiator that extends beyond the 95cm (37.4 inches) limitation cannot be covered with any type of shrouding. Radiators mounted in front of the front wheels are considered front-mounted and cannot exceed the 95cm (37.4 inches) limitation.

- b. Wings and other airfoil devices which have the principal effect of creating aerodynamic downthrust are prohibited. Airfoil: Any device or part of a car (excepting normal and conventionally styled bodywork) which has a principal effect of creating aerodynamic downthrust. Within this definition may be included forward facing gaps or openings in the bodywork, but shall not include spoilers in the form of raised surfaces, continuous with the body surface, and not wider than the body surface.

- c. It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for the full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor, trans-axle, transmission or final drive housing.) No aerodynamic devices (e.g. skirts, body sides, etc.) may extend more than 1 cm (0.394 inches) below the lower surface of the tub or chassis floor to the rear of the front axle. Seat buckets or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water/oil) must pass through those heat exchangers.
- d. Fuel filler necks, caps or lids shall not protrude beyond the bodywork of the car.
- e. Fuel tank air vents must be located at least 25cm (9.843 inches) to the rear of the cockpit. Cars registered after 1/1/83 must meet requirements of the GCR Appendix X.

7.9 Brakes

Unrestricted, except that disc brakes are restricted to cast iron calipers.

7.10 Wheels

Wheels are unrestricted except that:

- a. Diameter must be 13 inches.
- b. Rim width shall not exceed 5.5 inches.

7.11 Minimum Weight

Minimum weight as qualified or raced; with driver.

1050 lbs. -- original engine

1100 lbs. -- uprated engine

7.12 Specification Tires: Not required.

Formula Continental (Super Vee, Both) are a restricted class. Therefore any allowable modifications, changes or additional are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after 1/1/83.

8. FORMULA CONTINENTAL

8.1 Definition

Combination of ex Formula C and Formula Super Vee.

Flexible or moveable aerodynamic skirts are prohibited. No part of the body or suspended part of the car shall extend more than 1cm (0.394 inches) below the horizontal plane forming the bottom of the tub or chassis floor (both static or in motion).

8.2 Specifications for the ex-Formula C cars can be found in Formula Atlantic, Paragraph 4.A. Additional specifications follow:

A. Engines

Engine displacement below or equal to 1100cc. Cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

B. Minimum Weight

Minimum weight as qualified or raced; without driver: 750 lbs.

C. Fuel Tank Capacity

Maximum fuel tank capacity: 16 U.S. gallons.

8.3 Specifications for ex-Formula SV (Air Cooled) cars are as follows:

Single-seat, open-wheel racing cars based on standard Volkswagen 1600 components.

No part of the required engine, drive line, brakes or suspension shall be altered, modified, changed or be of other than VW manufacture unless specifically authorized herein.

It is permitted to lighten, balance or modify in shape, by tooling, standard VW parts, provided it is always possible to identify them positively as such. It is not permitted to add any material or mechanical extensions unless authorized by these Rules.

A. Weight and Dimensions

- a. Minimum weight -- 882 lbs., as qualified or raced, without driver.
- b. Wheel base -- Unrestricted.

- c. Front track -- Unrestricted.
- d. Rear track -- Unrestricted.

B. Suspension

- a. Front suspension is unrestricted with the exception of the following standard VW-type 1, 2 or 3 parts.
 - 1. Steering knuckles (upright)
 - 2. Wheel hubs.
 - 3. Brake drums, wheel cylinders and backing plates or brake discs and calipers. Splash shields may be removed from disc brakes. ATE caliper type FV/002 is permitted.
- b. Rear suspension is unrestricted with the exception of the following standard VW Type 1, 2 or 3 parts:
 - 1. Axles shafts
 - 2. "U" joints
 - 3. Wheel hubs
 - 4. Brake drums, discs, calipers, wheel cylinders and backing plates. Backing plates may be altered for brake cooling. ATE caliper type FV/002 also permitted.

C. Wheels

- a. Wheels are unrestricted except that:
 - 1. Diameter shall be 13, 14 or 15 inches.
 - 2. Rim width shall not exceed six inches front and eight inches rear.
 - 3. The bolt pattern shall enable the wheel to be attached directly to the VW hub without the use of an intermediate adapter.
 - 4. Wheels shall be identical for the right and left front axles, and identical for the right and left rear axles.
- b. Wheel spacers may be installed between the front wheels and hubs, but shall not exceed ½ inch per wheel. Spacers are not permitted between the rear wheels and hubs.
- c. Wheel attachment bolts may be replaced with studs.

