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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 both normal road use and speed events 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.

b. Production Category automobiles shall normally be those which are series-produced with normal road touring equipment in quantities of at least 1000 within a 12 month period and approved by E.P.A. and D.O.T. for sale in the United States. 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 manufacturers' complete designation, including the name, model, model number and engine displacement.

The SCCA shall publish the Production Car Specifications 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 manufacturers' sales outlets, except that they may be up-dated 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, which weight shall normally correspond to the official weight listed on the model's recognition form, or else shall be obtained by taking the average of the actual weights of a number of examples of the same model, selected at random, and weighed under the following conditions: With the spare wheel and tire of the size normally provided by the manufacturer, with full oil sump (or tank), and with full water tank if one is used but without fuel, tools, luggage or anyone on board.

A weight tolerance of minus 5% as compared with the official weight will be granted Production Category automobiles, provided the reduced weight results from modifications permitted in these Rules. Cars must meet or exceed the official weight less 5% as raced, but without ~~fuel~~ and driver. *Weight may be reduced on standard (6/73-2)*

Track is to be measured as raced, at the hub center line, with the car at race ride height, without driver.

f. Production Category automobiles shall be classified for racing purposes in groups of cars of similar performance.

g. On closed Production Category cars, at least one main door window must be fully open during competition.

2.2 Authorized Modifications

The following modifications are authorized on all Production Category cars: (Modifications may not be made unless specifically authorized herein.)

A. Bodywork

1. Fitting all accessories, gauges and indicators, and all inside modifications for the purpose of improving the

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The instrument panel may be modified for an instrument panel with gauges and a tachometer. The instrument panel may be modified for an instrument panel with gauges and a tachometer. A standard instrument panel may be used.

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 straps or fasteners may be used. It is specifically not authorized to alter or open any 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 (flip type), is permitted. One-way, anti-surge caps are recommended. The filler cap may be relocated directly on the fuel tank. The filler neck/hose may be removed and resulting hole(s) may 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 re-

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6. Bumpers may be removed, except when it (they) are an integral part of the coachwork (example Porsche 911). If the bumper is removed, all projecting hardware such as brackets and fixtures must also be removed. No substitute bumpers are allowed. Hub caps and fender skirts must be removed. Grilles may not be removed.

7. Glass and/or plastic, headlight, front parking light, front signal light, lenses and bulbs must be removed. The resulting openings may be used for ducting of air to the engine, front brakes and/or oil coolers. The openings must be covered with wire mesh screen maximum weave 1/4" wire cloth. This screen must be of the same contour as the original lens and mounted so that the headlight bezel/rim remains in place and presents a stock appearance. Side marker light assemblies must be removed and the resulting openings covered with a plate not exceeding the dimensions of the original parts. If the headlight openings are not used for ducting air, they must be completely covered with a flat panel or panels conforming to the shape of the original lenses. These panels must be metal, fiberglass mat, cycolac or other approved material and must be mounted in the original location of the standard lenses. Other lighting parts and operating ancillaries may be removed. Resulting holes must be completely covered. 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.

This ducting not exceeding the diameter of the headlight opening may pass through interior panels (2-12-73)

add on light covering original ducts. Revised 1/73 (2-12-73)

8. The fitting of a spoiler to the front of the car, provided that, no changes are made in the bodywork for this purpose, and that it does not extend, to the side, beyond the centerlines of the front wheels, nor more than three (3) inches below the lowest part of the front body panel, nor above a horizontal plane passing through the wheel hub centerlines, nor forward of the most forward part of the front body panel.

9. The addition of a bulkhead between the driver/passenger compartment and the compartment containing the fuel tank.

Tires, Wheels, Suspension

1. The make and size of tires provided they fit the rims without change or additions and 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 only to provide for tire clearance, provided that the fender opening profile, viewed from the side of the automobile is not changed.

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

Spare tires may be removed, unless the Supplementary Rules for an event specify otherwise.

2. The use of any wheels of the same diameter and with a rim no more than 1.5 inches wider than the standard wheel listed by SCCA for the automobile. Changes in track resulting from use of the above wheels may not exceed plus ~~or minus~~ 2 inches from the track dimension listed by SCCA for the automobile, measured as raced, at the hub center line with the car at race ride height, without driver.

Complete car is required to have a legal tire tread and a legal wheel. The fender opening must be altered to provide clearance for the tire. The fender opening must be altered to provide clearance for the tire. The fender opening must be altered to provide clearance for the tire.

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Furthermore, the track dimensions shall remain equally disposed from the center line of the automobile. Wheel spacers may be used within the above dimensional restrictions.

The use of center-lock wheels and hubs is permitted within this track restriction.

3. The make and type of shock absorbers, but not their numbers, or their system of operation (i.e., lever or telescopic), or their system and points of attachment.
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 and/or spoilers shall not extend, to the side, beyond the centerlines of the front wheels, no more than three (3) inches below the lowest part of the front body panel, nor above a plane passing through the wheel hub centerlines, 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.
5. The make of brake linings and the use of any brake lines. The fitting of any single or dual master cylinder(s). A servo assist may be added, if none is fitted as standard. 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, bearings, bearing carriers, universal joints, and drive shafts. These changes may not result in any changes in tread dimensions as measured from the centerline of the car, or any changes in other suspension components, or the suspension geometry.
7. The use of alternate suspension bushings of the same type and size. Offset bushings are permitted.

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8. The addition or substitution of any anti-roll bar, camber-compensating device and/or axle locating device provided there is no other change in the standard suspension or drive train components except as authorized elsewhere in these rules. Such devices may not pass through any interior or exterior body panel, or frame member.

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. The points of attachment of the strut/shock absorber unit to the chassis, may not be relocated. 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.

C. Electrical System

1. Make of spark plugs and ignition coil on condition that the system of ignition remains the one provided

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by the manufacturer. Transistor ignition is permissible provided the original distributor equipment is utilized.

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.

Internal modifications to the distributor are permitted. The vacuum actuating mechanism may be removed.

2. Make or size of battery provided its voltage and location remains unchanged.
3. The wiring harness may be altered or replaced.
4. Horns may be completely removed.

D. Engine and Drive-Train

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.

b. Fuel injection engines: Any alteration to the standard 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

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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.

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 alternate fuel line may be used provided it does not pass through the driver/passenger compartment and provided the number of fuel lines remains unchanged between the tank and the firewall. In addition it is permitted to install a fuel pump in the fuel line between the fuel tank and the firewall.

4. It is permitted to lighten, balance, or modify in shape by tooling components of the engine and drive-train,

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