D. Brakes

- a. Brake lining and/or brake pad material is unrestricted.
- b. Cars must be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Brake master cylinders are unrestricted.

E. Engine

The engine shall be standard VW 1600 from Volkswagen Type 1, 2 or 3 vehicles or a 1600cc 127V (Type 4) industrial

engine and shall be installed forward of the transmission. The following modifications are permitted:

- a. Induction system:
 1. Maximum number of throats: Four
 2. Maximum throat diameter at the throttle butterfly: 40mm (1.575 inches). 35mm maximum intake venturi size.
 3. Fuel injection is prohibited.
 4. Turbocharging and/or supercharging is prohibited.
- b. Exhaust system unrestricted, but pipes must terminate behind the driver and extend no more than 28 inches rearward of the rear axle centerline. The last four inches must be approximately horizontal and not more than 24 inches above the ground.
- c. The fan may be altered or removed. The fan housing may be altered or replaced. Cooling ducts may be altered, removed or replaced. The cooling fan shall not direct air to the carburetor inlet.
- d. Any standard VW distributor may be used.
- e. Generator/alternator -- unrestricted.
- f. Any oil baffles housed within the original sump may be used. Oil capacity may be increased by sump extension or oil filter(s). Dry sump systems are permitted.
- g. The substitution of valve spring retainers and the use of any valve spring(s) of the same type is authorized.
- h. The following standard dimensions of the engine components are included as information and shall be observed.

Bore (Max.): 3.375" (Type 1, 2, 3)
 3.4528" (Type 127V)
Stroke: 2.720" \pm .005" (Type 1, 2, 3)
 2.598" \pm .005" (Type 127V)

Intake Valve -- 1.614" maximum diameter

Exhaust Valve -- 1.339" maximum diameter

- i. Camshaft including timing gear -- unrestricted.
- j. The use of any standard VW rocker arms.
- l. Any standard VW clutch. Any clutch lining may be used.
- m. Any oil cooler is permitted.
- n. Any push rods.
- o. The use of alternate pulleys on the crankshaft, fan and/or generator.
- p. The use of alternate valve covers.
- q. The addition of dowel pins between the flywheel and crankshaft.

- r. Bushings may be installed where none are fitted as standard, provided they are concentric and that the centerline of the bushed part is not changed.
- s. Pistons and cylinders may be replaced with that of other manufacture, provided said is of the same material, is dimensionally identical and meets all other tolerances and specifications.
- t. Alternate piston and cylinders with a maximum bore size of 90 mm using 66 mm stroke = 1679.5 cc is permitted.
- u. Alternate connecting rods are allowed providing they are of the same material as original rods and original geometry crank pin to wrist dimension is maintained.

F. Transmission — Final Drive

Any transmission/final drive assembly utilizing a VW Type 1, 2 or 3 case with four forward speeds and an operational reverse gear may be used. The case may not be installed in an inverted position. Reverse gear must be operable from the driver's seat.

The final drive/differential unit is unrestricted except that limited slip and locked differentials are prohibited. The rear carrier and gearshift housing may be modified or replaced to permit the installation of a "quick-change" final drive assembly.

The final drive covers (side plates) may be modified or replaced.

G. Body

- a. No part of the bodywork and aerodynamic devices shall exceed in height a horizontal plane 90cm (35.4") above the ground. The safety roll bar/roll cage and the engine air box are not included in this height restriction. Measurements are to be made in any condition, driver on board.
- b. The cockpit opening must have the following minimum dimensions:
 - 1. Length: 60cm (23.622 inches)
 - 2. Width: 45cm (17.717 inches)
This width must extend over a length of 30cm (11.811 inches) measured from the rearmost point of the seat backrest toward the front.
 - 3. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel.
- c. Bodywork in front of the front wheels and lower than the

- top of the front wheel rim shall not exceed a maximum width of 135cm (53.15 inches).
- d. Bodywork in front of the front wheels and higher than the top of the front wheel rim shall not exceed a maximum width of 110cm (43.307 inches).
 - e. Bodywork behind the front wheels shall not extend beyond a plane connecting the vertical centerlines of the front and rear tires.
 - f. The material and shape of the body work are unrestricted, provided the body is symmetrical to the longitudinal axis of the vehicle and covers the entire length of the engine. The body shall not protrude beyond the rearmost point of the gearshift linkage. The carburetor may project outside of the bodywork.
 - g. Canards, diveplanes, and "sports car noses" are permitted within the dimensional restrictions of items c. and d.
 - h. Rear-mounted wings are permitted.
 - 1. Height -- No part of the wing shall exceed in height a horizontal plane, 90cm (35.4 inches) above the lowest point of the entirely sprung structure of the car.
 - 2.. Width -- The maximum width (as viewed from the front of the car) shall not exceed 95cm (37.402 inches).
 - 3. Setback -- Shall not extend rearward more than 80cm (31.5 inches) from the rear wheel hub centerline.
 - 4. Area -- Plan area shall not exceed one-half square meter (as viewed from above).
 - 5. Must be firmly fixed and symmetrically mounted on the fully sprung structure of the car.

H. Fuel Tank

Fuel tanks must be SCCA approved safety fuel cell(s). The total capacity shall not exceed 10 U.S. gallons. Fuel cells shall be separated from the engine compartment by the firewall and located to the rear of the front wheel centerline.

- I. The use of the following non-standard VW parts is permitted.
 - a. Fasteners (nuts, bolts, screws, etc.)
 - b. Wiring
 - c. Gaskets and seals
 - d. Brake and fuel lines
 - e. Spark plugs
 - f. Piston rings
 - g. Wheel bearings
 - h. Rod and main bearings of the same type
 - i. Fan belt

- j. Brake shoes, pads and linings
- k. Valve (std. valve head diameter must be maintained)
- l. Valve guides
- m. Valve seats
- n. Springs
- o. Battery
- p. Coil
- q. Fuel pump
- r. Oil pump(s)
- s. Ignition point set
- t. Oil and lubricants

**8.4 Specifications for Ex-Formula Super Vee (Water-Cooled Engine)
Formula Continental Cars**

A. Car Construction

A single-seat open wheel racing car based on original VW components.

- 1. The only original VW standard components which will be accepted are those appearing in the manufacturing company's parts. They must have been subject to all the manufacturing processes which the company applies to parts for incorporating into standard production vehicles.
- 2. Other equipment and components are only allowed if expressly authorized by these regulations.
- 3. All VW components may be reworked according to the details of these regulations only. Any modifications not expressly listed herein are prohibited.
- 4. It must always be possible to positively identify any reworked parts as VW standard parts. Provided that the origin of a standard part can definitely be established, it may be aligned, balanced, fitted, reduced in size or otherwise reshaped or modified by reworking.
- 5. Unless authorized by these regulations, no new material may be added in any way to VW parts. Specifically, no material may be added to the engine by welding, adhesive joints, electrolysis, etc. Chassis and body parts, however, may be plated or painted to enhance their appearance.
- 6. Except for the crankshaft, engine parts may not be nitrated or treated in salt baths.
- 7. Bolts, nuts, spring washers and other types of washers are unrestricted.

B. Weight and Dimensions

- 1. Minimum weight -- 1000 pounds, as qualified or raced without driver.

2. Wheel base -- unrestricted.
3. Front track -- unrestricted.
4. Rear track -- unrestricted.

C. Suspension

1. Front wheel suspension is unrestricted.
2. The steering mechanism may be of unrestricted design.
3. Any form of rear wheel suspension may be used, provided it incorporates standard VW constant velocity joints.

D. Wheels

1. Any make of wheel rim may be used. The following dimensions are compulsory:
 - a. Diameter: 13"
 - b. Maximum rim width: front -- 6"
rear -- 8"
2. Only 4 wheels are permitted. They shall be identical for the left and right front axles, and identical for the left and right rear axles.
3. Wheel spacers may be installed between the front wheels and hubs, but shall not exceed one-half ($\frac{1}{2}$) inch per wheel. Spacers are not permitted between the rear wheels and hubs.
4. Wheel attachment bolts may be replaced with studs.
5. All cars shall be limited to two wheel drive.

E. Brakes

1. Brake lining and/or brake pad material is unrestricted.
2. Cars must be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Brake master cylinders are unrestricted.
3. The following standard VW parts must be used (reworking to fit is permitted):
 - a. Brake disc
 - b. Brake caliper

F. Water-Cooled Engine

An engine with a maximum displacement of 1600 cm³ must be used. It must be made of standard VW components from the engine production series with the following engine code letters: YT, YN, TP, FT, FP, FR, EE, YG, YH, YK, YF, FN, FS and must come from an engine series intended for the Rabbit (Golf), Scirocco or Dasher (Passat).

CYLINDER HEADS may be repaired by welding (a maximum of three (3) cylinders.) Welding must be for repair only. Cylinder head repair must be remachined to standard dimen-

sions.

Valves, valve guides and valve seats are unrestricted provided the number of valves per cylinder and distances between valves is not changed. Valve springs, valve spring caps and valve spring washers are unrestricted. VW cylinder head bolts must be used. Bolt-on valve covers are mandatory.

Emission control air injection holes in the cylinder head (standard VW U.S. model) may be plugged with standard pipe plugs provided they serve no other purpose than to blank off these external holes.

1. Induction System

- a. Not more than two 2-barrel, or four single-barrel carburetors shall be used.
 - b. Fuel injection is also permitted, but no form of supercharging shall be used.
 - c. Engine speed control must be by means of throttle butterflies.
 - d. "The intake pipe to each cylinder must incorporate an air venturi with a maximum diameter of 25mm for fuel injection and 30mm for carburetors. The restricted venturi must be directly ahead (e.g. may be placed as far as 11" outboard) of the throttle butterfly (directly ahead means that there is nothing between the venturi and the throttle butterfly except the intake pipe), and all intake air (or the entire fuel-air mixture if prepared before this point) must pass through it. Both intake systems (carburetors or fuel injection) must use individual runners. No plenums or balance pipes are permitted."
 - e. Carburetor choke (cold-start) passages are to be sealed with plugs.
2. Cylinder Bore and Stroke
- a. Maximum bore size; 3.14 inches (79.78 mm). Piston to cylinder wall clearance is unrestricted for both standard and oversize pistons.
 - b. Maximum Stroke: 80 mm
3. Bearings and Connecting Rods
- a. Plain bearings may be replaced by others of the same type and dimensions. The distance between the small end and big end bearing centerlines -- 5.354 inches plus .002 inches (136 mm plus .05 mm) -- on production engines must not be altered. Standard VW connecting rods must be used.

4. Gaskets and Seals
 - a. Gaskets, o-rings and seals may be replaced by other versions or omitted entirely.
 - b. The sealing face of the block may be machined to permit installation of wire sealing rings around the cylinder bore opening only, thereby reinforcing the head gasket.
 5. Alternator may be modified or removed.
 6. Any type of ignition system (except twin spark plugs) may be used.
 7. Camshaft and Valve Gear
 - a. No restrictions are imposed, provided that the position, number and driving system of the camshaft and intermediate shaft are not changed.
 8. Pistons, Piston Pins, Rings
 - a. Any pistons, piston rings and piston pins may be used provided the piston does not project beyond the upper face (sealing face) of the engine block at top dead center.
 9. Other Engine Components
 - a. Engine mountings are unrestricted. The fan and water pumps can be modified, replaced or discarded. The coolant circuit is unrestricted. In its installed position, the engine shall not be tilted more than fifteen (15) degrees to the right or left from the vertical. The engine must be installed along the vehicle's longitudinal axis.
 - b. A single dry plate clutch is compulsory. A VW flywheel must be used.
 10. Exhaust System
 - a. The exhaust pipes from all cylinder must lead rearwards. Their actual design or construction is unrestricted, provided the tail (outlet) pipes are not higher than 24 inches from the ground. The ends of the pipes must not project by more than 26 inches rearward of the rear axle centerline.
 11. Bushings may be installed where none are fitted as standard, provided they are concentric and the centerline of the bushed part is not changed. No component shall be relocated and no prohibited modifications shall result from the use of the above bushing.
- G. Transmission**
1. A VW gearbox housing incorporating not more than four (4) forward speeds and an operational reverse gear must be

used. Reworking to adapt to the VW engine and to accept various gear ratios is permitted. Side plates may be modified or replaced.

2. Limited slip, torque biasing devices, locking differentials, or fully-locked differentials, are prohibited.
3. The gearbox housing may be rotated through 180°.

H. Lubricating System

1. Dry sump engine lubrication is permitted including the necessary modifications to the crankcase and oil circuit. The oil sump is unrestricted.
2. Any oil cooler may be used, but must be supplied through separate oil lines. If rear mounted they must not extend beyond the inner edge of the rear tire or be mounted in a dangerous position.
3. Chassis or frame tubes shall not be used to convey oil.
4. The oil tank must not extend outwards beyond the inner edge of the rear tire.
5. Oil hoses must comply with the standards specified above and the regulations for fuel lines.
6. All engine and transmission vent or breather lines must empty into a transparent oil catch tank or bottle having a minimum capacity to two quarts.

I. Electrical System

1. Starter. All cars must be fitted with an electrical starter controlled from the driving position.
2. Battery. Any make or type of battery is permitted. (GCR Appendix A.1.5.2)
3. Fuel and Electrical Lines. Fuel and oil lines and electrical cables must not pass through the cockpit together. They must be totally enclosed within a fire-resistant outer jacket or wrapping which is not attacked by liquids (a metal outer cover). No flammable liquid should be able to penetrate the cockpit in any circumstances. Hose unions must also comply with these regulations.
4. Red Warning Light. Each vehicle must be equipped with a rear-facing red warning light of a least 15 watts intensity. This warning light must be mounted as high as possible on the vehicle's centerline, be clearly visible from behind the car and operated from a switch in the cockpit. The warning light must be switched on when called for by the Chief Steward.

J. Bodywork Shape and Material

1. Vehicle bodywork shape and material are unrestricted. The

body may consist of several panels. However, the bodywork must not extend beyond the rear-most point on the rear wing or spoiler. No part of the body or frame may be wider overall than 55.1 inches (1400 mm).

2. The maximum body height is 35.4 inches (900 mm) above the ground under all conditions with driver on board.
3. The bodywork ahead of the front wheels must not exceed 39.4 inches (1000 mm) measured from the center of the front wheel hub. The maximum width of body sections ahead of the front is 53.1 inches (1350 mm). No part of the body ahead of the front wheels and exceeding the overall width of 37.4 inches (950 mm) shall extend upwards beyond the upper edge of a front wheel rim.
4. The cockpit opening must have the following minimum dimensions:
Length 26.6 inches (600 mm)
Width: 17.7 inches (450 mm)

This width must extend over a length of 11.8 inches (300 mm) measured forward from the rearmost point on the seatback.

The driver must be able to enter or leave the car at any time without any parts having to be removed or manipulated.

5. Rear wings (aerodynamic aids) are permitted subject to the following conditions:
 - a. They must be adequately secured to the fully sprung mass of the vehicle and be firmly fixed when the car is in motion. They must be mounted symmetrically to the vehicle's longitudinal axis.
 - b. The maximum height of the wing or spoiler from the ground under all conditions (including driver on board) must not exceed 35.4 inches (900 mm).
 - c. The maximum width of the wing must not exceed 37.4 inches (950 mm).
 - d. The horizontal distance between the rear edge of the wing and the center of the rear wheel hub (rear axle centerline) must not exceed 31.5 inches (800 mm).
6. Front wings or spoilers are permitted under the following conditions:
 - a. They must be mounted firmly to the fully sprung part of the vehicle and be adequately secured. They must be mounted symmetrically to the car's longitudinal axis.

- b. They must not interfere with the driver's view when he is seated in the cockpit.
 - c. They must comply with the dimensional restrictions of 8.4.J.3 above.
7. There are no restrictions on the design of the chassis or load-bearing structure (monocoque or spaceframe). The workmanship must provide sufficient strength to resist all loads likely to be encountered when the car is in use and provide an adequate margin of safety.

K. Roll Cage

- 1. The roll cage must conform with the requirements of the GCR Appendix Z.
- 2. The roll cage must be accessible enough to lift the car with a hook or cable.

L. Fuel Tank

- 1. Must be a safety fuel cell approved by SCCA. (GCR Appendix X)
- 2. Must be completely enclosed in a container of 20 gauge steel or .059" aluminum and must be isolated from the engine compartment by a fire-proof bulkhead.
- 3. The tank filler pipe and/or cap must not project beyond the bodywork.
- 4. The fuel tank cannot be vented into the roll cage. Any air vents must end beyond the bodywork and at least 9.8 inches (250 mm) behind the driver's seat.
- 5. Any type or make of fuel pump is permitted, but must not be located in the cockpit.

M. Fire Extinguisher

- 1. The car must be equipped with an on-board (Halon) fire extinguishing system with a minimum capacity of 5 pounds. The bottle must be mounted so that it can be removed easily for fully-charged verification by weighing.
- 2. The operating mechanism must be marked with a red circle and the letter "E", and must be accessible to both the driver and a person engaged in rescue work from outside the car. The system must discharge effectively onto the engine as well as the cockpit.

Formula 2000 is a restricted class. Therefore any allowable modifications, changes or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after 1/1/83.

8.5 FORMULA 2000, CLASSED IN FORMULA CONTINENTAL

Description

Single seater racing cars as defined by these regulations.

Formula 2000 fitted with standard Ford NE series 2 liter SOHC engine.

A. Safety:

Must comply to GCR Appendix A, X, Y and Z.

B. Chassis:

The chassis must be of tubular steel construction with no stress-bearing panels except bulkhead and undertray, curvature of the undertray must not exceed 2.54cm (1 inch). Monocoque chassis construction is prohibited. Stress-bearing panels are defined as, sheet metal affixed to the frame by welding, bonding or rivets or bolts or screws which have centers closer than 15.24cm (6 inches). Body panels cannot be utilized as stress-bearing panels.

The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.

No engine oil or water tubes are permitted with the cockpit.

It is not permitted to construct any suspension member in the form of an aerofoil or to incorporate a spoiler in the construction of any suspension member.

C. Bodywork and Aerofoils:

See table of dimensions.

The use of composite materials using carbon/and or Kevlar reinforcement is prohibited.

Ground effects are prohibited.

Cockpit: Forward facing roll bar/cage bracing and required padding will not be considered in the dimensions shown in the table.

D. Engines (Per Sports 2000 Specifications)

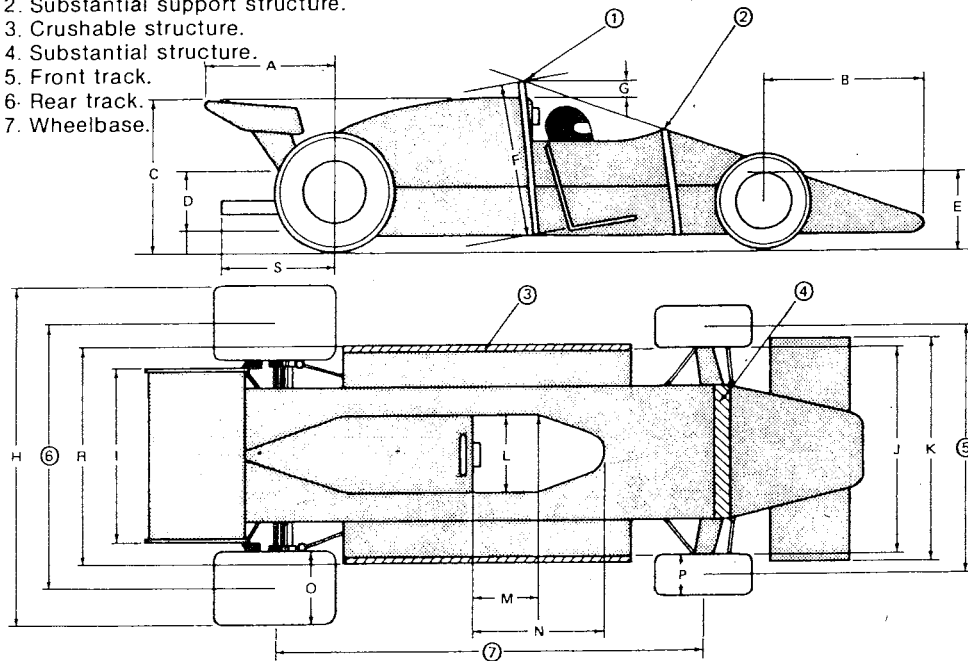
E. Suspension:

All parts must be of steel or ferrous material, with the exception of hubs, hub adaptors, hub carriers, bearing and bushes, spring caps, abutment nuts, anti roll bar links, shock absorber caps and nuts. Titanium is prohibited. Springs: steel only.

- F. Brakes:
Light alloy brake calipers are prohibited, otherwise unrestricted.
- H. Steering:
Unrestricted.
- I. Wheels and Tires:
13" diameter wheels with maximum front rim width 6" and rear 8" are the only wheel sizes permitted. Material is unrestricted providing it is metal.
- J. Transmission:
 - a) The gearbox must contain not more than four forward gears and include an operable reverse gear, capable of being engaged by the driver while normally seated. The ratios are unrestricted.
 - b) Rear wheel drive only is permitted.
 - c) Final drive ratio is unrestricted.
 - d) The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip and locked differentials are prohibited.
- K. Fuel System:
Fuel cell must comply with Appendix X.
- L. Fuel Capacity:
Maximum capacity 41 liters (9 gallons).
- M. Weight:
522kg (1150 lbs) minimum with driver.

NOTE: Converted Formula F cars must reapply for homologation as Formula 2000 cars.

1. Safety roll-over bar.
2. Substantial support structure.
3. Crushable structure.
4. Substantial structure.
5. Front track.
6. Rear track.
7. Wheelbase.



NOTES: Maximum height is measured with the driver aboard.
 Maximum height excludes safety roll-over bar on which there is no maximum height.
 FIA substantial support structure ② and ④ apply only to certain International Formulae.

SINGLE SEATER DIMENSIONS

Refer to Drawing

	F-2000
(A) Maximum rear overhang from rear wheel axis	80
(B) Maximum front overhang from front wheel axis	100
(C) Maximum height measured from the ground	90
(D) Exhaust height measured from the ground	Between 30 and 60 cm
(E) Maximum body height in front of front wheels	At front wheel rim height
(F) Minimum safety roll-over bar length in line with driver's spine	92
(G) Minimum allowed helmet clearance	5
(H) Maximum width	185
(I) Maximum rear aerofoil width	95
(J) Maximum body width behind front wheels	95
(K) Maximum nose width	135
(L) Minimum cockpit opening	45
(M) Minimum cockpit parallel opening length	30
(N) Minimum cockpit overall opening length	60
(O) Maximum rear wheel width	Controlled
(R) Maximum width including crushable	N/A
(S) Maximum exhaust length from rear wheel axis	80
Minimum wheelbase	200
Minimum track	120
Wheel diameters (minimum)	All above dimensions in cm. 13 in.

1/1/85

Formula 440 is a restricted class. Therefore any allowable modifications, changes or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after 1/1/83.

10. FORMULA 440 RULES

10.1 Definition

A class for single-seat, open-wheel, rigid-suspension race cars using snowmobile-derived engines and drive components. Specifications are restrictive in nature in order to emphasize driver ability rather than design.

10.2 Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds.

Wheelbase	Min.	68"
	Max.	73"
Overall Length	Min.	110"
	Max.	150"
Overall Width	Min.	50"
	Max.	55"

10.3 Suspension shall be restricted and of a safe, suitable design. "Restricted" is defined as follows:

- a. There shall be no springs nor shock absorbers acting either directly or indirectly between the frame/chassis and axle.
- b. Rear driving axle must be of solid steel. Axle must be one piece live axle, driving both rear wheels. Swing arms are allowed. Differentials and/or slip units are not permitted.
- c. Blocks, bushings and/or mounts of rubber or similar material shall be used to isolate engine and drive assemblies, and/or axles from vibration, shock or track irregularities. These mounts shall not exceed one (1) inch in thickness in their uncompressed state nor shall they be stacked. The diameter of the mounts shall not exceed two (2) times their thickness. The mounts shall carry the weight of the car in a compressed mode. Installation will be evaluated on their compliance with both the letter and intent of this provision.
- d. Front axle(s) design and/or mounting configuration must be such that the axle(s) do not function as a torsion bar. Split-axle/independent front suspension is permitted so long as suspension control is effected solely by the mounting defined

herein.

e. Anti-sway bars are not permitted.

10.4

Brakes

Brakes shall be foot-pedal operated, hydraulic disc or drum type, acting on all four wheels. The brakes shall be a dual system, arranged in a manner to provide braking for at least two (2) wheels in the event of failure in part of the system.

10.5

Steering

Steering is unrestricted provided it is of a safe and suitable design.

10.6

Transmission and Final Drive

Transmission of power from the engine to the rear wheels shall be through an automatic torque converter-type, centrifugal variable ratio drive, using a belt and/or drive chain and centrifugal clutch. Sprocket and/or pulley diameters may be changed to alter the drive ratio. No electronically or driver controlled variable drive is permitted.

10.7

Frame/Chassis

The frame/chassis assembly shall be constructed of steel tubing, and shall be of a safe and suitable design. The monocoque-type chassis is permitted but must have reinforcement plates at all points of attachment for axles, engine, drive components, and roll cage and driver restraint system.

10.8

Roll Cage

Cars must have a full roll cage of steel, designed so that when viewed from overhead, an opening, having a minimum width of fourteen 14 inches and minimum length of seventeen 17 inches is available for driver extraction under emergency conditions. Cars must have roll cages which comply with Appendix Z .

10.9

Bodywork

All mechanical components of the car, forward of the roll cage, must be covered by suitable bodywork. Exceptions are the wheels, brakes, a minor portion of the front axle and the cockpit. Driver's seat must be capable of being entered without the removal or manipulation of any part or panel. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires; do not stand taller than the top of the front tires; and their rearward-most portion does not extend beyond an imaginary line drawn from the center of the front wheel, 40 degrees forward from vertical.

Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the

outer edges of the front and rear wheels. In a horizontal plane it shall begin within two (2) inches ($\pm 1/2$ inch) of the turned position of the front tire and extend to within four (4) inches ($\pm 1/2$ inch) of the rear tire. The side pod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of 9", maximum 12" measured from the bottom plane of the car. The side pod(s) must be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air must pass through those exchanger(s). The side pod(s) may be open to the rear. Side pod(s) are intended to restrict wheel entanglement between cars. The purpose of these rules is to eliminate the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54 cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) The bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car.

10.10 Tires

Any recognized 10" racing tire with any tread width up to a designed 7.5" width may be used. Any HR rated radial tire may be used as a rain tire.

10.11 Wheels

Wheels shall not exceed ten (10) inch diameter and 8.5 inch width.

10.12 Ballast

Ballast may be added to meet the minimum weight requirement provided it is securely mounted within the bodywork and serves no other purpose. It is recommended that underweight cars be brought to the minimum limit by adding strengthening material to areas providing driver protection, i.e., roll cages, frame rails, etc., rather than simply bolting in additional weight.

10.13 Fuel Tank

The fuel container shall comply with GCR Appendix X, located within the bodywork, ahead of the rear wheels and behind the centerline of the front wheels. Monza/flip-top caps are prohibited.

10.14 Fire Extinguisher

System types, capacities and mounting requirements must be in compliance with GCR Appendix A.1.5.1.

10.15 Engines

Shall be the Fuju "Chaparral" model G44bw, or the Kawasaki TC 440A, 2-cylinder, 2-cycle, water-cooled, in stock configuration. No component of the engine may be altered, modified or changed, nor be of any other than original equipment manufacture unless specifically authorized. Engine components must be assembled in stock configuration.

Authorized Changes:

- a. Carburetors: Any carburetors may be used. Chaparral engines restricted to 38 mm carburetors. Kawasaki engines restricted to 34 mm carburetors, or 34 mm restrictor plates immediately behind the carburetor flanges. (See Drawing)

Supercharging, turbocharging, and direct fuel injection is prohibited.

- b. Any exhaust pipe(s) may be used, provided they meet a sound limit of 92 db on the "A" scale measured 50 feet behind the vehicle, with engine running at a steady 4,000 RPM, without load.

- c. Alternate piston replacement for Chaparral engine only, "Wiseco" one ring piston.

10.16 Chain/Belt Guards

Protective guards made from 1/8" aluminum or 3/32" steel are required where belt or chain breakage could result in injury to the driver or damage to items necessary for the safe operation of the vehicle. This includes, but are not limited to, fuel lines, fuel tanks, brake lines, radiator and water hoses.

10.17 Radiator

Capacity, size, shape, location and number are unrestricted. Overhead radiators must be at least six (6) inches rearward of driver's head.

10.18 Fuel

Fuel shall meet the requirements specified in GCR 2.11.

10.19 Safety Items

In addition to previously mentioned items, the following equipment is required. Vehicle will be fitted with:

1. A firewall which effectively protects the driver. (Refer to GCR Appendix A.)
2. A complete driver restraint system including shoulder straps, lap belt, and submarine strap(s). (Refer to GCR Appendix Y).
3. Mirrors affording the driver clear fields of vision behind him,

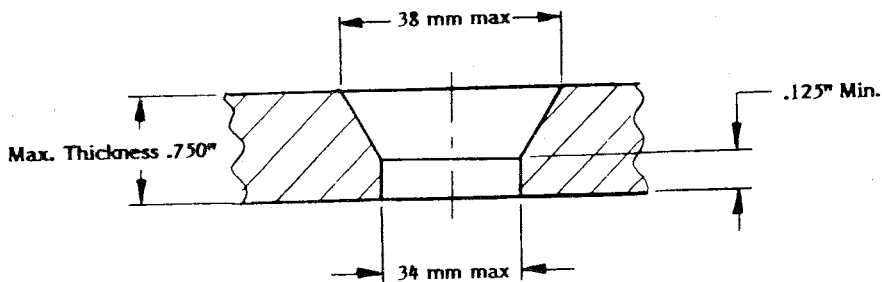
and on both sides of the car.

10.20 Formula 440 Claiming Rule

- A. Cars competing in Formula 440 may be claimed according to the procedure outlined below.
1. The claimant must be a competitor in the class.
 2. The claim must be submitted to the Chairman of the Stewards of the Meeting or Chief Steward within 30 minutes after the end of the race.
 3. The claimant must submit the total claiming price at the time the claim is entered in the form of cash or certified check.
 4. Cars shall not be started with rear wheels on the ground unless a driver is aboard.
- B. Base claiming price for any F-440 is \$6,870.00 effective 1/1/85, and will be adjusted to the consumer price index every January 1 thereafter.
- C. The car is claimed in on-track condition with four (4) wheels and tires and all required safety equipment intact. Spare parts such as extra wheels, tires, brake pads, etc. are not included.
- D. Any details and circumstances not specifically mentioned herein shall be arranged by mutual consent of the claimant and legally registered owner of the vehicle being claimed with the Stewards of the Meeting having the right to adjudicate all differences between the two parties.
- E. Stewards of the Meeting must take charge of the claimed car at the time of the claim.
- F. The claimed car may be raced by the original driver through the conclusion of the race weekend.

10.21 All cars complying to these rules to be a National class.

Throttle Restrictor Plate
Aluminum Plate Max. Thickness .750"
34 mm restrictor hole must be maintained for
a depth of .125" min.
Relief Angles to Clear Butterfly Are Free.



1/1/85